

Transportation Resource Manual

(Updated July 2025)

TABLE OF CONTENTS

TRANSPORTATION BUDGET & KEY LEGAL INFORMATION 1

State Budgeting Overview.....	2
2023-25 Transportation Budget Overview.....	4
Transportation Operating Budget.....	5
Transportation Capital Budget.....	6
Revenue Sources for the Transportation Budget	7
Distribution of the 49.4¢ Fuel Tax.....	8
Licenses, Permits and Fees	10
Bonds	12
Federal Funding.....	13
Transportation Budget Process.....	14
Miscellaneous Budget Information	15

RECENT TRANSPORTATION REVENUE PACKAGES..... 16

2022: Move Ahead WA (MAW) Transportation Funding Package	17
Move Ahead WA Revenues (ESSB 5974).....	17
Move Ahead WA Expenditures (16-year Planned)	17
Other Provisions in ESSB 5974	18
2015: Connecting Washington Act (CWA) Transportation Funding Package.....	23
Increased CWA Taxes and Fees.....	23
Estimated CWA Revenues	24
Planned CWA Expenditures	24
Local Transportation Revenue Options.....	26
2005: The Transportation Partnership Package	26
2003: The Nickel Package.....	27
2002 Revenue Package	27

RECENT INITIATIVES 29

Initiative 301 – Expenditure and Revenue Limitation	30
Initiative 695 – MVET Repeal and Tax Restrictions	31
Initiative 776 – High Capacity MVET Repeal and Local Tax Restrictions	32
Initiative 960 – Tax and Fee Increases Imposed by State Government.....	33
Initiative 976 – Modify and Reduce MVET and Other Transportation Taxes and Fees	34

Initiative 1053 – Tax and Fee Increases Imposed by State Government	35
Initiative 1185 – Tax and Fee Increases Imposed by State Government	36

18TH AMENDMENT 37

STATE TAXES AND FEES 39

Summary Of Transportation Taxes and Fees, 2025-27	43
Washington State Revenue Drivers for Fiscal Year 2024	49

TRANSPORTATION TAXES (Amendments to Chapter 82 RCW) 51

Aircraft Excise Tax.....	52
Aircraft Fuel Tax.....	53
International Fuel Tax Agreement Decal.....	54
Motor Vehicle Fuel Tax (Gas Tax) and Special Fuel Tax (Diesel Tax)	55
Distribution of 49.4 Cent Motor Vehicle Fuel Tax.....	57
Distribution of 49.4-Cent Gas Tax*.....	58
49.4-Cent Motor Vehicle Fuel Tax – Distributions and Uses	59
Natural Gas and Propane Fee (in lieu of diesel tax)	62
Rental Vehicle Sales Tax.....	63
Retail Sales and Use Tax on Motor Vehicles.....	64
Watercraft Excise Tax.....	65

VEHICLE FEES 66

Abandoned Recreational Vehicle Disposal Fee	67
Camper Registration Fee.....	68
Commercial Vehicle Safety Enforcement Fee.....	69
Dealer Temporary License Plate (former Temporary Permit).....	70
Electric Vehicle License Fee	71
Farm Exempt Decal Fee	72
Farm Vehicle Reduced Gross Weight Fee.....	73
Farm Vehicle Trip Permit Fee	74
Filing Fee (vehicle registration and certificate of title).....	75
Intermittent-Use Trailer Fee.....	76
License Fee by Weight (formerly Combined Licensing Fee)	77
License Plate Fees	78
License Plate Reflectivity Fee	80
License Plate Technology Fee.....	81
License Service Fee	82
Log Truck Additional Weight Permit.....	83

Mobile Home Title Elimination Fee.....	84
Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee)	85
Motor Home Weight Fee.....	86
Off-Road Vehicle Fees	87
Passenger Vehicle Weight Fee	88
Personalized License Plates	89
Private Use Single-Axle Trailer Fee	90
Proportional Registration Plates and Fees	91
Recreational Vehicle Sanitary Disposal Fee.....	92
Report of Sale Fees	93
Service Fees on Vehicle Titles and Registration Renewals	94
Special License Plates	95
Special Permit Fee for Oversize/Overweight Movements.....	98
Transportation Electrification Fee	99
Trip Permit Fee.....	100
Trip Permit, Special Fuel Users	101
Vehicle Certificate of Title and Inspection Fees	102
Vehicle Registration Fee (\$30 License Fee).....	104
Wheeled All-Terrain Vehicle Fees.....	105

DRIVERS FEES 106

Commercial Driver License	107
Driver's Abstract.....	109
Drivers Document Issuance Fee	110
Driver Instruction Permit	111
Driver License Examination Fee	112
Driver License Fee	113
Driver License Photo-Only Fee.....	114
Driver License Reinstatement and Hearing Fees.....	115
Duplicate Driver License Fee	116
Enhanced Driver License/Identification Card Fee	117
Identicards	118
Motorcycle Endorsement Fee/Instruction Permit.....	119
Temporary Restricted Driver License and Device Fees—Ignition Interlock and Occupational.....	120

FARES AND TOLLS 121

Ferry Fares	122
Tolling – SR 167 High Occupancy Toll (HOT) Lanes.....	125
Tolling – I-405 Express Toll Lanes	126
Tolling – SR 520 Bridge	127
Tolling – Tacoma Narrows Bridge	128

Tolling – SR 99 Tunnel.....	129
Tolling – Puget Sound Gateway	130
BUSINESS LICENSES	131
For-Hire Business Permit and Vehicle Certificates.....	132
Hulk Haulers and Scrap Processors, Wreckers License Fees	133
Tow Truck Capacity Fee	134
Tow Truck Operator Fee	135
Transportation Network Company Permit Fee	136
Transporter License Fee and Plate Fees	137
Vehicle Dealers and Manufacturers	138
AIRCRAFT AND VESSEL FEES.....	139
Aircraft Dealers License Fee	140
Aircraft Registration Fee	141
Vessel Dealer Temporary Permit.....	142
Vessel Pilot License Fee.....	143
Vessel Registration Fee	144
Vessel Title Fees	145
Vessel Visitor Permit	146
CLIMATE COMMITMENT ACT	147
Climate Commitment Act Cap and Invest Revenues.....	148
CLEAN FUELS PROGRAM	150
Clean Fuel Credits – State Transportation Investments.....	151
LOCAL TAXES	154
Border Area Motor Vehicle Fuel and Special Fuel Tax	155
Commercial Parking Tax.....	157
Local Option Taxes for High Capacity Transportation (MVET, Rental Car, Employee, Sales Tax)	159
Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Rental Car Sales and Use, Employer).....	162
Local Option Taxes: Ferry Services	163
Local Option Taxes: Regional Transportation Investment Districts (RTIDs)	165
Local Option Taxes: Transportation Benefit Districts	167
Local Option Motor Vehicle and Special Fuel Tax for Counties	172
Property Tax Road Levy	174
Transit Taxes	175
History of Local Option Taxes	178
Summary Chart Of Local Option Taxes For Transportation	183

FEDERAL FUNDING.....	188
Federal Transportation Funds Overview	190
Background	190
State Revenue from the Federal Highway Administration and Federal Transit Administration	193
Federal Surface Transportation User Fees.....	196
Federal Transportation Program Highlights	197
Airport Improvement Program	198
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	200
Emergency Relief Program	203
Federal Lands Access Program.....	205
Ferry Boat Formula Program	207
Highway Safety Improvement Program.....	208
National Highway Freight Program	210
Metropolitan Planning Program	212
National Highway Performance Program.....	214
State Planning and Research Program	216
Surface Transportation Block Grant Program	217
Transportation Alternatives Program.....	220
Motor Carrier Safety Assistance Program (MCSAP)	222
Enhanced Mobility of Seniors and Individuals with Disabilities (49 USC Sec 5310).....	223
Public Transportation Emergency Relief Program (49 USC Sec 5324).....	224
Rural Transportation Assistance Program (49 USC Sec 5311)	225
State of Good Repair Grants (49 USC Sec 5337)	226
Transit-Oriented Development Planning Pilot (MAP-21 Sec 20005(b))	227
Urbanized Area Formula Grants (49 USC Sec 5307)	228
Metropolitan Planning Grants (49 USC Sec 5303/5305d).....	229
State Planning Grants (49 USC Sec 5304/5305e)	230
Railroad Rehabilitation and Improvement Financing.....	231
TIFIA Loan Program (23 USC Ch. 6)	232
Infrastructure Investment and Jobs Act - NEW	233
Bridge Formula Program (BFP)	234
Carbon Reduction Program (CRP).....	236
National Electric Vehicle Infrastructure (NEVI)	239
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT).....	241
 BONDS	 243
The Bond Process	244
Bond Authorizations.....	246

Bond Authorization Purposes	247
Projected Bond Sales	249
Debt Service on Motor Vehicle Fuel Tax Bonds	250
Debt Service as a Percent of the State’s Overall Share of the Motor Vehicle Fuel Tax	251
Bonding – Pros and Cons	252

PUBLIC PRIVATE PARTNERSHIPS 253

Public Private Partnerships in Transportation	254
Public Private Partnerships in Washington State.....	256
Chronology of Washington’s Public Private Partnerships Programs	258

TOLLING 261

Background	262
Tolled Lanes	263
Governance	263
Current Tolling Authority	263
Approval of Toll Increases	264
Limitations on Use of Toll Revenue	264
Duration of Toll Collection	264
18th Amendment to Washington State Constitution.....	265

INFRACTIONS 266

Infractions: Traffic, Parking, and Tolling Violations	267
Traffic Infractions	267
Parking Infractions	267
Tolling Violations	268

SALES AND USE TAX ON ROAD CONSTRUCTION 269

Sales & Use Tax on WSDOT Projects on State-Owned Highways	270
Public Road Construction Exemption: local jurisdictions and federal government	270
Taxation of federal projects.....	270
Sales Tax Deferrals	271
Connecting Washington	271
Move Ahead Washington	271

REPEALED TAXES AND FEES..... 272

Aircraft Pilot Registration Fee	273
Airman/Airwoman Registration Fee.....	274
Centennial License Plates	275
Clean Air Excise Tax	276
Mobile Home/Travel Trailer Dealer Excise Tax.....	277
Motor Vehicle Excise Tax (MVET), Statewide and Local.....	278
Motor Vehicle License Fee (local)	283
Travel Trailer and Camper Excise Tax	284
Vehicle Dealer Excise Tax.....	285

ACCOUNTS 286

State transportation accounts: Restricted to 'highway purposes'?	289
Abandoned Recreational Vehicle Disposal Account.....	291
Advanced Environmental Mitigation Revolving Account.....	292
Advance Right-of-Way Revolving Account.....	293
Aeornautics Account	294
Agency Financial Transaction Account	295
Alaskan Way Viaduct Replacement Project Account	296
Capital Vessel Replacement Account.....	297
Carbon Emissions Reduction Account	298
Clean Fuels Transportation Investment Account.....	299
Climate Active Transportation Account	300
Climate Transit Programs Account	301
Complete Streets Grant Program Account	302
Connecting Washington Account	303
Cooper Jones Active Transportation Safety Account.....	304
County Arterial Preservation Account.....	305
CRAB Emergency Loan Account.....	306
Department of Licensing Services Account.....	307
Driver Licensing Technology Support Account	308
Electric Vehicle Charging Infrastructure Account.....	309
Essential Rail Assistance Account.....	310
Federal Local Rail Service Assistance Account/Local Rail Federal Assistance	311
Ferry Bond Retirement Account	312
Freight Mobility Investment Account	313
Freight Mobility Multimodal Account	314
Grade Crossing Protective Account.....	315
High Occupancy Vehicle Account	316

Highway Infrastructure Account.....	317
Highway Safety Account	318
Ignition Interlock Device Revolving Account.....	319
Impaired Driving Safety Account	320
Interstate 405 and State Route Number 167 Express Toll Lanes Account.....	321
License Plate Technology Account	322
Marine Fuel Tax Refund Account	323
Miscellaneous Transportation Programs Account	324
Motor Vehicle Account	325
Motorcycle Safety Education Account	327
Move Ahead WA Account.....	328
Move Ahead WA Flexible Account	329
Multimodal Transportation Account	330
Multiuse Roadway Safety Account	331
Pilotage Account	332
Produce Railcar Pool Account.....	333
Public Use General Aviation Airport Loan Revolving Account	334
Puget Sound Capital Construction Account.....	335
Puget Sound Ferry Operations Account	336
Puget Sound Gateway Facility Account.....	337
Recreation Resources Account	338
Recreational Vehicle Account	339
Regional Mobility Grant Program Account.....	340
Rural Arterial Trust Account	341
School Zone Safety Account	342
Small City Pavement and Sidewalk Account	343
Special Category C Account.....	344
State Patrol Highway Account	345
State Route Number 520 Civil Penalties Account	346
State Route Number 520 Corridor Account.....	347
State Vehicle Parking Account	348
Tacoma Narrows Toll Bridge Account	349
Toll Collection Account	350
Toll Facility Bond Retirement Account	351
Transportation 2003 Account (Nickel Account)	352
Transportation Equipment Account.....	353
Transportation Improvement Account	354
Transportation Improvement Board Bond Retirement Account	355
Transportation Infrastructure Account.....	356
Transportation Innovative Partnership Account.....	357

Transportation Partnership Account.....	358
Vulnerable Roadway User Education Acct	359

STATE AGENCIES..... 360

Board of Pilotage Commissioners.....	361
County Road Administration Board.....	362
Department of Commerce	365
Department of Licensing	367
Department of Transportation	372
Freight Mobility Strategic Investment Board	376
Joint Transportation Committee	377
Public Employment Relations Commission, Marine Division	378
Transportation Improvement Board	379
Traffic Safety Commission	382
Transportation Commission	383
Utilities and Transportation Commission	384
Washington State Patrol.....	386

TRIBES 390

Tribes	391

LOCAL/REGIONAL JURISDICTIONS..... 393

Tribes	394
Counties	396
Local Option Ferry Services	398
Local Improvement Districts/Road Improvement Districts	400
Metropolitan Planning Organizations	401
Ports	403
Public Transit Systems	405
Regional Transit Authority (“Sound Transit”).....	410
Regional Transportation Investment District (RTID).....	413
Regional Transportation Planning Organization	414
Transportation Benefit Districts (TBD)	416
City Transportation Authority (Monorail Transportation).....	417

PASSENGER MODES..... 419

Passenger Vehicles.....	420

Miscellaneous Vehicles	421
Roadways (State Highways, County Roads, City Streets)	423
Ferries.....	426
Transportation Demand Management.....	429
Buses.....	432
Special Needs Transportation	434
Carpooling/Vanpooling	436
High Occupancy Vehicle (HOV) Lanes	439
Intercity Passenger Rail (Amtrak Cascades) and Cascadia High-Speed Rail.....	444
Regional Rail Commuter Service.....	449
Bicyclists, Pedestrians, and Other Active Transportation Users.....	450
Air Transportation	454

FREIGHT MODES 457

Freight Transportation Overview	458
Trucking	460
Freight Rail	462
Marine Freight.....	466
Air Cargo	471

STATE PLANS AND REPORTS 472

Washington Transportation Plan (WTP)	473
Strategic Highway Safety Plan: 2019 Target Zero.....	475
Highway System Plan (2007-2026)	476
Washington State Ferries Long-Range Plan	477
Washington Aviation System Plan.....	478
Public Transportation System Plan	479
State Rail Plan	480
Bicycle Transportation and Pedestrian Walkways Plan (State Active Transportation Plan)	481
Freight System Plan	483
Transportation Asset Management Plan (TAMP)	484

LOCAL/REGIONAL PLANS 485

Airport Master Plans/Layout Plans	486
Comprehensive Scheme of Harbor Improvements and Industrial Developments	487
Local Comprehensive Plans	488
Regional Transportation Plans	490
Metropolitan Transportation Plans.....	491

Six-Year Transit Development Plan and Public Transportation Benefit Area (PBTA) Comprehensive Plan
..... 492

GLOSSARY OF TERMS 493

GLOSSARY OF ACRONYMS 508

TRANSPORTATION BUDGET & KEY LEGAL INFORMATION

Table of Contents

TRANSPORTATION BUDGET & KEY LEGAL INFORMATION	1
State Budgeting Overview.....	2
2023-25 Transportation Budget Overview.....	4
Transportation Operating Budget.....	5
Transportation Capital Budget.....	6
Revenue Sources for the Transportation Budget	7
Distribution of the 49.4¢ Fuel Tax.....	8
Licenses, Permits and Fees	10
Bonds	12
Federal Funding.....	13
Transportation Budget Process.....	14
Miscellaneous Budget Information	15

State Budgeting Overview

The Legislature makes its biennial appropriations in three budget bills. These bills and their associated documents are available online at <http://leap.leg.wa.gov/>.

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 operating budget also pays the principal and interest on bonds sold to finance the capital budget from the General Fund.

Source:

- About half of the operating budget is financed through the State General Fund. The State General Fund receives about 83% of its revenues from three tax sources: retail sales and use tax (52.6%), business and occupation tax (19.7%), and property tax (10.8%). The remainder of State General Fund revenues are derived from other taxes, such as real estate excise taxes, public utility taxes, and several nontax sources, such as license fees and investment earnings.
- The remaining operating budget revenues come from estate taxes, lottery proceeds, and federal and other funding sources.

Capital Budget

Purpose:

- Pays for acquiring and maintaining state buildings, public schools, higher education facilities, prisons, public lands, parks, and other capital facilities.
- The capital budget often includes re-appropriations for projects funded in a prior biennium but not fully completed within that timeframe.

Source:

- State-issued bonds finance a significant share of the capital budget. The debt service on the bonds is paid primarily by the operating budget. The State Constitution limits debt service to 8.25% of the average of the prior six years' general state revenues, defined as all unrestricted state tax revenues. This limit is reduced to 8% beginning on July 1, 2034.
- The remainder of the capital budget is financed from dedicated accounts, federal funds, 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 2023-25 biennium, capital program appropriations represent \$8.2 billion of the transportation budget and operating programs total \$6.5 billion, of which \$1.8 billion is provided for debt service. These totals represent changes made in the 2022 session and include changes made in two supplemental bills: A regular supplemental and a new revenue supplemental.

Source:

- The primary sources of funding for the 2023-25 regular supplemental transportation budget are motor vehicle fuel taxes (31%); federal funds (21%); vehicle license, permits, and fees (19%); bonds (14%); ferry revenue (4%); tolls (2%); and other sources (9%).
- An additional new revenue supplemental bill was passed in 2022, known as Move Ahead WA (MAW). Revenues associated with this proposal are itemized in the 'Recent Revenue Packages' section beginning on page 16.

2023-25 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 the construction of roads, buildings, ferry terminals, and the building or refurbishing of 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 2023-25 regular biennial transportation budget, including the changes made in the 2024 Supplemental, are \$14.71 billion. Of that amount, 56% is for capital purposes, and 44% is for operating purposes.

In addition to information on the most recent proposed and enacted budgets, the LEAP Transportation Documents with the most recent project lists can be found at: <http://fiscal.wa.gov/>, choose links under the relevant budget section, select 'Transportation'.

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

Transportation Operating Budget

The major expenditure categories for the 2023-25 transportation operating budget are shown below. The majority 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

Based on the 2024 Supplemental Budget

Agency/Program, 2023-25	Dollars (1000s)	Share of Budget
Bond Retirement and Interest	1,827,181	28%
WSDOT - Program X - WA State Ferries	770,365	12%
WSDOT - Program V - Public Transportation	725,795	11%
Washington State Patrol	662,383	10%
WSDOT - Program M - Highway Maintenance	621,402	10%
Department of Licensing	440,163	7%
WSDOT – Program E – Transportation Equipment Fund	179,095	3%
WSDOT - Program B - Toll Operations & Maintenance	153,839	2%
WSDOT - Program C - Information Technology	129,009	2%
WSDOT - Program U - Charges from Other Agencies	119,700	2%
WSDOT - Program Q - Traffic Operations	105,979	2%
WSDOT - Program T - Transportation Planning, Data & Research	85,516	1%
WSDOT – Program Y - Rail	86,674	1%
WSDOT – Program H - Program Delivery Management & Support	65,984	1%
WSDOT – Program S - Transportation Management	94,006	1%
WSDOT – Program D - Facilities	42,928	0.7%
WA Traffic Safety Commission	45,333	0.7%
Other Transportation Agencies	141,332	2%

Transportation Capital Budget

Of the total 2023-25 transportation capital budget the major expenditure categories are shown below.

Transportation Capital Budget

Based on the 2024 Supplemental Budget

Agency/Program, 2023-25	Dollars (1000s)	Share of Budget
WSDOT – Program I – Improvements	4,841,703	59%
WSDOT – Program P – Preservation	1,005,714	12%
WSDOT – Program Z – Local Programs	882,807	11%
WSDOT – Program W – WA State Ferries	697,098	9%
WSDOT – Program Y – Rail	295,848	4%
Transportation Improvement Board	287,045	4%
County Road Administration Board	109,776	1%
WSDOT – Program D – Facilities Capital	43,024	0.5%
WSDOT – Program Q – Traffic Operations	23,943	0.3%
Washington State Patrol	7,888	0.1%
WSDOT – Program I – Improvements	4,841,703	59%

Revenue Sources for the Transportation Budget

The revenues available for transportation purposes may be classified into four categories: State (including taxes and fees); bonds; federal; and local. These resources are appropriated for spending through the transportation budget bill. Amounts distributed by statute directly to cities and counties are not appropriated in the budget (and are not included in chart totals). The various sources of monies used in the transportation budget are displayed in the table below.

2023-25 Biennium Transportation Revenue

2024 Regular Supplemental

Source of Revenue	\$ Millions	Share of total 2023-25 Revenue
Fuel Tax	\$3,354	31%
Federal Funds	\$2,293	21%
Vehicle-Related Fees	\$2,028	19%
Bond Proceeds	\$1,494	14%
Tolls	\$494	2%
Other State	\$257	2%
Driver-Related Fees	\$339	3%
Ferry Fares	\$384	4%
0.3% Motor Vehicle Sales/Use Tax	\$130	1%
Local Funds	\$63	<1%
Rental Car Sales/Use Tax	\$98	1%
Total 23-25 Revised for 2024	\$10,934	

Based on the February 2024 Revenue Forecast and other sources.

Distribution of the 49.4¢ Fuel Tax

- 11.95 cents is distributed to local governments directly or through grants distributed by the Transportation Improvement Board and the County Road Administration Board.
 - Separately, the Connecting Washington Act directs the State Treasurer to make regular transfers from the Motor Vehicle and Multimodal accounts to the cities and counties, with funds proportioned evenly between cities and counties ([RCW 46.68.126](#)). The total biennial distribution to be split between cities and counties is \$50.2 million.
- The remaining 37.45 cents is retained by the state and appropriated or distributed via the transportation budget.

Account/Distribution	Cents	\$ Millions	Share of total \$
Connecting Washington Account	11.9	742	24%
Motor Vehicle Account*	10.2	637	21%
Transportation Partnership Account	8.5	530	17%
2003 Transportation 'Nickel' Account	5.0	312	10%
Distribution to Counties*	4.9	276	9%
Transportation Improvement Board	3.0	192	6%
Distribution to Cities	3.0	179	6%
Ferry Capital and Operating	1.1	85	3%
Country Road Administration Board	1.0	64	2%
Special Category C Account	0.8	47	2%
TOTAL	49.4	3,064	100%

Based on February 2024 Revenue Forecast.

*Includes amounts withheld under [RCWs 46.68.110\(1\)](#), [46.68.110\(2\)](#), and [46.68.090\(2\)\(h\)](#).

- Connecting Washington Account** – 11.9 cents deposited into the Connecting Washington Account for designated projects and distributions to other entities.
- 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 constructing and maintaining 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 for designated projects into the Transportation Partnership Account. 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 the construction, maintenance, and policing of city streets.

- **Counties** – 4.92 cents distributed directly to counties for the 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, approximately 0.72 cents of this amount has historically 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 County Road Administration Board administers the account, and the funds are distributed to counties as grants for the 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

Revenues from licenses, permits, and fees are primarily derived from the \$30 vehicle license fee and the combined license fee paid by trucks (commonly called the gross weight fee). Other fees include title, vehicle inspection, special permit, driver's licenses, and other driver-related fees.

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

2023-25 Distribution of License, Permit, and Fee Revenue

Account Receiving Fee Revenue	\$ Millions	Share of Total
Highway Safety Fund	6.7	0.3%
Freight Mobility Multimodal Account	6	0.3%
State Ferries Operating Account	19.9	1.0%
Transportation Partnership Account	70.7	3.5%
Transportation 2003 Nickel Account	94.7	4.7%
Multimodal Transportation Account	462.2	22.8%
Motor Vehicle Account	588.8	29.0%
Capital Vessel Replacement Account	45.3	2.2%
State Patrol Highway Account	429.3	21.2%
Motorcycle Safety Education Account		0.0%
Recreational Vehicle Account	1.5	0.1%
License Plate Technology Account	3.6	0.2%
DOL Services Account	7.3	0.4%
Abandoned RV Service Account	3.0	0.1%
Multiuse Roadway Safety Account	0.6	0.0%
Electric Vehicle Account	54.8	2.7%
Rural Arterial Trust Account	4.0	0.2%
Transportation Improvement Account	4.0	0.2%
Move Ahead WA Account	225.5	11.1%
TOTAL	2027.9	100.0%

Based on February 2024 Revenue Forecast.

- **Vehicle License Fees**

This is the annual registration fee for cars, motorcycles, travel trailers, trailers and motor homes. Of the \$30 license fee, \$23.60 is distributed to the State Patrol Highway Account. The Puget Sound Ferry Operating Account receives \$2.02 for originals and \$0.93 for renewals, and the Motor Vehicle Account receives the remaining revenue.

The license fee by weight, also called the combined licensing fee, is collected from trucks based on vehicle 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 2015, an additional freight project fee equal to 15% of the license fee by weight was imposed on trucks over 10,000 pounds. Beginning July 1, 2022, in addition to the license fee based on declared gross weight, a vehicle with a declared gross weight of less than or equal to 12,000 pounds, unless specifically exempt, an additional weight fee of ten dollars applies.

The passenger vehicle weight fee was established in 2005 and increased in 2015, with changes effective in 2016 and 2022. The fee now ranges from \$35 to \$82 per vehicle. These revenues are primarily distributed to the Multimodal Account, with \$6 million per biennium transferred to the Freight Mobility 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's license fees and the sale of driver abstracts. Other license fees include motorcycle and commercial driver's 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 rights-of-way, WSP access fees, breathalyzer test fees, DUI cost reimbursement, terminal safety inspection fees, commercial vehicle penalties, communication tower leases, ignition interlock vendor fees, and transfers from existing fund balances.

Bonds

- Initially, revenue was used to pay for transportation improvements. However, during and after the 1930s, 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. Gas tax revenues first back highway bonds and are exempt from statutory or constitutional debt limits.
- In 1998, Referendum 49 was approved by the voters, authorizing \$1.9 billion in bonds for the location, design, right of way, and construction of state and local highway improvements. Gas tax revenues backed the bonds.
- In 2003, \$2.6 billion in bonds were authorized for transportation projects backed by a five-cent gas tax increase. 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 with the Tacoma Narrows Bridge bonds, which are first payable by gas tax revenues and reimbursed from toll revenue.
- In 2015, \$5.3 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 Connecting Washington Act projects. These bonds were backed by revenues from a phased-in 11.5 cent per gallon gas tax increase and motor vehicle license fees used for highway purposes.
- In 2019, \$1.5 billion in bonds were authorized to pay for improvements on I-405 (up to \$1.16 billion in bond proceeds) and the Puget Sound Gateway project (up to \$340 million in bond proceeds). These bonds are general obligation bonds that must first be paid from toll revenues, gas taxes and vehicle-related fees.

Federal Funding

- The current surface transportation authorization bill is the Infrastructure Investments and Jobs Act (IIJA). The IIJA was passed by Congress and signed by the President on November 15, 2021, and will expire on September 30, 2026.
- The IIJA provides the majority of Federal-aid highway funds to the states through apportionment to core programs. The IIJA core programs are the following: National Highway Performance Program, National Highway Freight Program, Surface Transportation Block Grant Program, Congestion Mitigation & Air Quality Improvement Program, and Highway Safety Improvement Program. The IIJA requires FHWA to divide the total federal apportionment among the states using an allocation process specified in law. The federal apportionment is then distributed between the state's core programs using a formula calculation set in the IIJA.
 - The IIJA added four new formula programs: Carbon Reduction, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), Bridge Formula, and National Electric Vehicle Infrastructure (NEVI).
- 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 30% of Washington's highway budget. They provided 20.4% of WSDOT's 2021-23 budget and are projected to provide 25.7% of WSDOT's 2023-25 budget.
- Previous federal transportation authorization legislation:
 - The Fixing America's Surface Transportation (FAST) Act was enacted by Congress on December 4, 2015 and will expire on September 30, 2020.
 - 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 with extensions provided until enactment of the FAST Act.
 - 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 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). Agencies prepare biennial budgets in even-numbered years and the first supplemental budget in odd-numbered years.
- Each December of even-numbered years, the Governor submits a biennial transportation budget to the Legislature, which contains proposed expenditures for each of the transportation agencies. This is done according to [RCW 43.88.030](#) and [RCW 43.88.060](#).
- Each year, the Governor's budget is introduced in both the House and Senate by tradition, the House and Senate alternate each biennium in initiating the passage of the budget. In 2025, the House will likely release its budget first. 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 with 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
 - 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 is responsible 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.
- The Final Passage (called Third Reading) requires a simple majority vote. (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 the 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 whole sections of a budget bill or individual provisions in their entirety.

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 amended through an appropriations bill, provided the full section is set forth and the amendment 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 must be submitted no later than 20 days before the 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.
- Budgets and bills necessary to complete the budget during the legislative session 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.
- The Legislature has provided project-specific direction since the 1990 transportation revenue increase. In 1990, the Legislature established the Special Category C program, which initially earmarked an additional portion of the gas tax for improvements on Seattle's First Avenue South Bridge (State Route 509), State Route 18, and the Spokane North-South Freeway.

RECENT TRANSPORTATION REVENUE PACKAGES

Table of Contents

RECENT TRANSPORTATION REVENUE PACKAGES.....	16
2022: Move Ahead WA (MAW) Transportation Funding Package	17
Move Ahead WA Revenues (ESSB 5974).....	17
Move Ahead WA Expenditures (16-year planned)	17
Other Provisions in ESSB 5974	18
2015: Connecting Washington Act (CWA) Transportation Funding Package.....	23
Increased CWA Taxes and Fees.....	23
Estimated CWA revenues	24
Planned CWA Expenditures	24
Local Transportation Revenue Options	26
2005: The Transportation Partnership Package	26
2003: The Nickel Package	27
2002 Revenue Package	27

2022: Move Ahead WA (MAW) Transportation Funding Package

The Move Ahead WA transportation package, enacted in 2022, is estimated to provide \$17 billion in new resources for transportation purposes over 16 years. The MAW transportation package included the enactment of:

- ESSB 5974, an omnibus transportation revenue bill that includes state tax and fee increases, monetary transfers, changes to local taxation options, and a number of other policy changes.
- SSB 5975, providing spending authority for the first biennium of the 16-year MAW program.

Move Ahead WA Revenues (ESSB 5974)

The Move Ahead WA package relies on a combination of state tax and fee increases, newly authorized Federal Funds, Climate Commitment Act proceeds, transfers from other accounts, and the sale of transportation bonds. State tax and fee proceeds assumed in the 16-year package total \$2.6 billion, including increases to license plate fees, the stolen vehicle check fee, dealer temporary permit fees, enhanced driver's license/identocard fees, and others.

The Infrastructure Investment and Jobs Act (IIJA) passage enacted by Congress in 2021 was expected to yield perhaps as much as \$200 million more annually in federal transportation funds to Washington state than were expected previously. The Move Ahead WA package includes a total of \$3.7 billion in IIJA-related additional Federal Funds over the 16-year package time frame, including the assumed receipt of competitive grant monies.

The Move Ahead WA package includes resources generated by the passage of the Climate Commitment Act (CCA) in 2021 that were provided specifically for transportation purposes. The provisions of the Act require that \$5.4 billion from the auction of emission allowances be deposited in transportation accounts over time. For the 2021-23 biennium, it was assumed that \$127 million will be realized from these auctions, deposited into the Carbon Emissions Reductions Account (CERA), and made available for transportation purposes.

The Move Ahead WA package also relies on amounts provided by the State General Fund and the Public Works Assistance Account. Transfers over the 16-year timeframe total \$4.1 billion.

Finally, the Move Ahead WA package includes the sale and deployment of \$956 million of previously legislatively authorized transportation bonds.

Move Ahead WA Expenditures (16-year Planned)

The Move Ahead WA package invests \$17 billion in new resources over the 16 years.

Programmatic spending includes:

- \$4.3 billion in transit, bike and pedestrian investments
- Over \$4 billion for new and existing priority road and bridge projects
- \$3 billion in preservation, maintenance, and other highway-related activities, in addition to other highway system improvements
- \$2.4 billion to fully fund fish passage barrier removals by 2030, in compliance with the Federal Court mandate
- Over \$1.5 billion for the state ferry system
- Over \$500 million for alternative fuel and electrification grants and projects
- Over \$300 million in rail investments.

Specific investments over the 16 years of the Move Ahead WA package include:

- \$1.5 billion for state highway preservation

- \$800 million for hybrid electric ferry vessel construction, coupled with nearly \$200 million for terminal and vessel electrification and over \$500 million for preservation and operating support
- \$1 billion for the I-5 Columbia River Bridge
- \$750 million for highway maintenance
- \$640 million for SR 18 Widening - Issaquah Hobart Road to Raging River Road
- \$500 million for stormwater retrofits and improvements
- \$433 million for the SR 167/SR 509 Puget Sound Gateway
- \$406 million for SR 520 Seattle Corridor Improvements - West End
- \$380 million for I-405/SR 167 Corridor Improvements
- \$244 million for I-5 S 38th Street to JBLM HOV Improvements
- \$210 million for US 2 Trestle Capacity Improvements & Westbound Trestle Replacement
- \$150 million for ultra-high-speed rail between Oregon, Washington, and British Columbia
- \$150 million for the Palouse River- Coulee City short-line rail rehabilitation.

Other Provisions in ESSB 5974

The following table outlines the policy and fiscal provisions included in ESSB 5974, including the amounts generated over 16 years.

Ref No.	Item	Transportation Resources	16-Year Amount (in \$ M)
Provisions included in ESSB 5974			
1.	Stormwater	• Expresses legislative intent that the \$500 million Move Ahead WA investment must enhance stormwater runoff treatment from existing roads and infrastructure, emphasizing on certain green infrastructure retrofits. • Requires WSDOT to provide biennial progress reports.	-
2.	Carbon Emissions Reduction Account	• Specifies allowable categories of spending. • Makes transfers into the newly created Climate Active Transportation Account and the Climate Transit Programs Account. • Makes these new accounts subject to the same environmental justice and overburdened community requirements as for the Carbon Emissions Reduction Account.	5,411
3.	Aircraft Fuel Tax	• 11 cents to 18 cents (7 cent increase) on July 1, 2022.	26
4.	License Plate Fee (per each motorcycle/car plate)	• \$10 car original to \$50, \$10 car replacement to \$30, \$4 original motorcycle to \$20, and \$4 replacement motorcycle to \$12. Effective date July 1, 2022.	1,427
5.	Stolen Vehicle Check Fee	• \$15 to \$50 on July 1, 2022 and then to \$75 on July 1, 2026.	484
6.	Dealer Temporary Permit	• \$15 to \$40 (\$25 increase) effective July 1, 2022.	311

Recent Transportation Revenue Packages

Ref No.	Item	Transportation Resources	16-Year Amount (in \$ M)
7.	Enhanced Driver's License & Identicard	\$24 fee to \$42 for 6-year license, \$32 fee to \$56 for 8-year license, effective October 1, 2022.	195
8.	Driver Abstract Fee	\$13 fee to \$15 on October 1, 2022 and then to \$17 on July 1, 2029.	123
9.	DOL Administrative Fees	Adds commercial and light duty trucks to the types of vehicles subject to a service fee and a technology fee totaling 75 cents, effective January 1, 2023.	23
10.	Driver's License Update Fee	\$10 to \$20 on October 1, 2022.	33
11.	Auto Dealer Documentation Fee	Increases the optional fee authority from \$150 to \$200.	-
12.	GF-S Transfer to Move Ahead WA Flexible Account {1}	\$31 million in annual transfers for fiscal years 2026 through 2038. - Represents the equivalent of the sales tax paid on Move Ahead WA Projects.	403
13.	GF-S Transfer to Move Ahead WA Flexible Account {2}	\$57 million in annual transfers for fiscal years 2024 through 2038.	855
14.	Public Works Assistance Account Transfer to Move Ahead WA Account	\$57 million in annual transfers for fiscal years 2024 through 2038.	855
15.	Transportation Tax Incentives - General Fund Backfill Elimination	Statutory transfers from transportation accounts to the general fund for transportation-related tax incentives are repealed, leaving these funds available for additional transportation investments. The incentives include: - Hydrogen vehicle sales and use tax exemptions - Alternative fuel vehicle retail sales and use tax exemptions - Alternative fuel commercial vehicle and infrastructure B&O tax and public utility tax credits - Electric, hydrogen fuel cell, infrastructure, and zero-emission bus retail sales and use tax exemptions - Commute trip reduction, B&O, and public utility tax credits.	80
16.	Hazardous Substance Tax \$50 million Biennial Deposit	Exempts the Move Ahead WA passage and any other transportation package passed before July 1, 2023, from the 'trigger', which would have terminated a \$50 million per biennium deposit of hazardous substance tax proceeds to the Motor Vehicle Fund for stormwater improvements.	-
17.	Accounts Created	Move Ahead WA Account and Move Ahead WA Flexible Account.	-
18.	New Transportation Accounts	Interest accrued to four newly created accounts.	25

Ref No.	Item	Transportation Resources	16-Year Amount (in \$ M)
19.	Local Options	- Provides 0.1% councilmanic authority for TBD sales and use tax in addition to the existing 0.2% with voter approval. - Allows voters within a TBD to reauthorize multiple 10-year extensions of a sales tax. - Increases border area fuel tax authority from 1 to 2 cents indexed by inflation.	Local Options
20.	Clean Fuels (E3SHB 1091) Trigger	- Removes language requiring passage of an additive transportation package before clean fuel compliance and credit provisions go into effect (the Governor vetoed this subsection). - Requires WSDOT to develop estimates and preferred reinvestment strategies for clean fuel credits generated by greenhouse gas emission investments made in the Omnibus Transportation Appropriations Act, including the Move Ahead WA transportation package.	-
21.	Establish Electric Vehicle Goal	Establishes a target for all passenger and light-duty vehicles of model year 2030 or later to be electric vehicles and requires the Department of Commerce to complete a scoping plan for achieving the 2030 target.	-
22.	Bus & Bus Facility Grant Program	Establishes a new competitive grant program for transit districts.	-
23.	Connecting Communities	Establishes the Connecting Communities program, which expires July 1, 2027, within WSDOT to: - Improve active transportation connectivity in communities. - Mitigate health, safety and access impacts of transportation infrastructure that bisects communities and creates obstacles to local active transportation. - Serve overburdened communities and vulnerable populations consistent with the HEAL Act.	-
24.	Incorporate Complete Street Concepts into Highway Projects	Establishes principles of Complete Streets design at WSDOT for state transportation projects over \$500,000 and requires WSDOT to: - Identify portions of state right of way without complete active transportation facilities. - Work with local jurisdictions to enhance system connectivity. - Adjust speed limits and roadway design in areas with high fatal or serious crash possibilities.	-
25.	School-Based Bike Safety Program	Establishes a statewide school-based education grant program, one targeted at elementary and middle schools and one at junior high and high schools.	-

Recent Transportation Revenue Packages

Ref No.	Item	Transportation Resources	16-Year Amount (in \$ M)
26.	Rail /Amtrak	Directs the WSDOT to negotiate with ODOT for a joint proposal to Amtrak for the elimination of fares for passengers 18 years and younger on the Cascades corridor.	-
27.	Ferry Fares	Directs the Transportation Commission to establish a fare-free policy for all passengers 18 and younger on Washington State Ferries by October 1, 2022.	-
28.	Transit Support Grants	- Establishes the transit support grant program at WSDOT to distribute operating and capital support funds. - Specifies that transit agencies must maintain or increase their local sales authority to be eligible. - Requires transit agencies to adopt fare-free policies for passengers 18 years and younger by October 1, 2022 to become eligible for 2023-25 awards.	-
29.	Traffic Safety Camera Policies	- Allows speed cameras in school walk areas, public park speed zones, and hospital speed zones. - Allows newly authorized cities to use speed cameras: 1 camera per 10K population. - Requires city, school walk area, public park zone and hospital zone speed camera revenues to go 50% to Cooper Jones Account and then 50% for any local purpose. - Extends the Seattle automated traffic camera pilot by 2 years.	-
30.	I-405 & SR 167 Performance	Provides legislative intent that the Transportation Commission reevaluate options at least every 2 years to improve travel time, speed, and reliability performance on the corridor.	-
31.	Climate Commitment Act/EITEs	Removed the requirement for passage of legislation specifying compliance obligations for emissions-intensive and trade-exposed (EITE) industries by April 1, 2023 in order for expenditures to be made from the various Climate Commitment Act accounts.	-
32.	Interagency Electric Vehicle Coordinating Council	Creates a new council co-led by WSDOT and the Department of Commerce to: - Develop a statewide electrification strategy to ensure readiness for all new vehicle sales. - Identify all EV infrastructure grant-related funding. - Coordinate EV grant funding criteria across agency grant programs. - Develop a robust public and private outreach plan. - Create an industry electric vehicle advisory committee. - Ensure grants, programs, and activities benefit vulnerable and overburdened communities.	-

Recent Transportation Revenue Packages

Ref No.	Item	Transportation Resources	16-Year Amount (in \$ M)
33.	Ferries Plan	- Expresses legislative intent to fund the vessel and terminal electrification program in accordance with the Washington State Ferries 2040 Long Range Plan. - States that the Legislature will secure funding options to meet the plan requirements by June 30, 2025.	-
34.	Reducing Rural Roadway Departures Program	- Directs WSDOT to establish a program for safety improvements to prevent lane departures in areas where the departure is likely to cause serious injuries or death. - Specifies that WSDOT is required to submit a list of the locations receiving funding from the program with a description of the safety improvements by December 31st of each year. - Expands the allowable uses of the Highway Safety Fund to include the Reducing Rural Roadway Departures Program.	-
35.	Transportation Future Funding Program Account	Renames the account to the 'JUDY Transportation Future Funding Program Account,' which receives savings associated with practical design and other project efficiencies.	-
36.	Railroad Crossing Grant Program	Establishes a program within WSDOT for awards to cities and counties with projects that eliminate at-grade highway-rail crossings and that are used for matching funds to obtain federal grants.	-
37.	Regional Mobility Grant Program Eligibility	Specifies that Sound Transit must have adopted a fare-free policy for passengers 18 years and younger on all modes by October 1, 2022 to be eligible for the Regional Mobility Grant Program awards.	-
38.	Green Transpo Capital Grant Program	Makes permanent the program originally established in E2SHB 2042 in 2019 to aid transit authorities in capital projects related to electrification and other alternative fuel conversion.	-
Provisions included in ESSB 5974			
39.	One-time Operating Budget Support	GF-S Transfer of \$2 Billion.	2,000
40.	Federal	New Surface Transportation Reauthorization IIJA.	3,650
41.	Federal	Electrification IIJA.	71
42.	Legislative and OFM Transportation Staff Cost Offset	GF-S, instead of MVA-S.	60
43.	Existing Bonding Authority		956
Total			16,988

2015: Connecting Washington Act (CWA) Transportation Funding Package

The CWA transportation package, enacted in 2015, is estimated to provide \$16 billion in new resources for transportation purposes over 16 years. The CWA transportation package included the enactment of the following:

- ESSB 5987, an omnibus transportation revenue bill with a number of state tax and fee increases, state tax incentive programs, and several local revenue options
- 2ESSB 5988, the spending bill for the first biennium of the 16-year program
- ESSB 5989, the additional state bond authority.

Advisory Vote 12 was on the November 2015 statewide ballot, in compliance with the requirements of Initiative 960. Advisory votes—which are non-binding—are an opportunity for voters to express support or opposition to revenue provisions in recent legislation. Advisory Vote 12 asked the voters whether they supported the increase in gas taxes enacted by the Connecting Washington Act. The non-binding vote was 64% to repeal and 36% to retain.

Increased CWA Taxes and Fees

The principal sources of new revenue in ESSB 5987 are an 11.9 cent per gallon fuel tax increase, an increase in passenger vehicle weight fees, and weight fees on trucks. Together, these changes raise over \$9 billion over the 16-year period, more than 75 percent of the plan's new revenue (excluding bonds).

- The fuel tax was increased in two steps: A 7 cent per gallon increase on August 1, 2015, and a 4.9 cent per gallon increase on July 1, 2016. The total state tax rate after the phase-in is 49.4 cents per gallon.
- The passenger vehicle weight fee increases took effect on July 1, 2016:
 - Vehicles at or below a weight of 4,000 lbs. are subject to an annual weight fee of \$25
 - Vehicles above 4,000 lbs. and up to 6,000 lbs., \$45
 - Vehicles above 6,000 lbs. and up to 8,000 lbs., \$65
 - Passenger vehicles with weights above these classes, \$72.
 - Light truck weight fees were increased by \$15 to \$35 annually, depending on weight.
- On July 1, 2022, owners of all passenger vehicle classes will be required to pay an additional \$10 increase annually.
- For owners of heavy trucks, a new freight project fee equal to 15 percent of the existing license fee by weight is required.

Estimated CWA Revenues

The expected revenue by broad source category is shown in the table below for both the fiscal 2015-2017 biennium and the 16-year transportation package period.

Connecting Washington: Estimated Resources (in \$ millions)		
Resource Category	2015-17 Fiscal Biennium	16-Year Total
Fuel Tax Increase	\$549	\$6,236
Passenger Vehicle Weight Fee	\$79	\$1,958
Truck Weight Fee	\$43	\$850
Reallocate Existing Funding	\$96	\$1,730
General Fund Transfer	\$ -	\$518
Bonds	\$ -	\$4,762
Other	\$ -	\$233
Grand Total	\$767	\$16,287

The Connecting Washington package includes a \$5.3 billion bond bill to allow for the financing of the various transportation capital projects included in the package. For the first time, a transportation bond bill pledges the repayment of principal and interest from both fuel taxes and vehicle registration fees, in addition to the full faith and credit of the state.

Planned CWA Expenditures

The CWA transportation funding package included a 16-year spending plan covering highway improvements; highway preservation; debt service; multimodal spending, including projects and programs for public transportation, rail, bicycles and pedestrians, and off-road users; city, county, and other local entity-sponsored projects; the state ferry system; the State Patrol; and fish passage culvert modifications. The package also included several tax incentive programs and local transportation revenue options.

State **highway improvements** constitute the bulk of the planned spending in the CWA transportation package, with over \$8.4 billion allocated for projects across the state. Major projects included:

- \$1.875B for the Puget Sound Gateway project, featuring on the south end the construction of a new four-lane alignment on SR 167 between I-5 in Tacoma and SR 161 in Puyallup and on the north end the connection of SR 509 south from SeaTac to I-5.
- \$1.642B for the SR 520 Seattle Corridor Improvements – West End project, completing corridor improvements between I-5 and the West High Rise.
- \$1.225B for the I-405 Renton to Lynnwood project, continuing the widening of the I-405 corridor between Renton and Bellevue, implementing Express Toll Lanes (ETL), and rebuilding impacted interchanges.
- \$878.9M for the US 395/North Spokane Corridor, completing the corridor from Francis Avenue to an interim connection with I-90.
- \$494M for the I-5 JBLM Corridor Improvements project, implementing a southbound hard shoulder running between the Berkeley and Mounts Rd interchanges, reconstructing the Thorne and Berkeley interchanges, and subsequently adding a northbound hard shoulder running.
- \$426M for the I-90 Snoqualmie Pass – Widen to Easton project, completing the widening from the end of the existing funded projects (MP 62) to Easton.

State **highway preservation, operations, maintenance, and facilities** are emphasized relative to the previous two transportation funding packages. At over \$1.4 billion allocated for these purposes, the amount

of expected spending for the 16-year time frame is almost double that of the Transportation Partnership Act (TPA) in percentage terms.

Other elements of the state transportation system also receive funding under the package;

- Additional revenue was directed both to the State Patrol and to the State Ferry operations to address chronic funding imbalances.
- Over \$300 million in funding was provided to the State Ferry System for a fourth Olympic class vessel and to complete the rehabilitation of the Seattle and Mukilteo terminals.
- To address fish passage barrier removal needs, \$300 million is provided for improved culverts.

The CWA package includes several **multimodal components**. Several existing public transportation grant programs receive funding, including the Special Needs, the Regional Mobility, the Rural Mobility, and the Vanpool grant programs. In addition, a number of transit projects receive direct funding assistance, and some funding is allocated for transit coordination in the Puget Sound region. The Complete Streets grant program, created in 2011, was funded for the first time. The Safe Routes to Schools and Bicycle and Pedestrian Grant programs, already in place, received additional funding in the package, and several bicycle and pedestrian projects will receive direct assistance. The 2-year and 16-year summary of funding for these multimodal programs is shown below.

Multimodal Program/Projects Connecting Washington Act	2015-17 Appropriation, \$ Millions	16-Year Allocation, \$ Millions
Special Needs Transit Grants	\$6.3	\$200
Rural Mobility Grant Program	\$3.4	\$110
Regional Mobility Grant Program	\$6.3	\$200
Vanpool Grant Program	\$1.0	\$31
Transit Coordination Grants	\$1.0	\$5
Transit Projects	\$13.9	\$111
Bike/Ped Grant Program	\$2.3	\$75
Bike/Ped Projects	\$9.4	\$89
Safe Routes to School Grant Program	\$1.8	\$56
Complete Streets Grant Program	\$3.3	\$106

Aside from public transportation, bicycle, and pedestrian components, there are also multimodal allocations for rail purposes, which are as follows:

- For the Palouse River and Coulee City state-owned railroad, \$47 million is set aside for track preservation and maintenance.
- Another \$33 million is allocated for slope stabilization.
- The Freight Rail Assistance Program (FRAP) is allocated an additional \$31 million.
- Local rail projects receive \$63 million in direct assistance.

The package, using multimodal funds as the funding source, continues to create several tax incentives and funds an electric vehicle infrastructure bank.

- Funding is provided to continue the Commute Trip Reduction (CTR) tax credit program, an existing program that allows employers a limited amount of business and occupation tax or public utility tax credit for employee participation in the CTR program, through fiscal year 2024.

- Additional funds are provided to continue the Alternative Fuel Vehicle Sales and Use Tax Exemption, allowing purchasers of certain high-mileage vehicles to buy them tax-free until July 2019.
- A new credit is created against business and occupation tax and public utility tax for the portion of the purchase price of an alternative fuel commercial vehicle. Credits may be used until the end of calendar year 2021.
- An electric vehicle infrastructure bank is capitalized by an additional \$50 fee on electric vehicles and plug-in hybrid vehicles. The bank is expected to leverage private investment for the installation of publicly accessible electric vehicle charging stations in Washington.

Lastly, **local governments** receive both direct funding and support for local projects in the CWA. Over the 16-year span of the package, cities and counties will receive an additional \$375 million in direct distributions of fuel taxes and multimodal funds.

Local projects which receive funding assistance include: the Duportail Bridge project in Richland; the Covington Connector in Covington; the 228th & Union Pacific Grade Separation in Kent; the Orchard Street Connector in Bellingham; the East-West Corridor Overpass and Bridge in Yakima; and several others. In all, \$388 million is provided to help advance these local priorities over the package time frame.

Local Transportation Revenue Options

The CWA package authorized several local transportation revenue options, including:

- Subject to voter approval, Sound Transit may impose a motor vehicle excise tax of up to 0.8 percent of the vehicle value; to increase sales and use taxes by an additional 0.5 percent; and, for the first time, to levy a regular property tax of up to 25 cents per \$1000 of assessed valuation.
- For a Transportation Benefit District, the governing body is given the authority to impose a vehicle fee of up to \$50 without a public vote, subject to several restrictions.
- Community Transit is authorized to increase its sales and use tax by 0.3 percent, subject to voter approval. Kitsap transit is authorized to establish a passenger-only ferry (POF) district within its boundaries, supported by several revenue options, including a 0.3 percent sales and use tax. The creation of the POF district, along with the supporting revenue measures, must be approved by the voters that live within the boundaries of the proposed district.

2005: 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.

Following enactment of the 2005 legislation, Initiative 912 was placed on the November 2005 statewide ballot seeking to repeal the gas tax increases in the Transportation Partnership Act. The voters rejected the attempt to repeal by a vote of 54.6% to 45.4%

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.

2003: 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 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.

2002 Revenue Package

Engrossed Substitute House Bill 2969 (Chapter 202, Laws of 02) proposed the following transportation-related taxes, subject to referendum:

- Gas tax of 9-cent-per-gallon increase in the statewide motor vehicle and special fuel tax. The increase was phased in with two annual increases, 5 cents on January 1, 2003, and 4 cents on January 1, 2004.
- Vehicle sales tax increase of 1 percent on the sale of new and used vehicles, with the revenue deposited into the Multimodal Fund.
- Weight fee increase of 30 percent for trucks over 10,000 pounds. The increase was phased in with two annual increases of 15 percent each on January 1, 2003, and January 1, 2004.

That November, Referendum 51 sought to overturn all of the tax and fee increases enacted by ESHB 2969. The referendum overturned the 2002 revenue package with a vote of 61.6% to repeal and 38.4% to uphold.

For a more complete history of the fuel tax, please see the Motor Vehicle Fuel page in the State Taxes and Fees Section, page 51.

RECENT INITIATIVES

Table of Contents

RECENT INITIATIVES	29
Initiative 301 – Expenditure and Revenue Limitation	30
Background	30
Main Provisions	30
Subsequent Actions	30
Initiative 695 – MVET Repeal and Tax Restrictions	31
Background	31
Main Provisions	31
Subsequent Actions	31
Initiative 776 – High Capacity MVET Repeal and Local Tax Restrictions	32
Background	32
Main Provisions	32
Subsequent Actions	32
Initiative 960 – Tax and Fee Increases Imposed by State Government	33
Background	33
Main Provisions	33
Subsequent Actions	33
Initiative 976 – Modify and Reduce MVET and Other Transportation Taxes and Fees	34
Background	34
Main Provisions	34
Subsequent Actions	34
Initiative 1053 – Tax and Fee Increases Imposed by State Government	35
Background	35
Main Provisions	35
Subsequent Actions	35
Initiative 1185 – Tax and Fee Increases Imposed by State Government	36
Background	36
Main Provisions	36
Subsequent Actions	36

Initiative 301 – Expenditure and 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 tax and fee increase restrictions. 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. This provision does not restrict money charged by state government as penalties, fines, or forfeitures.
- I-601 requires a two-thirds vote of the Legislature for tax increases. Transportation tax increases were interpreted to be exempt from the I-601 two-thirds vote requirement.

Subsequent Actions

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.

In February 2013, in *League of Education Voters v. State*, the State Supreme Court ruled that the 2/3 legislative vote requirement for tax increases was unconstitutional because it conflicted with Article II, section 22. See the section on Initiative 1185 for more information.

The legislative role in authorizing fee increases has been clarified most recently by a formal opinion from the State Attorney General regarding the impact of initiative 1185. For more background on I-1185 see: [House Office of Program Research Initiative 1185 Summary](#)

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 Account. 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 the 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.

It was estimated in 2001 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 (for both general government and transportation purposes), 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 lawsuit 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. All state and local fees were changed shortly after 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 were paid off. The court's 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.

Main Provisions

- **Tax increases:** The Initiative declares that legislative actions that 'raise taxes' require a two-thirds vote of each legislative chamber. It 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 a referendum or initiative.
- **Fee increases:** The Initiative requires prior legislative approval of fees 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 Actions

The tax increase provisions of Initiative 960 were temporarily suspended during the 2010 legislative session. Later, in *League of Education Voters v. State*, the State Supreme Court ruled that the 2/3 legislative vote requirement for tax increases was unconstitutional because it conflicted with Article II, section 22. See the section on Initiative 1185 for more information.

The legislative role in authorizing fee increases has been clarified most recently by a formal opinion from the State Attorney General regarding the impact of Initiative 1185. See the section on Initiative 1185 for more information.

For more background on Initiative 960 see: [House Office of Program Research Initiative 960 Summary](#)

Initiative 976 – Modify and Reduce MVET and Other Transportation Taxes and Fees

Background

Initiative 976 (I-976) was originally submitted to the Legislature for consideration in the 2019 legislative session. The Legislature took no action, so the initiative went to the voters in November 2019. The voters passed the initiative.

Main Provisions

I-976 proposed the following reductions in transportation taxes and fees:

- Repeal of the authority for city transportation benefit districts (TBDs) to impose a car tab fee
- Lower motor vehicle and light-duty truck weight fees (car tab fees) to \$30
- Eliminate the 0.3 percent sales tax on vehicle purchases
- Lower the electric vehicle, snowmobile, and commercial trailer fees
- Modify and reduce Sound Transit motor vehicle excise tax provisions.

For more background on I-976 see Senate Committee Services Bill Report explaining the initiative (SB 6245).

Subsequent Actions

On October 15, 2020, the Washington Supreme Court unanimously (Madsen J. concurring) ruled I-976 unconstitutional, relying in part on past decisions striking down other initiatives. The court found I-976 unconstitutional, citing two different violations of Article 2, Section 19 of the Washington Constitution, which states that "[n]o bill shall embrace more than one subject, and that shall be expressed in the title."

- First, the court determined that I-976 violates the "one subject" provision of Article 2, Section 19 because the requirement that Sound Transit retire, defease, or refinance bonds is not sufficiently related to the portions of I-976 that limit vehicle taxes and fees.
- Second, the court ruled that I-976 violates the "subject in title" requirement of Article 2, Section 19, because the ballot title misleadingly suggested that voter-approved taxes would survive passage of I-976 and that voters would retain the ability to approve tax increases in the future. In fact, under I-976, the previous voter-approved taxes would not have survived, and the statutes that provided for voter-approved tax increases would have been repealed.

I-976 Court decisional analysis based on material posted by the Municipal Research and Services Center.

Initiative 1053 – Tax and Fee Increases Imposed by State Government

Background

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

Main 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 2/3 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 Actions

In February 2013, in *League of Education Voters v. State*, the State Supreme Court ruled that the 2/3 legislative vote requirement for tax increases was unconstitutional because it conflicted with Article II, section 22. See the section on Initiative 1185 for more information.

The legislative role in authorizing fee increases has been clarified most recently by a formal opinion from the State Attorney General regarding the impact of Initiative 1185. See the section on Initiative 1185 for more information.

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.

Main 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 2/3 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](#)

Subsequent Actions

Two-thirds vote requirement. On February 28, 2013, the Washington State Supreme Court, in *League of Education Voters v. State*, ruled that the 2/3 legislative vote requirement was unconstitutional because it conflicted with Article II, section 22. The effect of the ruling is that the voters and the Legislature may not, in statute, set a vote threshold for the approval of taxes that exceeds the threshold set in the state Constitution. The ruling in this case may be found [here](#).

Majority legislative vote requirement for fee increases. On March 28, 2014, the Attorney General released a formal opinion in response to Representative Judy Clibborn's question regarding the impact Initiative 1185 had on the Transportation Commission's authority to set toll rates and ferry fares, as delegated by the Legislature. Below is a brief summary of the question posed and the Attorney General's response:

Question: Without amending the statutory provisions through which the Legislature has delegated authority to set toll rates and ferry fares, do the provisions of Initiative 1185 requiring legislative approval of fee increases supersede the delegation of that authority to the Transportation Commission?

Answer: No. Initiative 1185 states that a fee may only be imposed or increased if approved by a majority vote of the Legislature. However, it does not amend or repeal all of the statutes in which the Legislature has delegated the authority to an agency to set a fee. It also made no distinction as to when the legislative approval must occur. Because the Legislature already approved the Transportation Commission's authority to set toll rates and ferry fares, Initiative 1185 requires no further legislative approval.

The Attorney General's opinion breaks from advice provided by the preceding Attorney General.

The full text of the opinion may be found on the Washington Attorney General's website ([AGO 2014 No. 4](#)).

18TH AMENDMENT TO THE CONSTITUTION

The 18th Amendment to the Washington State Constitution is codified as Article 2, Section 40, and was approved in November 1944. The Amendment 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. "Wash. Const. Art. II, Sec. 40. Approved November, 1944."

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*, 75 Wn. 2d 544, 452 P.2d 943 (1969)). However, highway lanes may be leased for transit use so long as the State is reimbursed for all motor vehicle funds used to construct them (*Freeman v. State*, 178 Wn.2d 387, 309 P.3d 437 (2013)).
- **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*, 83 Wn.2d 878, 523 P.2d 190 (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.*, 59 Wn.2d 216, 367 P.2d 605 (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*, 38 Wn.2d 834, 232 P.2d 833 (1951)).

- **Tort Claims** – The expenditure of 18th Amendment protected funds for the payment of tort judgments violates the 18th Amendment because such expenditure does not relate to the highway purposes listed in the Amendment (*Automobile Club of Wash. v. City of Seattle*, 55 Wn.2d 161, 346 P.2d 695 (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*, 138 Wn.2d 800, 982 P.2d 611 (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*, 171 Wn.2d 316, 256 P.3d 264 (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*, 175 Wn.2d 537, 286 P.3d 377 (2012)).
- **Gas Tax Refunds** – Refunds for gas taxes levied on non-highway driving to benefit recreational trails come 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.*, 127 Wn.App. 408, 110 P.3d 1196 (2005)). However, the refunds must benefit non-highway users who purchased the taxed fuel (*Wash. Off-Highway Vehicle Alliance et al. v. State*, 176 Wn.2d 225, 290 P.3d 954 (2012); *Auto. United Trades Org. v. State*, 183 Wn.2d 842, 357 P.3d 615 (2015)).

STATE TAXES AND FEES

OVERVIEW AND TABLE OF CONTENTS

This section summarizes most of the state's transportation taxes and fees, which are the primary source of revenue for state transportation purposes. 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.

The Department of Revenue's [Tax Reference Manual 2023](#) provides more information about Washington State taxes. The [fee inventory on fiscal.wa.gov](#) also provides information on fees charged by the Departments of Licensing and Transportation.

[ESHB 1838](#) transferred responsibility for transportation revenue forecasting from the Transportation Revenue Forecast Council (TRFC) to the Transportation Economic and Revenue Forecast Council (TERFC) beginning with the September 2024 forecast. The TERFC comprises the chairs and ranking members of the House and Senate Transportation Committees, the State Treasurer, the Director of the Office of Financial Management, and the Director of the Department of Licensing.

The transportation revenue forecast documents beginning September 2024 can be found on the Economic and Revenue Forecast Council website: <https://erfc.wa.gov/forecasts/transportation-forecast>.

Transportation revenue forecasts completed prior to September 2024 can be found on the OFM website at the following address: <http://www.ofm.wa.gov/budget/info/transportationrevenue.asp>

Some taxes and fees in this chapter are designated as 'restricted to highway purposes' based on language in the 18th amendment to the State Constitution, which specifies that:

"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 must be restricted to highway purposes . . . and this section shall not be construed to . . . apply to vehicle operator's license fees"

Intended use for highway purposes has customarily been established by depositing fee or tax revenue in accounts created 'in the motor vehicle fund.' A list of accounts organized by whether expenditures from the account are restricted to highway purposes can be found in the State Accounts chapter.

For more information, please see the chapter on the 18th Amendment to the State Constitution.

Table of Contents

STATE TAXES AND FEES	39
Summary Of Transportation Taxes and Fees, 2025-27	43
Washington State Revenue Drivers for Fiscal Year 2024	49
TRANSPORTATION TAXES (Amendments to Chapter 82 RCW)	51
Aircraft Excise Tax.....	52
Aircraft Fuel Tax.....	53
International Fuel Tax Agreement Decal.....	54
Motor Vehicle Fuel Tax (Gas Tax) and Special Fuel Tax (Diesel Tax)	55
Distribution of 49.4 Cent Motor Vehicle Fuel Tax.....	57
Distribution of 49.4-Cent Gas Tax*	58
49.4-Cent Motor Vehicle Fuel Tax – Distributions and Uses	59

Natural Gas and Propane Fee (in lieu of diesel tax)	62
Rental Vehicle Sales Tax.....	63
Retail Sales and Use Tax on Motor Vehicles.....	64
Watercraft Excise Tax.....	65
VEHICLE FEES	66
Abandoned Recreational Vehicle Disposal Fee	67
Camper Registration Fee.....	68
Commercial Vehicle Safety Enforcement Fee.....	69
Dealer Temporary License Plate (former Temporary Permit).....	70
Electric Vehicle License Fee	71
Farm Exempt Decal Fee	72
Farm Vehicle Reduced Gross Weight Fee.....	73
Farm Vehicle Trip Permit Fee	74
Filing Fee (vehicle registration and certificate of title).....	75
Intermittent-Use Trailer Fee.....	76
License Fee by Weight (formerly Combined Licensing Fee)	77
License Plate Fees	78
License Plate Reflectivity Fee	80
License Plate Technology Fee.....	81
License Service Fee	82
Log Truck Additional Weight Permit.....	83
Mobile Home Title Elimination Fee.....	84
Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee)	85
Motor Home Weight Fee.....	86
Off-Road Vehicle Fees	87
Passenger Vehicle Weight Fee	88
Personalized License Plates	89
Private Use Single-Axle Trailer Fee	90
Proportional Registration Plates and Fees.....	91
Recreational Vehicle Sanitary Disposal Fee.....	92
Report of Sale Fees	93
Service Fees on Vehicle Titles and Registration Renewals	94
Special License Plates	95
Special Permit Fee for Oversize/Overweight Movements.....	98
Transportation Electrification Fee.....	99
Trip Permit Fee.....	100
Trip Permit, Special Fuel Users	101
Vehicle Certificate of Title and Inspection Fees	102
Vehicle Registration Fee (\$30 License Fee).....	104
Wheeled All-Terrain Vehicle Fees.....	105

DRIVERS FEES	106
Commercial Driver License	107
Driver's Abstract	109
Drivers Document Issuance Fee	110
Driver Instruction Permit	111
Driver License Examination Fee	112
Driver License Fee	113
Driver License Photo-Only Fee.....	114
Driver License Reinstatement and Hearing Fees.....	115
Duplicate Driver License Fee	116
Enhanced Driver License/Identification Card Fee	117
Identicards	118
Motorcycle Endorsement Fee/Instruction Permit.....	119
Temporary Restricted Driver License and Device Fees—Ignition Interlock and Occupational.....	120
FARES AND TOLLS	121
Ferry Fares	122
Tolling – SR 167 High Occupancy Toll (HOT) Lanes.....	125
Tolling – I-405 Express Toll Lanes	126
Tolling – SR 520 Bridge	127
Tolling – Tacoma Narrows Bridge	128
Tolling – SR 99 Tunnel.....	129
Tolling – Puget Sound Gateway	130
BUSINESS LICENSES	131
For-Hire Business Permit and Vehicle Certificates.....	132
Hulk Haulers and Scrap Processors, Wreckers License Fees	133
Tow Truck Capacity Fee	134
Tow Truck Operator Fee	135
Transportation Network Company Permit Fee	136
Transporter License Fee and Plate Fees	137
Vehicle Dealers and Manufacturers	138
AIRCRAFT AND VESSEL FEES.....	139
Aircraft Dealers License Fee	140
Aircraft Registration Fee.....	141
Vessel Dealer Temporary Permit.....	142
Vessel Pilot License Fee.....	143
Vessel Registration Fee	144
Vessel Title Fees	145
Vessel Visitor Permit	146
CLIMATE COMMITMENT ACT	147

Climate Commitment Act Cap and Invest Revenues..... 148

CLEAN FUELS PROGRAM 150

Clean Fuel Credits – State Transportation Investments..... 151

Summary Of Transportation Taxes and Fees, 2025-27

(November 2024 Transportation Revenue Forecast)

Revenue Source	Amount	2025-27 Forecast
TRANSPORTATION TAXES (Amendments To Chapter 82 RCW)		
Aircraft Excise Tax	\$20-\$125 per year by type of aircraft	\$795,000
Aircraft Fuel Tax	18 cents per gallon	\$13.1 million
International Fuel Tax Agreement Decal	\$10 per set of decals per year	\$0.8 million
Motor Vehicle Fuel Tax (Gas Tax) and Special Fuel Tax (Diesel Tax)	49.4 cents per gallon	\$2,961 million (net for distribution)
Natural Gas and Propane Fee (in lieu of diesel tax)	\$190.25 to \$1,034.17 per year Includes \$5.00 handling fee	Minimal
Rental Vehicle Sales Tax	5.9% of rental contract amount	\$94 million
Heavy Machinery Rental Tax	0.125% rental tax on rental invoices of all rentals of heavy equipment	\$13.4 million
Retail Sales and Use Tax on Motor Vehicles	0.3% of selling price in addition to state and local sales taxes	\$127.1 million
Watercraft Excise Tax	0.5% of fair market value (\$5 minimum)	\$41.8 million
VEHICLE FEES		
Abandoned Recreational Vehicle Disposal Fee	\$6 at time of registration of a recreational vehicle	\$3 million
Camper Registration Fee	\$4.90 Original; \$3.50 Renewal	\$0.12 million
Commercial Vehicle Safety Enforcement Fee	\$16 per vehicle per year	\$5.9 million
Dealer Temporary License Plate (former Temporary Permit)	\$40	\$44.1 million
Electric Vehicle License Fee	\$150 per year	\$44.3 million
Farm Exempt Decal Fee	\$5 one-time fee	Minimal
Farm Vehicle Reduced Gross Weight Fee	Fee varies by weight, starting at \$24.50 for vehicles up to 4,000 pounds	\$2.5 million
Farm Vehicle Trip Permit Fee	\$6.25 for partial month, up to four permits authorized per year	\$3,300
Filing Fee (vehicle registration and certificate of title)	\$4.50 when applying for vehicle registration \$5.50 when applying for a certificate of title (DOL transactions only)	\$6.7 million
Intermittent-Use Trailer Fee	\$187.50 fee due at the time of initial vehicle registration; registration only expires when the trailer changes ownership or is disposed of.	\$1 million
License Fee by Weight (formerly Combined Licensing Fee)	\$63 to \$3,400 per year (combined license fee) 15% of the weight fee (freight project fee)	\$545.4 million (combined license fee); \$39.7 million (freight project fee)

Revenue Source	Amount	2025-27 Forecast
License Plate Fees	\$50.00 per plate for original issue \$30.00 per plate for replacement plate \$20.00 per plate for original motorcycle issue and \$12.00 for replacement motorcycle \$1.50 per plate for moped \$20.00 per vehicle retaining current license plate number \$10.00 license plate transfer fee	\$117.8 million \$83 million \$0.9 million \$0.7 Million \$0.1 million \$0.3 million \$1.2 million
License Plate Reflectivity Fee	\$2 per plate	\$10.6 million
License Plate Technology Fee	\$0.25 per plate	\$4.4 million
License Service Fee	\$0.50 per plate	\$8.8 million
Log Truck Additional Weight Permit	\$50 per year beginning April 1, prorated for shorter time periods \$37.50 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 (formerly Monthly Combined Licensing Fee)	\$2 for each month vehicle used plus a \$2 admin fee (paid in addition to prorated license fee by weight)	\$1.2 million
Motor Home Weight Fee	\$75 annual fee	\$9.2 million
Off-Road Vehicle Fees	\$18 license fee (initial/renewal fee) \$7 60-day temporary use permit	\$1.3 million
Passenger Vehicle Weight Fee	\$35 - \$82 for motor vehicle weight fee	\$441.8 million
Personalized License Plates	\$52 for original plates \$42 for renewal In addition to regular vehicle registration fee	\$8.0 million
Private Use Single-Axle Trailer Fee	\$15 annual fee for trailers of 2,000 pound scale weight or less	\$12.6 million
Proportional Registration Plates and Fees	\$10 apportioned plates \$2 cab card \$2 tabs \$4.50 transaction fee	\$92.3 million
Recreational Vehicle Sanitary Disposal	\$3.00	\$1.5 million
Service Fees On Titles And Registration Renewals (Formerly Subagent Fees)	\$8 service fee for each renewal or obtain initial vehicle registration (county auditors & DOL transactions only) \$15 service fee for title transactions	\$30.0million (including Report of Sale) \$13.6 million
Special License Plates	\$0 - \$45	Minimal

Revenue Source	Amount	2025-27 Forecast
Special Permit Fee for Oversize/Overweight Movements	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. 1 year permit (Milk product haulers) - \$300	\$19.3 million
Transportation Electrification Fee	\$75 for battery vehicles and plug-in electric vehicles \$75 for hybrid vehicles	\$22.4 million \$35.0 million
Trip Permit Fee	\$25 for three days	\$7 million
Trip Permit, Special Fuel Users	\$30	\$450,000
Vehicle Certificate of Title and Inspection Fees	\$15 Certificate of Title \$50 Stolen Vehicle Check \$65 WSP VIN Inspection \$50 Quick Title Fee	\$66.7 million Certificate \$15.6 million Inspection \$4.9 million Quick title
Vehicle Registration Fee (\$30 License Fee)	\$30 Original & Renewal	\$346.5 million
Wheeled All-Terrain Vehicles	On-road \$12 initial and renewal Off-road \$18 initial and renewal	\$0.6 million \$2.5 million
DRIVERS FEES		
Commercial Driver License	\$136 every eight years or \$17 per year for the time remaining on your license plus \$72 for basic driver license \$10 CDL special endorsement to the WA driver license \$40 Commercial license permit (CLP) \$35 CDL knowledge test \$175 CDL skills test \$35 CDL requalification fee	\$15.1 million
Driver's Abstract	\$3 \$15 per copy \$6.50 to Highway Safety Fund (HSF) \$6.50 to State Patrol Highway Account (WSP) \$2.00 to Move Ahead WA Flexible Account	\$68.7 million
Drivers Document Issuance Fee	\$1 applied to applications for an original or renewal of a regular driver's license, regular identicard, enhanced driver's license, or enhanced identicard	\$2.45 million
Driver Instruction Permit	\$25 for photo or non-photo (good for one year)	\$7.2 million
Driver License Examination Fee	\$35 per exam	\$22.3 million
Driver License Fee	\$9 per year or \$72 for eight-year license,	\$125.1 million
Driver License Photo-Only Fee	\$20 per license/identification card/permit	\$8.4 million

Revenue Source	Amount	2025-27 Forecast
Driver License Reinstatement and Hearing Fees	\$75 (non-alcohol-related offense) \$170 (alcohol-related offense) \$375 Hearing Fee	\$4.7 million \$4.7 million \$4.8 million
Duplicate Driver License Fee	\$20 per license/ ID card/ permit	\$9.5 million
Enhanced Driver License/Identification Card Fee	\$7 per year or \$56 eight-year additional fee for original or renewal driver license or identification card	\$36.6 million
Identicards	\$9 per year or \$72 for 8-year identicard	\$22 million
Motorcycle Endorsement Fee/Instruction Permit	\$16 initial 8-year endorsement (\$2/year) \$40 renewal endorsement, every 8 years (\$5/year) \$5 examination fee \$15 instruction permit	\$4.8 million
Temporary Restricted Driver License and Device Fees—Ignition Interlock and Occupational	\$100 occupation, a temporary restricted or ignition interlock driver's license fee \$20.75 per month per ignition interlock device	\$1.7 million \$7.7 million
DRIVERS FEES		
Commercial Driver License	\$136 every eight years or \$17 per year for the time remaining on your license plus \$72 for basic driver license \$10 CDL special endorsement to the WA driver license \$40 Commercial license permit (CLP) \$35 CDL knowledge test \$175 CDL skills test \$35 CDL requalification fee	\$15.1 million
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Motorcycle Endorsement Fee/Instruction Permit	\$16 initial 8-year endorsement (\$2/year) \$40 renewal endorsement, every 8 years (\$5/year) \$5 examination fee \$15 instruction permit	\$4.8 million
Temporary Restricted Driver License and Device Fees—Ignition Interlock and Occupational	\$100 occupation, a temporary restricted or ignition interlock driver's license fee \$20.75 per month per ignition interlock device	\$1.7 million \$7.7 million
FARES AND TOLLS		
Ferry Fares	Fares set by Transportation Commission + 50 cent vessel replacement surcharge Ferry System fare calculator	\$365.7 million (fares), of which \$12.1 million is attributable to the two 25 cent surcharges. An additional \$8.8 million is estimated to come from non-fare revenue.
Tolling – SR 167 High Occupancy Toll (HOT) Lanes	\$1 to \$15 dynamic toll. Customers must install a <i>Good To Go!</i> pass in their vehicle and have an active <i>Good To Go!</i> Account. View tolls on WSDOT website	\$13.1 million
Tolling – I-405 Express Toll Lanes	\$1 to \$15 dynamic toll. Toll rates varies depending on the type of customer View tolls on WSDOT website	\$76.7 million
Tolling – SR 520 Bridge	Toll Rates range varies depending on the day of the week, time of day and type of customer. View View tolls on WSDOT website	\$179.8 million
Tolling – Tacoma Narrows Bridge	Two-axle vehicle: \$5.50 Cash Toll \$4.50 Electronic Toll \$6.50 Pay By Mail View tolls on WSDOT website	\$163.9 million
Tolling – SR 99 Tunnel	Toll Rates range varies depending on the day of the week, time of day and type of customer View tolls on WSDOT website	\$97.7 million
BUSINESS LICENSES		
For-Hire Business Permit and Vehicle Certificates	For-Hire: \$110 original business license (no renewal) \$55 per year per vehicle for certificate (original, changed, or duplicate) Limousine: \$350 per year business license	For-Hire \$0.2 million Limousine \$0.4 million

Revenue Source	Amount	2025-27 Forecast
	\$75 per year per vehicle for certificate \$20 Changed and duplicate vehicle certificates \$25 Training course applications	
Hulk Haulers and Scrap Processors, Wreckers License Fees	\$10 original, renewal--Hulk Haulers \$25 original, \$10 renewal--Scrap Processors \$25 original, \$10 renewal--Wreckers	Minimal
Tow Truck Capacity Fee	\$25 per year in addition to the basic motor vehicle license fee, but in lieu of the License Fee by Weight	\$0.1 million
Tow Truck Operator Fee	\$100 per year for business; \$50 per vehicle per year	\$0.3 million
Transportation Network Company Permit Fee	\$5000 per permit, annually	\$55,000 thousand
Transporter License Fee and Plate Fees	\$150 for new license \$100 for annual renewal \$50 per set of plates \$2 for registered tow truck operators' 'indicator tab'	\$0.8 million
Vehicle Dealers and Manufacturers	<i>Original fee (Renewal fee)</i> Dealer, Principal location - \$975 (\$325) Dealer, Subagency - \$100 (\$25) Dealer Temporary subagent - \$100 Manufacturer - \$500 (\$250)	\$2.7 million
AIRCRAFT AND VESSEL FEES		
Aircraft Dealers License Fee	\$75 per calendar year \$10 for additional certificates	Minimal
Aircraft Registration Fee	\$15 per year per aircraft	\$218,100
Vessel Dealer Temporary Permit	\$5.00	Minimal
Vessel Pilot License Fee	\$6,500 per year	\$0.75 million
Vessel Registration Fee	\$10.50 per year	\$6.3 million
Vessel Title Application Fee	\$5.00	\$0.4 million
Vessel Visitor Permit	\$30 at the time of issuance of identification document	Minimal

Washington State Revenue Drivers for Fiscal Year 2024

Vehicles Paying Basic License Fee (\$30)

Passenger Cars and Cabs	5,241,941
Motor Homes.....	61,479
Travel Trailers	169,360
Motorcycles.....	200,298
Personal Trailers (over 2,000 lbs)	129,480
Tow Trucks	1,314

Vehicles Paying Weight-based Registration Fee (Trucks)

Trucks	1,640,477
For-Hire, Buses, Stages.....	3,770
Combination License Fee Trailers	116,140
Prorate Motor Vehicles.....	29,140

Vehicles Paying Varying Fees

Restored and Antiques.....	28,501
Campers	16,636
Mopeds	4,516
Exempt.....	10,300
Personal Trailers (under 2,000 lbs)	407,626
Intermittent-Use Trailers 2,822	
Off-Road Vehicles.....	105,807
Wheeled All-Terrain Vehicles	67,709
Snowmobiles.....	18,631
<i>Vintage Snowmobiles</i>	<i>188</i>

Total Washington State Vehicle Registrations..... 8,255,947

Total Washington State Vessels Registrations 231,831

Gasoline/Diesel Consumption (millions of gallons) 3,303

Drivers Licenses Issued

Originals.....	315,845
Renewals/Extensions.....	835,050

Traffic Volumes

Ferry Passengers	8,556,000
Ferry Car/Driver	8,600,000
Tacoma Narrows Bridge	16,161,793
SR 167 HOT Lanes.....	1,818,607
SR 520 Bridge	20,102,033
I-405 Express Lanes	9,422,140
SR 99 Tunnel.....	17,402,416

TRANSPORTATION TAXES

(Amendments to Chapter 82 RCW)

REVENUE SOURCE:	Aircraft Excise Tax
AUTHORIZED:	RCW 82.48.030 RCW 82.48.080 (where deposited)
WHO PAYS:	Aircraft owner
RATE:	Single-engine fixed wing, \$50; small multiengine fixed wing, \$65; large multiengine fixed wing, \$80; turboprop multiengine fixed wing, \$100; turbojet multiengine fixed wing, \$125; helicopter, \$75; sailplane, \$20; lighter than air, \$20; home built, \$20. Collected at first registration and annually thereafter. Commuter air carriers that are not airplane companies, as defined in RCW 84.12.200 are subject to a tax based on weight. The tax ranges from \$500 for a plane weighing less than 4,001 pounds to a maximum of \$4,000 for a plane weighing no more than 12,500 pounds.
ADMINISTERED BY:	Department of Transportation – Aviation Division
WHERE DEPOSITED:	Aeronautics Account
DISTRIBUTION & USE:	Appropriated for state grants to airports and to cover the DOT Aviation Division's administration cost.
EXEMPTIONS:	Aircraft owned by U.S. government or political subdivision; aircraft registered by a 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 manufacturer and used for testing or training purposes (RCW 82.48.100).
HISTORY:	1949 1% of fair market value of aircraft per year 1967 \$15 single-engine aircraft; \$25 multiengine 1983 See current tax rates above 2015 100% of tax deposited to the Aeronautics Account
2023-25 FORECAST:	\$793,201 Aeronautics Account
2025-27 FORECAST:	\$800,770 Aeronautics Account

REVENUE SOURCE:	Aircraft Fuel Tax
AUTHORIZED:	RCW 82.42.020 RCW 82.42.090 (where deposited)
WHO PAYS:	Aircraft fuel users
RATE:	18 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.
EXEMPTIONS:	Include, but are not limited to, exported fuel, interstate commercial sales, fuel sold to a licensed aircraft fuel distributor, fuel delivered to commercial air carriers operating under certificates of public convenience and necessity, research, testing, training, and emergency medical air transport entities (RCW 82.42.030).
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 June 6.0 cents 2000 July 6.5 cents January 7.5 cents July 7.0 cents July 10 cents 2005 July 11 cents 2022 July 18 cents
2023-25 FORECAST:	\$13.1 million
2025-27 FORECAST:	\$12.6 million
VALUE OF INCREASE:	\$713,000 per one-cent increase per biennium

For comprehensive information on the Aviation Fuel Tax, see JLARC's [2024 Aerospace Tax Preference Performance Review](#).

REVENUE SOURCE:	International Fuel Tax Agreement Decal Restricted to highway purposes
AUTHORIZED:	RCW 82.38.110 (8) (fee) RCW 82.38.290 (where deposited) Chapter 82.41 RCW (authorization to participate in a multi-state agreement)
WHO PAYS:	Motor Carrier– Commercial vehicles over 26,000 pounds gross vehicle weight; Commercial vehicles with three or more axles regardless of weight; and a commercial combination vehicle that weighs more than a total of 26,000 pounds gross vehicle or registered gross vehicle weight (does not include recreational vehicles).
RATE:	\$10 per year per set of decals
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Highway purposes
EXEMPTIONS:	Users of special fuel trip permits when operating under such permit
HISTORY:	2002 \$10
2023-25 FORECAST:	\$ 0.8 million
2025-27 FORECAST:	\$ 0.9 million
VALUE OF INCREASE:	\$86,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Motor Vehicle Fuel Tax (Gas Tax) and Special Fuel Tax (Diesel Tax) Restricted to highway purposes
RCW:	Chapter 82.38 RCW (fuel tax act) RCW 82.38.030 (fuel tax rate) 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 PAYS:	The tax is imposed on fuels used for the propulsion of motor vehicles on the highways of the state. The tax is collected at the time of fuel removal from a terminal rack in Washington. Gasoline and diesel distributors pay the same rate. The tax is not applicable to aviation, marine, and other specified off-road uses.
RATE:	49.4 cents per gallon
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) Connecting Washington Account (RCW 46.68.395) 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, RCW 82.38.183)
DISTRIBUTION & USE:	• Cost of administration • Refunds and transfers, including refunds of taxes paid by licensed fuel suppliers and distributors on exempt uses, tribal fuel tax agreement refunds, and transfers to dedicated accounts for the benefit of aviation, marine, and recreational off-road users. • State highways, City streets, County roads. • Ferry operations and capital construction.
EXEMPTIONS:	Motor Vehicle Fuel Tax (gasoline) exemptions only • Motor vehicle fuel eligible for refunds (RCW 82.38.180), including nonhighway use, exported fuel, lost or destroyed fuel, and power take-off equipment. • Exempt sales (RCW 82.38.080(2)) include sales to the armed forces or the National Guard when the fuel is used in ships or for export, employees/representatives of foreign governments, and fuel used exclusively for racing not legally allowed on public highways. Special fuel tax exemptions only: • Dyed special fuel (special fuel not used on public highways).

	Exempt sales include: (RCW 82.38.080(1)): government-owned vehicles used for road construction and maintenance, public-owned fire-fighting equipment, U.S. government vehicles, transportation providers for persons with special needs, waste vegetable oil used in biodiesel manufacture, urban transportation systems, both public and private.
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) 2015 44.5 cents (effective August, 2015) 2016 49.4 cents (effective July 1, 2016)
2023-25 FORECAST:	\$2,961 million (net for distribution*)
2025-27 FORECAST:	\$2,827 million (net for distribution*)
VALUE OF INCREASE:	\$60 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 49.4 Cent Motor Vehicle Fuel Tax

Fuel Tax Revenue Distribution

\$2.961 million 2023-25 Biennium

Motor Fuel Tax Distributions

2017-2019 BIENNIUM THROUGH 2025-27 BIENNIUM (1)

(Dollars in Millions)

	2017 - 2019	2019 - 2021	2021 - 2023	2023 - 2025	2025 - 2027
GROSS GASOLINE TAX	2,900,391,600	2,582,797,075	2,612,626,400	2,512,143,900	2,398,450,900
Less: Non-Highway Refunds	44,474,300	56,536,887	46,875,500	34,141,600	45,570,600
Less: Tribal Reservation Refunds	82,205,600	89,909,121	94,994,100	89,090,200	89,833,900
Less: Aeronautics Transfer #039	817,200	723,183	731,500	703,400	671,600
Less: General Fund Transfer #001	1,631,800	1,413,507	1,694,800	1,543,100	1,754,200
Less: Marine Transfer #048 and #267	20,622,600	18,246,886	18,457,600	17,786,600	17,020,700
Less: Outdoor Recreation Vehicle Transfer #268 and #01B	19,666,300	17,179,727	17,422,400	16,844,100	15,956,200
Less: Snowmobile #01M	2,130,900	2,272,647	2,066,600	1,734,200	1,806,600
GROSS SPECIAL FUEL TAX	675,332,700	709,579,342	757,923,900	680,798,000	677,850,600
Less: Non-Highway Refunds	43,662,800	37,110,251	55,280,800	30,929,400	36,668,100
Less: Tribal Reservation Refunds	13,656,200	15,695,808	23,737,300	20,267,700	21,301,200
NET FOR DISTRIBUTION	3,329,187,900	3,034,853,923	3,090,652,900	2,961,198,800	2,827,738,100
DISTRIBUTIONS					
GENERAL WSDOT & OTHER AGENCIES	688,010,400	627,183,280	638,714,700	611,961,700	584,380,700
SPECIAL CATEGORY C	50,544,800	46,076,147	46,923,300	44,957,900	42,931,600
TRANSPORTATION 2003 ACCOUNT	336,962,300	307,171,450	312,819,200	299,716,500	286,208,300
TRANSPORTATION PARTNERSHIP ACCOUNT	572,836,300	522,191,710	531,792,700	509,518,300	486,554,400
CONNECTING WASHINGTON ACCOUNT	801,970,400	731,068,050	744,509,500	713,325,200	681,175,800
STATE SUPERVISION AND STUDIES	10,427,400	9,942,906	10,480,900	10,102,800	9,360,200
PUGET SOUND FERRY OPERATIONS ACCOUNT #109	54,126,200	47,938,901	49,630,000	48,933,300	46,518,400
PUGET SOUND FERRY CONSTRUCTION ACCOUNT #099	36,775,900	33,524,569	34,141,000	32,710,900	31,236,700
TRANSPORTATION IMPROVEMENT BOARD	207,119,200	188,807,785	192,279,200	184,225,500	175,922,500
CITIES	193,843,000	176,705,300	179,954,200	172,416,700	164,645,900
COUNTIES	292,779,400	267,511,221	271,050,100	257,790,300	247,062,700
COUNTY ARTERIAL PRESERVATION	30,326,300	27,645,123	28,153,400	26,974,200	25,758,500
RURAL ARTERIAL PROGRAM	39,313,300	35,837,632	36,496,500	34,967,900	33,391,900
NET FOR DISTRIBUTION	3,329,187,900	3,034,853,923	3,090,653,000	2,961,198,900	2,827,738,100

Notes:

- 1) Based on November 2024 Forecast. Column Totals may differ due to independent rounding.
- 2) Net Fuel Tax for distribution is net of transfers and refunds for fuel used for nonhighway purposes.
- 3) 1.5% and 0.33% of the city and county distributions are allocated to the state for state supervision and studies.
- 4) 1% of the city's distributions is transferred to the Small City Pavement and Sidewalk Account.
- 5) Includes the Small City Pavement and Sidewalk Accounts funds.
- 6) Less funds withheld for the County Road Administration Board (CRAB).
- 7) Less revenue transferred to Ferry operations for Capron refunds to Island and San Juan counties.

Distribution of 49.4-Cent Gas Tax*

Dedicated 23-Cent Distribution

[RCW 46.68.090](#)(2)

State Highway Program (Motor Vehicle Account)	44.3870%	10.21 cents
State Highway Program (Special Category C)	3.2609%	0.75 cents
Counties	19.2287%	4.42 cents
Cities	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

Dedicated 11.9-Cent Distribution

[RCW 46.68.090](#)(7)

Connecting Washington Account	100.00%	11.9 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.*

49.4-Cent Motor Vehicle Fuel Tax – Distributions and Uses

State Highway Program

- Distribution: 10.21 cents
- Revenue deposited in Motor Vehicle Account
- Primarily appropriated for Department of Transportation highway programs
- 2023-25 estimate: \$611 million

Transportation 2003 Account (Nickel Account)

- Distribution: 5.00 cents.
- The account was created in 2003 to be the repository of the 5-cent tax increase. The 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.
- 2023-25 estimate: \$299 million.

Transportation Partnership Account

- Distribution: 8.50 cents.
- A new account was created in 2005 to be the repository of 8.5 cents of a 9.5-cent tax increase. The account is 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. The remaining 1 cent is distributed to cities and counties.
- 2023-25 estimate: \$531 million.

State Highway Program – Special Category C

- Distribution: 0.75 cents.
- Revenue is deposited in the Special Category C Account.
- Provides for high-cost projects requiring bond financing.
- The original project list included First Avenue South Bridge in Seattle, SR 18 from Auburn to North Bend, and the North-South Corridor in Spokane.
- 2023-25 estimate: \$45 million.

Connecting Washington Account

- Distribution: 11.9 cents.
- The account was created in 2015 to be the repository of two rate increases: a 7-cent tax increase in FY 2016 and another 4.9-cent tax increase in FY 2017. The account is 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.
- 2023-25 estimate: \$713 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.
- 2023-25 estimate: \$35 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).
- 2023-25 estimate: \$184 million (includes the \$1.8 million transfer from the city distributions to the city pavement and sidewalk account to fund the city hardship assistance program).

County Arterial Preservation Program

- Distribution: 0.45 cents.
- Revenue is deposited in the County Arterial Preservation Account.
- To sustain structural, safety, and operational integrity of urban and rural county arterials.
- Distributions by the County Road Administration Board (CRAB) based on paved arterial lane miles in unincorporated areas.
- 2023-25 estimate: \$28 million.

Counties – Regular And Transportation 2005 Legislation Distribution

- Distribution: 4.92 cents, including 0.5 cents from the Transportation Partnership Act (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 \$1,800,000 in the 2015-17 biennium and inflated by the fiscal growth factor in the future) ([RCW 47.56.725](#)).
- 1.5% is provided to DOT and CRAB for statutory regulation, supervision of grants, and technical support to counties and up to 0.33% for studies ([RCW 46.68.120](#)).
- Approximately \$350,000 per year withholding for CRAB administration of county ferry capital improvement funds ([RCW 46.68.090](#)(2)(h)(ii)).
- Sums required to be repaid to counties composed of islands under the Capron Act are provided to San Juan and Island counties ([RCW 46.68.080](#)).
- Remainder distributed according to the 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 ([RCW 46.68.122](#)).
- Redistribution of \$18.8 million of Capron Act funds to Ferry Operations ([RCW 46.68.080\(5\)](#)) equal to all of fuel tax collections from San Juan County above the base 23 cents and half of the fuel tax collections from Island County above the base 23 cents.
- 2023-25 estimate: \$258 million (after deductions, withholding, and redistributions).
- In addition to the gas tax distributions, the Connecting Washington Act transferred \$25.1 million in the 2017-19 biennium (and subsequent) to counties from the state Motor Vehicle and Multimodal Accounts ([RCW 46.68.126](#)).

Cities – Regular And Transportation 2005 Legislation Distribution

- Distribution: 2.96 cents, including 0.5 cents from the Transportation Partnership Act (2.88 cents after deductions for state supervision, studies, and Small City Pavement and Sidewalk Account).
- Up to 1.5% was distributed to DOT for supervision of federal grants and roadwork and up to 0.33% for studies ([RCW 46.68.110](#) (1) and (2)).
- 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 ([RCW 46.68.110](#) (3)).
- The remainder is distributed by population for construction and maintenance of streets ([RCW 46.68.110](#) (4)).
- 2023-25 estimate: \$172 million
- In addition to the gas tax distributions, the Connecting Washington Act transferred \$25.1 million in the 2017-19 biennium (and subsequent) to cities from the state Motor Vehicle and Multimodal Accounts ([RCW 46.68.126](#)).

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 46.68.080](#)).
- 2023-25 estimate: \$49 million.

Ferry Capital Construction

- Distribution: 0.55 cents.
- Revenue deposited in Puget Sound Capital Construction Account.
- 2023-25 estimate: \$33 million.

REVENUE SOURCE:	Natural Gas and Propane Fee (in lieu of diesel tax) Restricted to highway purposes																						
AUTHORIZED:	RCW 82.38.075 (fee) RCW 82.38.290 (disposition)																						
WHO PAYS:	Vehicles powered by natural gas or propane																						
RATE:	An annual license fee in lieu of the special fuel tax imposed by RCW 82.38.030 is imposed upon the use of natural gas and propane in a motor vehicle based on the vehicle tonnage or gross vehicle weight (GVW) rating. The total fee imposed is the base fee in the schedule below, multiplied by the motor vehicle fee tax rate (currently 49.4 cents per gallon), divided by 12 cents per gallon, plus a \$5 handling fee. <table border="1"> <thead> <tr> <th>Vehicle Tonnage (GVW)</th><th>Base Fee</th><th>Total Fee</th></tr> </thead> <tbody> <tr> <td>0 - 6,000</td><td>\$45.00</td><td>\$190.25</td></tr> <tr> <td>6,001 - 10,000</td><td>\$45.00</td><td>\$190.25</td></tr> <tr> <td>10,001 - 18,000</td><td>\$80.00</td><td>\$334.33</td></tr> <tr> <td>18,001 - 28,000</td><td>\$110.00</td><td>\$457.83</td></tr> <tr> <td>28,001 - 36,000</td><td>\$150.00</td><td>\$622.50</td></tr> <tr> <td>36,001 and above</td><td>\$250.00</td><td>\$1034.17</td></tr> </tbody> </table>		Vehicle Tonnage (GVW)	Base Fee	Total Fee	0 - 6,000	\$45.00	\$190.25	6,001 - 10,000	\$45.00	\$190.25	10,001 - 18,000	\$80.00	\$334.33	18,001 - 28,000	\$110.00	\$457.83	28,001 - 36,000	\$150.00	\$622.50	36,001 and above	\$250.00	\$1034.17
Vehicle Tonnage (GVW)	Base Fee	Total Fee																					
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28,001 - 36,000	\$150.00	\$622.50																					
36,001 and above	\$250.00	\$1034.17																					
ADMINISTERED BY:	Department of Licensing																						
WHERE DEPOSITED:	Motor Vehicle Account																						
DISTRIBUTION & USE:	Appropriated for highway-related purposes																						
EXEMPTIONS:	Vehicles registered outside of Washington State, unless the vehicle is registered under the International Registration Plan.																						
HISTORY:	1977 The license fee in lieu of special fuel tax enacted (special fuel tax at that time was 12 cents per gallon) 1983 Fee indexed: base fee adjusted to reflect increases in the special fuel tax above 12 cents																						
2023-25 FORECAST:	Minimal																						
2025-27 FORECAST:	Minimal																						
VALUE OF INCREASE:	Minimal																						

REVENUE SOURCE:	Rental Vehicle Sales Tax
AUTHORIZED:	RCW 82.08.020 (2) (tax and disposition)
WHO PAYS:	Consumers who rent vehicles
RATE:	5.9% of the rental contract amount, in addition to state and local sales taxes
ADMINISTERED BY:	Department of Revenue
WHERE DEPOSITED:	Multimodal Transportation Account
DISTRIBUTION & USE:	General Transportation
EXEMPTIONS:	Vehicles provided to customers by automotive repair businesses during the repair of the customers' vehicles; and vehicles which are licensed and operated as taxicabs (RCW 46.04.465).
HISTORY:	1992 5.9% of rental contract amount, in lieu of Motor Vehicle Excise Tax (MVET) 1998 Distribution of rental vehicle sales tax (in lieu of MVET) aligned with the MVET 2000 With the repeal of MVET, distribution changed from Transportation Fund to Multimodal Transportation Account.
2023-25 FORECAST:	\$93.99 million
2025-27 FORECAST:	\$97.29 million
VALUE OF INCREASE:	\$7.8 million for each 1% increase in tax rate per biennium

REVENUE SOURCE:	Retail Sales and Use Tax on Motor Vehicles
AUTHORIZED:	RCW 82.08.020(3) (retail sales tax for transportation and disposition) RCW 82.12.020 (use tax)
WHO PAYS:	Consumers purchasing motor vehicles
RATE:	0.3% of selling price, in addition to state and local sales taxes
ADMINISTERED BY:	Department of Revenue
WHERE DEPOSITED:	Multimodal Transportation Account
DISTRIBUTION & USE:	General Transportation
EXEMPTIONS:	Retail car rentals
HISTORY:	2003 0.3% of selling price
2023-25 FORECAST:	\$127.1 million
2025-27 FORECAST:	\$131.0 million
VALUE OF INCREASE:	\$3.1 million for each 0.01% increase in tax rate per biennium

REVENUE SOURCE:	Watercraft Excise Tax
AUTHORIZED:	RCW 82.49.010 (fee) RCW 82.49.030 (disposition)
WHO PAYS:	Owners of taxable vessels
RATE:	One-half of 1% of fair market value or \$5, whichever is greater, paid annually
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	75 percent of the revenue is deposited into the General Fund, and 25 percent of the revenue is deposited in the Derelict Vessel Removal Account
DISTRIBUTION & USE:	75 percent of the funds are for public recreational waterway boater access, sewage pump-out facilities at public marinas, boating safety education and enforcement as specified in RCW 79A.60.590 . 25 percent of the funds are for the removal of large derelict vessels as specified in RCW 79.100.100 .
EXEMPTIONS:	Vessels exempt from registration under Chapter 88.02 RCW , vessels used exclusively for commercial fishing purposes, vessels under 16 feet in overall length, vessels owned by the U.S. or any state or municipality in the U.S., vessels owned by a nonprofit engaged in youth character building, and vessels owned by a dealer which are not rented on a regular commercial basis (RCW 82.49.020)
HISTORY:	1984 One-half of 1% of fair market value or \$5, whichever is greater
2023-25 ESTIMATE:	\$41.8 million
2025-27 FORECAST:	\$41.3 million
VALUE OF INCREASE:	\$8.3 million per biennium for each \$1 per \$1,000 of taxable value increase per biennium

VEHICLE FEES

REVENUE SOURCE:	Abandoned Recreational Vehicle Disposal Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.380 (fee) RCW 46.68.175 (deposited)
WHO PAYS:	Recreational vehicle owners, includes camper, motor home, and travel trailer
RATE:	\$6.00 fee due at the time of annual vehicle registration
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Abandoned Recreational Vehicle Disposal Account
DISTRIBUTION & USE:	Used by DOL to reimburse registered tow truck operators (RCW 46.55.010), vehicle wreckers (RCW 46.80.010), scrap processors (RCW 46.79.010), and scrap metal businesses (RCW 19.290.010) for costs associated with the removal and disposal of a camper, travel trailer, or motor home abandoned on a public roadway.
EXEMPTIONS:	None
HISTORY:	2019 \$6
2023-25 FORECAST:	\$2.99 million
2025-2027 FORECAST:	\$3.03 million
VALUE OF INCREASE:	\$505,100 per \$1 increase per biennium

REVENUE SOURCE:	Camper Registration Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.350 RCW 46.68.030(1) (where deposited)
WHO PAYS:	Vehicle owner
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.
EXEMPTIONS:	None
HISTORY:	1971 \$3.50 per year 1975 Original \$4.90; renewal \$3.50
2023-25 FORECAST:	\$121,000
2025-27 FORECAST:	\$115,000
VALUE OF INCREASE:	\$33,000 per \$1 increase per biennium

REVENUE SOURCE:	Commercial Vehicle Safety Enforcement Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.315 (fees and disposition)
WHO PAYS:	Commercial motor vehicle carriers that have terminals in this state.
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
EXEMPTIONS:	Vehicles regulated by the Utilities and Transportation Commission: transportation for persons with special needs, auto transportation companies, passenger charter and excursion companies, solid waste collection companies and household goods carriers (RCW 46.32.080(1)). Motor vehicles owned and operated by farmers in the transportation for their own products (RCW 46.32.080(2)).
HISTORY:	1995 \$10 1996 Fee for IRP vehicles added 2007 Fee increased to \$16
2023-25 FORECAST:	\$ 5.9 million
2025-27 FORECAST:	\$ 6.5 million
VALUE OF INCREASE:	\$382,000 per \$1 increase per biennium

REVENUE SOURCE:	Dealer Temporary License Plate (former Temporary Permit)
AUTHORIZED:	RCW 46.16A.300 (authority) RCW 46.17.400 (1)(a) (fee) RCW 46.17.400 (3) (where deposited)
WHO PAYS:	Motor vehicle dealers when selling a vehicle.
RATE:	\$40 for temporary permit/both temporary plates
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	\$5 Credited to the payment of vehicle license fees \$10 State Patrol Highway Account \$25 Move Ahead WA Account
DISTRIBUTION & USE:	Appropriated for highway purposes, including the activities of the State Patrol and Move Ahead WA road investments
EXEMPTIONS:	None
HISTORY	1973 \$5 credited to payment of registration fees 2007 \$10 to State Patrol Highway Account, \$5 to registration fees 2022 \$40, with the increase deposited to the Move Ahead WA Account* *Replaces temporary permits with temporary license plates effective July 1, 2023.
2023-25 ESTIMATE:	\$44.1 million
2025-27 FORECAST:	\$54.1 million
VALUE OF INCREASE:	\$1.4 million per \$1 increase per biennium

REVENUE SOURCE:	Electric Vehicle License Fee Restricted to highway purposes, in part
AUTHORIZED:	RCW 46.17.323 (fees and disposition)
WHO PAYS:	Owners of electric vehicles (EVs) and plug-in electric hybrid vehicles renewing registration
RATE:	\$150 per year; \$30 per year for Electric Motorcycles
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	First \$100 of the \$150 fee: Revenues up to \$1 million, deposited in Motor Vehicle Account. Over \$1 million: • Seventy percent to the Motor Vehicle Account; • Fifteen percent to the Transportation Improvement Account; • Fifteen percent to the Rural Arterial Trust account. Remaining \$50 of the \$150 fee: Revenues up to \$1 million are deposited into the Multimodal Transportation Account. The remaining revenues are deposited into the Motor Vehicle Account. The \$30 Electric Motorcycle fee is deposited into the Motor Vehicle Account.
DISTRIBUTION & USE:	Provide funds to mitigate the impact of vehicles on state roads and highways, evaluate the feasibility of transitioning from a revenue collection system based on fuel taxes to a road user assessment system, and establish an Electric Vehicle Infrastructure Bank to provide financial assistance for installing publicly accessible EV charging stations.
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.
HISTORY	2012 \$100 2015 \$150 2022 Electric Motorcycle License Fee set at \$30
2023-25 ESTIMATE:	\$44.3 million
2025-27 FORECAST:	\$79.6 million
VALUE OF INCREASE:	\$413,000 per \$1 increase per biennium

REVENUE SOURCE:	Farm Exempt Decal Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.16A.420 (authorized) RCW 46.17.325 (fee and where deposited)
WHO PAYS:	Owners of farm vehicles to be operated on public highways as identified under RCW 46.16A.080(3) .
RATE:	\$5 fee in addition to any other fees and taxes required. This decal may not be renewed. The status as an exempt vehicle continues until suspended or revoked for misuse or when the vehicle is no longer used as a farm vehicle.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	As appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1967 \$5
2023-25 ESTIMATE:	Minimal
2025-27 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Farm Vehicle Reduced Gross Weight Fee Restricted to highway purposes													
AUTHORIZED:	RCW 46.16A.425 (reduced gross weight license fee) RCW 46.17.330 (fee schedule) RCW 46.68.035 (where deposited)													
WHO PAYS:	A farm-exempt vehicle used primarily for the purpose of agriculture: transporting farm products, farm implements and farm labor between farms, as well as for activities that support farming.													
RATE:	In lieu of all other licensing fees, unless specifically exempt, annual fee (varies) based on weight (\$24.50 to \$1,710.50)													
ADMINISTERED BY:	Department of Licensing													
WHERE DEPOSITED:	<table><tr><td>Motor Vehicle Account</td><td>59.495%</td></tr><tr><td>State Patrol Highway Account</td><td>22.360%</td></tr><tr><td>Puget Sound Ferry Operations Account</td><td>1.375%</td></tr><tr><td>Transportation 2003 Account</td><td>5.237%</td></tr><tr><td>Transportation Partnership Account</td><td>11.533%</td></tr><tr><td>TOTAL</td><td>100.000%</td></tr></table>		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%
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TOTAL	100.000%													
DISTRIBUTION & USE:	As appropriated for highway-related purposes, State Patrol, and State Ferries.													
EXEMPTIONS:	None													
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. <i>See the tax history for the License Fee by Weight (formerly Combined Licensing Fee), page 77.</i>													
2023-25 FORECAST:	\$2.5 million													
2025-27 FORECAST:	\$3 million													
VALUE OF INCREASE:	Data is not available for estimating increases.													

REVENUE SOURCE:	Farm Vehicle Trip Permit Fee Restricted to highway purposes													
AUTHORIZED:	RCW 46.16A.330 (authorized) RCW 46.17.400 (1)(c) (fee schedule) RCW 46.68.035 (where deposited)													
WHO PAYS:	The owner of the farm vehicle registered under RCW 46.16A.425 purchasing a monthly registration under RCW 46.16A.455(5) may operate the farm vehicle under the authority of a farm vehicle trip permit.													
RATE:	\$6.25 for a 30-day permit. No more than four farm vehicle trip permits may be used for any one vehicle in any twelve-month period.													
ADMINISTERED BY:	Department of Licensing													
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Transportation Partnership Account	11.533%													
TOTAL	100.000%													
DISTRIBUTION & USE:	As appropriated for highway-related purposes, including State Patrol and Washington State Ferries.													
EXEMPTIONS:	None													
HISTORY:	2005 Farm trip permit created at \$6.25													
2023-25 FORECAST:	\$3,300													
2025-27 FORECAST:	\$3,900													
VALUE OF INCREASE:	Minimal													

REVENUE SOURCE:	Filing Fee (vehicle registration and certificate of title)
AUTHORIZED:	RCW 46.17.005 (fees) RCW 46.68.400 (where deposited) RCW 88.02.640 (1)(f) (vessels)
WHO PAYS:	Vehicle and vessel owners
RATE:	\$4.50 for a vehicle or vessel registration, initial and renewal \$5.50 when applying for a certificate of title
ADMINISTERED BY:	Department of Licensing, generally
WHERE DEPOSITED:	State Patrol Highway Account Motor Vehicle Account Highway Safety Account Multimodal Transportation Account
DISTRIBUTION & USE:	- Fees collected by the County Auditor or other agent or subagent are deposited to the county expense fund, except \$0.50 of each fee must be remitted to DOL, and quarterly, the DOL must distribute an equal share of the funds to each county. - Fees collected by the State Patrol are deposited into the State Patrol Highway Account. - Fees collected by the Department of Transportation are deposited to the Motor Vehicle Account. - Fees collected by the Department of Licensing: - Generally deposited to the Highway Safety Account. - If collected on commercial trailers, private use single-axle trailers, and trucks subject to the gross weight fee: \$2 to the Multimodal Transportation Account and the remainder (\$1 or \$2, depending on transaction type) to the Highway Safety Account.
EXEMPTIONS:	None
HISTORY:	1955 Registration filing fee of 50c 1975 Registration filing fee increased to \$1 1983 Certificate of ownership filing fee established at \$3 1988 Registration filing fees increased to \$2 1996 Registration filing fees increased to \$3 Certificate of ownership filing fee increased to \$4 2019 Registration filing fees increased to \$4.50 Certificate of ownership filing fee increased to \$5.50
2023-25 FORECAST:	\$ 6.7 million
2025-27 FORECAST:	\$ 7.1 million
VALUE OF INCREASE:	Data is incomplete for a reliable estimate of this item; this is the state-only portion of the total revenue, and the majority of the filing fees are kept by county auditors and subagents.

REVENUE SOURCE:	Intermittent-Use Trailer Fee Restricted to highway purposes		
AUTHORIZED:	RCW 46.16A.428 (authorization) RCW 46.17.345 (fee) RCW 46.68.030 (where deposited)		
WHO PAYS:	Vehicle owners who wish to register their trailer with a scale weight of 2,000 pounds or less that are used only intermittently, such as for participating in club activities, exhibitions, tours, and parades, and for occasional pleasure use.		
RATE:	\$187.50 fee due at the time of initial vehicle registration; registration only expires when the trailer changes ownership or is disposed of.		
ADMINISTERED BY:	Department of Licensing		
WHERE DEPOSITED:	If the vehicle was previously registered, this fee distribution is considered a ‘renewal’.		
		Original	Renewal
	State Patrol Highway Account	\$23.60	\$23.60
	Ferry Operations Account	\$2.02	\$0.93
	Motor Vehicle Account	\$161.88	\$162.97
	Total	\$187.50	\$187.50
DISTRIBUTION & USE:	Appropriated for highway-related purposes.		
EXEMPTIONS:	A trailer with a permanent registration under registration type is exempt from annual registration renewal under RCW 46.16A.110 .		
HISTORY:	Legislation passed in 2015, effective January 1, 2017		
2023-25 FORECAST:	\$1.04 million		
2025-2027 FORECAST:	\$1.02 million		
VALUE OF INCREASE:	\$5,500 per \$1 increase per biennium		

REVENUE SOURCE:	License Fee by Weight (formerly Combined Licensing Fee) Restricted to highway purposes																	
AUTHORIZED:	RCW 46.17.355 (fees) RCW 46.68.035 (where deposited)																	
WHO PAYS:	Vehicle owners registering trucks with a 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 91.																	
RATE:	In lieu of a vehicle licensing fee, unless specifically exempt, the annual fee (varies) based on weight, which is \$63 to \$3,400 per year. In addition to the license fee by weight, vehicles over 10,000 pounds must pay a freight project fee equal to 15% of the license fee by weight.																	
ADMINISTERED BY:	Department of Licensing																	
WHERE DEPOSITED:	<table><tr><td>Motor Vehicle Account</td><td>59.495%</td></tr><tr><td>State Patrol Highway Account</td><td>22.360%</td></tr><tr><td>Puget Sound Ferry Operations Account</td><td>1.375%</td></tr><tr><td>Transportation 2003 Account</td><td>5.237%</td></tr><tr><td>Transportation Partnership Account</td><td>11.533%</td></tr><tr><td>TOTAL</td><td>100.000%</td></tr></table>		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%				
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TOTAL	100.000%																	
DISTRIBUTION & USE:	As appropriated for highway-related purposes, State Patrol and State Ferries.																	
EXEMPTIONS:	Certain on-road use of farm vehicles (RCW 46.16A.080(3)) Tow trucks pay a capacity fee in lieu of the license fee by weight (RCW 46.17.335)																	
HISTORY:	<table><tr><td>1987</td><td>Effective January 1, 1987, with fees ranging from \$27.75 to \$1,085.95, depending on the licensed gross weight of the vehicle.</td></tr><tr><td>1990</td><td>\$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.</td></tr><tr><td>1993</td><td>Fee schedule was extended to include vehicles with a 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.</td></tr><tr><td>2002</td><td>Initiative 776 limited combined fee to \$30 for vehicles under 10,000 pounds licensed gross weight.</td></tr><tr><td>2003</td><td>15% increase in gross weight fee for vehicles over 10,000 pounds. New revenue to go into the Transportation 2003 (Nickel) Account.</td></tr><tr><td>2005</td><td>Increased fee for vehicles under 10,000 pounds gross weight.</td></tr><tr><td>2006</td><td>Revised distribution percentages, adding a distribution to the Transportation Partnership Account. Effective July 1, 2016, increased weight fees for vehicles up to 12,000 pounds gross weight. Imposed the freight project fee at 15% of the weight fee on vehicles over 10,000 pounds.</td></tr><tr><td>2015</td><td>Effective July 1, 2016, increased weight fees for vehicles up to 12,000 pounds gross weight. Imposed the freight project fee at 15% of the weight fee on vehicles over 10,000 pounds. Increased weight fee by an additional \$10 for vehicles up to 12,000 pounds gross weight. Effective July 1, 2022.</td></tr></table>		1987	Effective January 1, 1987, with fees ranging from \$27.75 to \$1,085.95, depending on the licensed gross weight of the vehicle.	1990	\$1 increase in filing fee, \$4.75 increase for State Patrol, and 40% increase in gross weight fee; combined fee ranges from \$37 to \$1,518.	1993	Fee schedule was extended to include vehicles with a 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. Effective July 1, 2016, increased weight fees for vehicles up to 12,000 pounds gross weight. Imposed the freight project fee at 15% of the weight fee on vehicles over 10,000 pounds.	2015	Effective July 1, 2016, increased weight fees for vehicles up to 12,000 pounds gross weight. Imposed the freight project fee at 15% of the weight fee on vehicles over 10,000 pounds. Increased weight fee by an additional \$10 for vehicles up to 12,000 pounds gross weight. Effective July 1, 2022.
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2023-25 FORECAST:	\$545.4 million (combined license fee); \$39.7 million (freight project fee)																	
2025-27 FORECAST:	\$560.6 million (combined license fee); \$43.7 million (freight project fee)																	
VALUE OF INCREASE:	\$5.3 million per 1% increase per biennium for combined license fee																	

REVENUE SOURCE:	License Plate Fees Restricted to highway purposes
AUTHORIZED:	RCW 46.16A.200 (license plate requirements) RCW 46.17.200 (fees and disposition) RCW 46.17.250 (combination trailer license plate fee and disposition) RCW 46.70.061 (vehicle dealer license plate fee) RCW 46.68.070 (where most license plate fees deposited)
WHO PAYS:	Vehicle owners, vehicle transporter, hulk haulers, wreckers, motor vehicle salvage processors, dealers, and manufacturers.
RATE:	\$50.00 per plate for original issue \$2.00 per plate for reflectivity \$30.00 per plate for replacement plate \$20.00 per plate for original issue, motorcycle \$12.00 per plate for replacement, motorcycle \$1.50 per plate for original issue, moped \$20.00 per vehicle retaining current license plate number \$10.00 license plate transfer fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account Move Ahead WA Account (all but \$10 of new/replacement plate and all but \$4 of new/replacement motorcycle plate) Multimodal Transportation Account (plate number retention fee)
DISTRIBUTION & USE:	Appropriated for highway-related purposes, except for plate number retention fees deposited into the Multimodal Transportation Account.
EXEMPTIONS:	Commercial vehicles over 26,000 pounds, horseless carriages, and medal of honor recipients are not subject to replacement requirements. The plate fees are charged per set rather than per plate for vehicle dealer license plates and manufacturer license plates. Excise tax and gross weight fees do not apply, and funds are deposited into the Motor Vehicle Account.
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). 2014 Requirement to periodically replace license plates removed. Plates must still be replaced at change of ownership. 2022 \$50 for an original plate; \$30 for a replacement; \$20 for a motorcycle plate; \$12 for a replacement motorcycle plate
2023-25 FORECAST:	Original Plates: \$117.8 million Plate Replacement: \$83.0 million Plate Number Retention \$55,450 Dealer Plates \$1.2 million

2025-27 FORECAST:	Original Plates:	\$124.5 million
	Plate Replacement:	\$84.6 million
	Plate Number Retention:	\$53,400
	Dealer Plates:	\$1.83 million
VALUE OF INCREASE:	Original Plates:	\$2.4 million per \$1 increase per biennium
	Plate Replacement:	\$2.8 million per \$1 increase per biennium
	Plate Number Retention:	\$3,000 per \$1 increase per biennium

REVENUE SOURCE:	License Plate Reflectivity Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.200 (fee) RCW 46.68.070 (where deposited)
WHO PAYS:	Vehicle owners
RATE:	\$2 per plate
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1967 50 cents per plate 2005 \$2 per plate
2023-25 FORECAST:	\$10.6 million
2025-27 FORECAST:	\$11.0 million
VALUE OF INCREASE:	\$5.38 million per \$1 increase per biennium

REVENUE SOURCE:	License Plate Technology Fee
AUTHORIZED:	RCW 46.17.015 (fee) RCW 46.68.370 (where deposited) RCW 46.17.025 (where deposited - vehicle subject to weight fees under RCW 46.17.355) RCW 88.02.640 (1)(g) (vessels)
WHO PAYS:	Vehicle and vessel owners
RATE:	\$0.25 at registration
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	License Plate Technology Account, generally fees collected on a vehicle subject to weight fees under RCW 46.17.355 are deposited in the Move Ahead WA Account in the Motor Vehicle Fund.
DISTRIBUTION & USE:	Current and future license plate technology and systems integration upgrades for both the Department of Licensing and the correctional industries program. Fees collected on a vehicle subject to weight fees under RCW 46.17.355 may only be used for Move Ahead WA projects or improvements in an Omnibus Transportation Appropriations Act.
EXEMPTIONS:	Commercial vehicles subject to weight fees (registered under RCW 46.16A.455 or 46.17.330) are not subject to the license plate technology fee, except for those.
HISTORY:	2003 \$0.25 per plate 2023 Fee added to registrations for vehicles registered under RCW 46.16A.455(3) 2023 Fee added to registration for vehicles paying vehicle weight fees under RCW 46.17.355.
2023-25 FORECAST:	\$4.4 million
2025-27 FORECAST:	\$4.6 million
VALUE OF INCREASE:	\$18.1 million per \$1 increase per biennium

REVENUE SOURCE:	License Service Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.025 (fee) RCW 46.68.220 (where deposited - non-truck vehicles) RCW 46.17.025 (where deposited - vehicles subject to the fee in RCW 46.17.355) RCW 88.02.640 (1)(h) (vessels)
WHO PAYS:	Vehicle and vessel owners
RATE:	\$0.50 at registration
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Licensing Services Account, generally beginning July 1, 2017, when collected on a report of sale or transitional ownership transaction, this fee is directed to the Capital Vessel Replacement Account (see RCW 46.17.050(2)(b) and 46.17.060(2)(b)). Fees collected on a vehicle subject to weight fees under RCW 46.17.355 are deposited in the Move Ahead WA Account in the Motor Vehicle Fund.
DISTRIBUTION & USE:	May only be used for: information and service delivery systems for the department; reimbursement of county licensing activities; and county auditor or subagent support, including, but not limited to, the replacement of DOL-owned equipment in the possession of county auditors or subagents. Funds distributed to the Capital Vessel Replacement Account are dedicated to constructing or purchasing ferry vessels. Fees collected on a vehicle subject to weight fees under RCW 46.17.355 may only be used for Move Ahead WA projects or improvements in an Omnibus Transportation Appropriations Act.
EXEMPTIONS:	Commercial vehicles subject to weight fees (registered under RCW 46.16A.455 or 46.17.330) are not subject to the license plate technology fee, except for those subject to the vehicle weight fees under RCW 46.17.355 .
HISTORY:	2001 \$0.50 per plate 2015 Distribution changed for fees collected on report of sale and transitional ownership transactions. 2023 Fee added to registrations for vehicles registered under RCW 46.16A.455(3) 2023 Fee added to registration for vehicles paying vehicle weight fees under RCW 46.17.355 .
2023-25 FORECAST:	\$8.8 million
2025-27 FORECAST:	\$9.3 million
VALUE OF INCREASE:	\$18.1 million per \$1 increase per biennium

REVENUE SOURCE:	Log Truck Additional Weight Permit Restricted to highway purposes
AUTHORIZED:	RCW 46.44.047 (fees and where deposited)
WHO PAYS:	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.
RATE:	\$50 per year beginning April 1, prorated for shorter time periods \$37.50 if issued after July 1 \$25.00 if issued after October 1 \$12.50 if issued after January 1 \$14 to transfer a permit or replace a lost or destroyed permit
ADMINISTERED BY:	Department of Transportation
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1953 \$50 1994 \$14 transfer or duplicate permit
2023-25 ESTIMATE:	Included in Special Permit Fee for Oversize/Overweight Movements
2025-27 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 is included in [Special Permit Fee for Oversize/Overweight Movements](#), page 98.

REVENUE SOURCE:	Mobile Home Title Elimination Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.12.700 RCW 65.20.090 (DOL may adopt rules to set fees and fee disposition) WAC 308-56A-505 (fee)
WHO PAYS:	Applicant for elimination of vehicle title when the mobile (manufactured) home is affixed to land owned by the applicant and registered under Chapter 65.20 RCW .
RATE:	\$25 each application
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1990 \$25
2023-25 ESTIMATE:	Minimal
2025-27 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee) Restricted to highway purposes
AUTHORIZED:	RCW 46.17.360 (fee and disposition)
WHO PAYS:	Any motor vehicle or combination of vehicles having a declared gross weight of 12,000 pounds or more may pay the gross weight fee for periods of less than one year.
RATE:	\$2 fee for each monthly period the vehicle will be used, paid in addition to the monthly portion of the gross weight fee; an additional \$2 administration fee is also collected.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes.
EXEMPTIONS:	None
HISTORY:	1951 \$1 1979 \$2 1985 \$2 for each month of license purchase + \$2
2023-25 ESTIMATE:	\$ 1.1 million
2025-27 FORECAST:	\$ 1.1 million
VALUE OF INCREASE:	\$540,000 per \$1 increase per biennium

REVENUE SOURCE:	Motor Home Weight Fee
RCW:	RCW 46.17.365 (fee) RCW 46.68.415 (3) (disposition)
WHO PAYS:	All motor homes
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 state roads and highways and is separate and distinct from other vehicle license fees. Proceeds from the fee may be used for nonhighway purposes.
EXEMPTIONS:	None
HISTORY:	2005 Motor home weight fee established at \$75
2023-25 ESTIMATE:	\$9.2 million
2025-27 FORECAST:	\$9.1 million
VALUE OF INCREASE:	\$122,000 per \$1 increase per biennium

REVENUE SOURCE:	Off-Road Vehicle Fees Transfer fees restricted to highway purposes
AUTHORIZED:	Chapter 46.09 RCW (general provisions relating to ORVs) RCW 46.17.350(1)(i) (license fee) RCW 46.17.400(1)(g) (temporary permit fee) RCW 46.09.442 (metal tags) RCW 46.17.410 (ORV registration transfer fee) RCW 46.68.045 (disposition of license, temp permit, metal tag ORV fees) RCW 46.68.020 (disposition of ORV registration transfer fee)
WHO PAYS:	Off-road vehicle owners
RATE:	\$18.00 license fee (initial/renewal fee) \$7.00 60-day temporary use permit \$2.00 for a 7-year metal tag \$5.00 ORV transfer fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	License, temporary use permit, and metal tag fees: DOL may retain up to 18% for administrative costs, and the remaining will be distributed to the General Fund for off-road vehicle recreation facilities by the Recreation and Conservation Office in accordance with RCW 46.09.520(2)(d)(ii)(A) . Transfer fees: Nickel Account
DISTRIBUTION & USE:	Appropriated for outdoor recreation and highway-related purposes
EXEMPTIONS:	Residents of another state who have registered the ORV in another state are exempt from the license fee (but must still pay the filing fee and service fee).
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; \$5 transfer fee; \$7 temporary use permit
2023-25 FORECAST:	\$1.3 million
2025-27 FORECAST:	\$1.2 million
VALUE OF INCREASE:	\$69,500 per \$1 increase per biennium

See also *Wheeled All-Terrain Vehicle Fees*, page 105.

REVENUE SOURCE:	Passenger Vehicle Weight Fee
AUTHORIZED:	RCW 46.17.365 (fee) RCW 46.68.415 (distribution)
WHO PAYS:	Persons applying for a motor vehicle registration and paying the vehicle license fee required in RCW 46.17.350 (1)(a), (d), (e), (h), (j), (n), and (o) must pay a motor vehicle weight fee in addition to all other fees and taxes required by law.
RATE:	The motor vehicle weight fee is based on the motor vehicle scale weight, as follows: 4,000 pounds\$35.00 6,000 pounds\$55.00 8,000 pounds\$75.00 16,000 pounds & over\$82.00
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 must be used for transportation purposes and may not be used for the general support of state government. The fee provides funds to mitigate the impact of vehicle loads on state roads and highways and is separate and distinct from other vehicle license fees.
EXEMPTIONS:	A person applying for a motor home vehicle registration must pay a \$75 fee in lieu of the motor vehicle weight fee
HISTORY:	2005 Vehicle weight fee was established at \$10, \$20, and \$30 for most vehicles 2015 Vehicle weight fees increased to \$25, \$45, and \$65 for most vehicles (effective July 1, 2016). Vehicle weight fees increased to \$35, \$55, and \$75 for most vehicles and vehicles over 16,000 pounds increased to \$82 (effective July 1, 2022).
2023-25 FORECAST:	\$441.8 million
2025-27 FORECAST:	\$464.8 million
VALUE OF INCREASE:	\$15.1 million per \$1 increase per biennium

REVENUE SOURCE:	Personalized License Plates
AUTHORIZED:	RCW 46.17.210 (fee) RCW 46.68.435 (where deposited)
WHO PAYS:	Vehicle owners with personalized license plates
RATE:	\$52 set of new plates, \$42 for renewal of plates. Personalized plate fees are in addition to all other vehicle and license plate fees.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Wildlife Account (104) Wildlife Rehabilitation Account (14A)
DISTRIBUTION & USE:	Appropriated to the Department of Licensing to cover administrative costs of the program and to the Department of Fish and Wildlife for wildlife protection and enhancement.
EXEMPTIONS:	None
HISTORY:	1973 \$30 new, \$20 renewal 1991 \$40 new, \$30 renewal 2007 \$42 new, \$32 renewal 2013 \$52 new, \$42 renewal
2023-25 FORECAST:	\$8.0 million
2025-27 FORECAST:	\$8.2 million
VALUE OF INCREASE:	\$187,000 per \$1 increase per biennium

REVENUE SOURCE:	Private Use Single-Axle Trailer Fee Restricted to highway purposes													
AUTHORIZED:	RCW 46.16A.440 (Reduced license fee) RCW 46.17.350(1)(k) (fee) RCW 46.68.035 (disposition)													
WHO PAYS:	Private use single-axle trailers of 2,000 pounds scale weight or less may qualify for a reduced license fee if used on public highways and not for commercial purposes.													
RATE:	\$15 license fee (initial/renewal)													
ADMINISTERED BY:	Department of Licensing													
WHERE DEPOSITED:	<table><tr><td>Motor Vehicle Account</td><td>59.495%</td></tr><tr><td>State Patrol Highway Account</td><td>22.360%</td></tr><tr><td>Puget Sound Ferry Operations Account</td><td>1.375%</td></tr><tr><td>Transportation 2003 Account</td><td>5.237%</td></tr><tr><td>Transportation Partnership Account</td><td>11.533%</td></tr><tr><td>TOTAL</td><td>100.000%</td></tr></table>		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%
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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.													
EXEMPTIONS:	None													
HISTORY:	2005 Single-axle trailer fee created at \$15													
2023-25 FORECAST:	\$ 13.6 million													
2025-27 FORECAST:	\$ 13.7 million													
VALUE OF INCREASE:	\$900,000 per \$1 increase per biennium													

REVENUE SOURCE:	Proportional Registration Plates and Fees Restricted to highway purposes												
AUTHORIZED:	Chapter 46.87 RCW (proportional registration generally) RCW 46.87.140 (pro-ration of registration fees) RCW 46.87.090 (replacement plate fees) RCW 46.87.130 (vehicle transaction fee) RCW 46.87.050 (where deposited) RCW 46.68.035 (registration revenue distribution)												
WHO PAYS:	Businesses engaged in interstate commerce operating in Washington and another member jurisdiction are registered as part of the International Registration Plan (IRP). Registration under this program is voluntary and in lieu of normal registration under Chapter 46.16A RCW .												
RATE:	- Registration: Under IRP, the registration cost 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. - Cab card (certificate of registration showing registered gross weight by jurisdiction) (yearly): \$2. - Validation tab (yearly): \$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 (WAC 308-91-140). - Replacement fee: \$10 for two license plates, \$2 for a cab card, \$2 for a validation year tab.												
ADMINISTERED BY:	Department of Licensing												
WHERE DEPOSITED:	Plate fees and vehicle transaction fees are distributed to the Motor Vehicle Account. Proportional Registration fees are distributed as follows: <table> <tr> <td>Motor Vehicle Account</td><td>59.495%</td></tr> <tr> <td>State Patrol Highway Account</td><td>22.360%</td></tr> <tr> <td>Puget Sound Ferry Operations Account</td><td>1.375%</td></tr> <tr> <td>Transportation 2003 Account</td><td>5.237%</td></tr> <tr> <td>Transportation Partnership Account</td><td>11.533%</td></tr> <tr> <td>TOTAL</td><td>100.000%</td></tr> </table>	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%
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Puget Sound Ferry Operations Account	1.375%												
Transportation 2003 Account	5.237%												
Transportation Partnership Account	11.533%												
TOTAL	100.000%												
DISTRIBUTION & USE:	Appropriated for highway-related purposes, to the State Patrol, and to Washington State Ferries.												
EXEMPTIONS:	None												
HISTORY:	1985 \$10, two apportioned plates; \$5, one apportioned plate 1987 Adds: Cab card, \$2; validation tab, \$2; maximum transaction fee set at \$10 (DOL sets at \$4.50).												
2023-25 FORECAST:	\$ 92.3 million (based on DOL FY 2020-22 actual report)												
2025-27 FORECAST:	\$ 98.7 million (based on DOL FY 2020-22 actual report)												
VALUE OF INCREASE:	\$895,000 per 1% increase per biennium												

REVENUE SOURCE:	Recreational Vehicle Sanitary Disposal Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.375 (fee) RCW 46.68.170 (deposited)
WHO PAYS:	Recreational vehicle owners include campers, motor homes and travel trailers.
RATE:	\$3.00 fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	RV Account
DISTRIBUTION & USE:	Used by the WSDOT for the construction, maintenance, and operation of recreational vehicle sanitary disposal systems at safety rest areas in accordance with the department's highway system plan as prescribed in Chapter 47.06 RCW .
EXEMPTIONS:	None
HISTORY:	1980 \$1.00 1996 \$3.00
2023-25 FORECAST:	\$ 1.5 million
2025-27 FORECAST:	\$ 1.6 million
VALUE OF INCREASE:	\$500,000 per \$1 increase per biennium

REVENUE SOURCE:	Report of Sale Fees
AUTHORIZED:	RCW 46.17.050 (fees)
WHO PAYS:	Vehicle owners
RATE:	\$4.50 filing fee (RCW 46.17.005) \$0.25 license plate technology fee (RCW 46.17.015) \$0.50 license service fee (RCW 46.17.025) \$8 service fee (RCW 46.17.040)
ADMINISTERED BY:	Department of Licensing, generally
WHERE DEPOSITED:	State Patrol Highway Account Motor Vehicle Account Highway Safety Account Multimodal Transportation Account License Plate Technology Account Licensing Services Account Capital Vessel Replacement Account
DISTRIBUTION & USE:	See separate page for each fee: • Filing Fee, page 75 • License Plate Technology Fee, page 81 • License Service Fee, page 82 • Service Fee, page 94
EXEMPTIONS:	See separate page for each fee
HISTORY:	See separate page for each fee
2023-25 FORECAST:	See separate page for each fee
2025-27 FORECAST:	See separate page for each fee
VALUE OF INCREASE:	See separate page for each fee

REVENUE SOURCE:	Service Fees on Vehicle Titles and Registration Renewals State-retained fee revenue restricted to highway purposes	
AUTHORIZED:	RCW 46.17.040 (fees) RCW 47.60.322 (deposited) RCW 88.02.640 (vessel fees)	
WHO PAYS:	All vehicle and vessel owners	
RATE:	\$15 fee for title transactions \$8 fee for certain non-title transactions (mostly registrations)	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	Fees collected by subagents are retained by subagents. Fees collected by DOL and County Auditors are deposited into the Capital Vessel Replacement Account (CVRA)	
DISTRIBUTION & USE:	CVRA funds are used to construct or purchase ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.	
EXEMPTIONS:	None	
HISTORY:	2010 Recodification of Title and Registration statutes included previously established subagent fees of \$4 for vehicle registrations and \$10 for title transactions; subagents retain fees. 2011 Subagent fees increased to \$5 for vehicle registrations and \$12 for title transactions 2014 Effective January 1, 2015, a fee added to transactions performed by DOL and County Auditors; fees collected by DOL and County Auditors deposited to CVRA 2015 Effective July 1, 2017 Report of sale transactions performed by DOL and County Auditors deposited to CVRA 2018 Effective April 1, 2019, vehicle or vessel owners getting a title and registration in the same transaction will pay the title and non-title service fees. Previously, they would only pay the title fee. 2019 Service fees increased to \$8 for vehicle registrations and \$15 for title transactions	
2023-25 ESTIMATE:	\$43.6 million	
2025-27 FORECAST:	\$45.8 million	
VALUE OF INCREASE:	\$4.8 million per \$1 increase per biennium	

REVENUE SOURCE:	Special License Plates Restricted to highway purposes, in part
AUTHORIZED:	Chapter 46.18 RCW (Special License Plates)
WHO PAYS:	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.
RATE:	4-H. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Amateur Radio (HAM). RCW 46.18.205. Applicants must have a current FCC license. \$5 initial special license plate fee, no renewal fee. Distribution: Motor vehicle fund (RCW 46.68.070). Armed Forces Collection. RCW 46.18.210. Applicants must be on active duty, have families of veterans and service members, and be members of the National Guard, Reservists, or veterans. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425. Breast Cancer Awareness. RCW 46.18.200. \$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 (no renewal fee). Distribution: RCW 46.68.030. Collegiate. RCW 46.18.225. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.430. Disabled American Veteran/Former Prisoner of War. RCW 46.18.235. Applicant must meet qualifications under RCW 46.18.235. No initial or renewal special license plate fees. Exempted from all licensing fees and excise taxes for one vehicle Endangered Wildlife. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425. Foreign Organization. RCW 46.18.240. Applicant must be an officer of the Taipei Economic and Cultural Office. No initial or renewal special license plate fees. Fred Hutch. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Gold Star. RCW 46.18.245. Applicant must be the spouse*, parent*, child, or sibling 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 fees. <i>*Spouses and parents are exempt from all vehicle license fees, license plate fees, and MVET for one motor vehicle that is for personal use.</i> Gonzaga University Alumni Association. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Helping Kids Speak. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Honorary Consul. RCW 46.18.250. Applicant must be a US citizen and an honorary consul or official representative of any foreign government. No initial or renewal special license plate fees. Horseless Carriage. RCW 46.18.255. Motor vehicle must be at least 40 years old. \$35 initial license plate fee for permanent registration (no renewal fee). Distribution: RCW 46.68.030. Keep Kids Safe. RCW 46.18.200. \$45 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425.

Law Enforcement Memorial. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Medal of Honor. [RCW 46.18.230](#). Applicant must have been awarded the Medal of Honor. Exempt from all vehicle license fees, license plate fees, and motor vehicle excise taxes.

Military Affiliate Radio System. [RCW 46.18.265](#). Applicant must have a valid military affiliate radio system station license. \$5 initial special license plate fee, no renewal fee. Distribution: [RCW 46.68.070](#).

Music Matters. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Patches Pal. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#). Name of license plate and design may change after 2031.

Pearl Harbor Survivor. [RCW 46.18.270](#). Applicant must meet the requirements provided in RCW 46.18.270. No initial or renewal special license plate fees.

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 (or surviving spouse/domestic partner) must have been awarded a Purple Heart Medal by any branch of the United States armed forces. No vehicle license fees or special license plate fees apply to one vehicle. For those with more than one motor vehicle, regular payment of vehicle license fees as well as \$40 initial special license plate fee; \$30 renewal fee. Distribution: [RCW 46.68.425](#)

Ride Share. [RCW 46.18.285](#). Vehicle must be used for commuter ride sharing. \$25 initial license plate fee, no renewal fee. Registered owner may qualify for exemption from excise, sales and use taxes. Distribution: [RCW 46.68.030](#).

San Juan Islands [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Seattle NHL Hockey. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Seattle Mariners, [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Seattle Seahawks. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Seattle Sounders FC. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Seattle Storm. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#)

Seattle University. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Share the Road. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Ski & Ride Washington. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Square Dancer. [RCW 46.18.290](#). \$40 initial special license plate fee. Distribution: [RCW 46.68.070](#).

	State Flower. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. 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. Washington Apples. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington Farmers and Ranchers. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington Lighthouses. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington State Aviation. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington State Parks. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425. Washington State Wrestling. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington Tennis. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington Fish Collection. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425. Washington's National Parks. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Washington's Wildlife Collection. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425. Washington Wine. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. We Love Our Pets. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.420. Wild on Washington. RCW 46.18.200. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account (108) Special license plate fund depicted on plate
DISTRIBUTION & USE:	Motor Vehicle Account appropriated for highway-related purposes
EXEMPTIONS:	None
REVENUE ESTIMATES:	See DOL's Special License Plate Report

REVENUE SOURCE:	Special Permit Fee for Oversize/Overweight Movements Restricted to highway purposes
AUTHORIZED:	RCW 46.44.0941 (fees and disposition) RCW 46.44.095 (temporary additional tonnage)
WHO PAYS:	Over height, overlength, over width, and overweight vehicles using state highways. There is a separate rate schedule for oversized farm implements.
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. 1-year permits- Oversize milk product haulers \$300 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 year Sales, repair firms \$25, 3 month; \$100, 1 year
ADMINISTERED BY:	Department of Transportation
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	Federal-, state-, county-, or city-owned vehicles (RCW 46.44.0941)
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 oversized/overweight tow. 2023 Authorizes a one-year special permit for the operation of two trailing units, together not more than 85 feet, hauling fluid milk.
2023-25 ESTIMATE:	\$ 18.7 million (includes revenue from additional weight permits)
2025-27 FORECAST:	\$ 19.3 million (includes revenue from additional weight permits)
VALUE OF INCREASE:	\$187,000 per 1% increase per biennium

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

REVENUE SOURCE:	Transportation Electrification Fee Restricted to highway purposes, in part
AUTHORIZED:	RCW 46.17.324 (fees and disposition)
WHO PAYS:	Owners of electric vehicles (EVs), plug-in electric hybrid vehicles, and hybrid vehicles, when renewing registration.
RATE:	\$75 per year
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Deposited to the Electric Vehicle Account until July 1, 2025, when the fees must be deposited to the Motor Vehicle Account.
DISTRIBUTION & USE:	Provide funds to support transportation electrification infrastructure and alternative fuel-related purposes.
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.
HISTORY:	2019 HB 2042 passed initial fee of \$75
2023-25 FORECAST:	\$57.4 million
205-27 FORECAST:	\$78.6 million
VALUE OF INCREASE:	\$0.91 million per \$1 increase per biennium

REVENUE SOURCE:	Trip Permit Fee Restricted to highway purposes, in part
AUTHORIZED:	RCW 46.16A.320 (trip permit) RCW 46.17.400 (fee) RCW 46.68.455 (where deposited)
WHO PAYS:	Vehicle owners may temporarily operate an unregistered vehicle on public highways with a trip permit. Each trip permit authorizes the operation of a single vehicle for a period of three consecutive days beginning with the day of first use. No more than three trip permits may be used for any one vehicle in any 30 consecutive day period. No more than two trip permits may be used for any one recreational vehicle in a one-year period.
RATE:	\$25 Vehicle trip permit
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	State Patrol Highway Account: \$ 5 Motor Vehicle Account:..... \$16 General Fund: \$ 1 Filing Fee: \$ 3 (Filing fee disposition is dependent on the administrative entity collecting the fee, see RCW 46.68.400 .)
DISTRIBUTION & USE:	Appropriated for commercial motor vehicle inspections, supporting vehicle weigh stations, weigh-in-motion programs, commercial vehicle information systems, network programs, congestion relief programs, and general highway purposes, the \$1 portion of the fee is for general government purposes.
EXEMPTIONS:	A variety of trip permit fees are listed in RCW 46.17.400 .
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; three permits per 30 days; includes \$8 admin fee, \$1 filing fee, and \$1 excise tax 1996 \$10 for 3-day permit: includes \$6 admin fee, \$3 filing fee, and \$1 excise tax. Limited to three permits per 30 days. Restricted RVs to two permits per year 1999 Added \$5 surcharge to fund weigh-in-motion programs and congestion relief. Total fee and surcharge equals \$15. 2002 Fee increased to \$15: includes \$11 admin fee, \$3 filing fee, and \$1 excise tax. Total fee and surcharge equals \$20. 2010 Increased fee to \$25. No additional filing fee is required. Surcharge retained. Total fee and surcharge equals \$30. 2011 \$5 surcharge eliminated (effective July 1, 2011)
2023-25 ESTIMATE:	\$7.0 million (includes revenue from special fuel trip permits)
2025-27 ESTIMATE:	\$7.2 million (includes revenue from special fuel trip permits)
VALUE OF INCREASE:	\$888,000 per \$1 increase per biennium

REVENUE SOURCE:	Trip Permit, Special Fuel Users Restricted to highway purposes
AUTHORIZED:	RCW 46.17.400 (fee) RCW 82.38.100 (authority) RCW 46.68.460 (where deposited)
WHO PAYS:	Special fuel users temporarily operating a motor vehicle in this state for commercial purposes for a period of three consecutive days.
RATE:	\$30
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	State Patrol Highway Account: \$ 5 Motor Vehicle Account: \$24 Filing Fee (retained by counties, subagents): \$ 1
DISTRIBUTION & USE:	Appropriated for commercial motor vehicle inspections, supporting vehicle weight stations, weigh-in-motion programs, commercial vehicle information systems, networks program, congestion relief programs and general highway purposes.
EXEMPTIONS:	None
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.
2023-25 ESTIMATE:	\$450,000
2025-27 FORECAST:	\$450,000
VALUE OF INCREASE:	\$20,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Vehicle Certificate of Title and Inspection Fees Restricted to highway purposes, in part
AUTHORIZED:	RCW 46.17.100 (application fee and disposition) RCW 46.17.120 (stolen vehicle check fee) RCW 46.17.130 (VIN inspection fee) RCW 46.17.140 (Late title transfer penalty) RCW 46.17.160 (Quick Title Fee) RCW 46.68.020 (disposition of certificate of title application fee, stolen vehicle check fee and late title transfer) RCW 46.68.280 (disposition of certificate of title application fee) RCW 46.68.410 (disposition of VIN inspection fee) RCW 46.68.025 (disposition of Quick Title fee)
WHO PAYS:	Applicants for vehicle filing of ownership (includes motor and non-motor vehicles except bicycles); stolen vehicle 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. For an extra fee, a quick title may be printed at the time of application. Quick titles are not available for all types of vehicles.
RATE:	Certificate of title application fee: \$15 Stolen vehicle check: \$50 if previously registered in another state or country and not previously registered in Washington; VIN inspection: \$65 Late title transfer penalty: \$50-\$125 Quick Title fee: \$50
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account: \$15 of stolen vehicle check fee - All quick title fees are paid to DOL, and half of the quick title fees are paid to county auditors and subagents. State Patrol Highway Account: \$65 of VIN inspection fee Multimodal Account: \$5 of application fee, Late Transfer penalty Transportation 2003 (Nickel) Account: \$10 of application fee Move Ahead WA account: \$35 of the stolen vehicle check fee
DISTRIBUTION & USE:	Highway and other transportation purposes
EXEMPTIONS:	None
HISTORY:	1937 50 cents for a certificate of ownership 1951 \$1 for a certificated of ownership 1967 Late title transfer penalty established from \$5 to \$15 1974 \$1 certificate of ownership; \$10 inspection fee; \$5 VIN reassignment fee 1984 \$25 to \$100, late title transfer penalty 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 go to Air Pollution Control and Vessel. 2007 VIN inspection fee raised to \$65, \$15 distributed to SPHA, remainder to MVA. 2008 Effective July 2008, title fees formerly distributed to the Air Pollution Control and Vessel Response Accounts are distributed to the Transportation 2003 Account. 2011 Quick Title fee established at \$50 2012 \$15.00 certificate of ownership fee \$50 to \$125 late title transfer penalty 2022 \$50 stolen vehicle check fee certificate of ownership fee (fee increases again to \$75.00 on July 1, 2026) 2023 All \$65 of the VIN inspection fee is deposited into the SPHA (\$50 had previously been distributed to the MVA)
2023-25 ESTIMATE:	Certificates of Ownership: \$66.7 million Inspections: \$31.3 million Quick Titles: \$4.9 million
2025-27 FORECAST:	Certificates of Ownership: \$70.9 million Inspections: \$48.2 million Quick Titles: \$5.1 million
VALUE OF INCREASE:	Certificates of Ownership: \$4.6 million per \$1 increase per biennium Inspections: \$0.31 million per \$1 fee increase per biennium Quick Titles: \$0.1 million per \$1 increase per biennium

REVENUE SOURCE:	Vehicle Registration Fee (\$30 License Fee) Restricted to highway purposes																
AUTHORIZED:	RCW 46.17.350 (fee) RCW 46.68.030 (disposition)																
WHO PAYS:	The \$30 license fee must be paid by owners of auto stages (six seats or less), for hire vehicle (six seats or less), mobile home (if registered), moped, motor home, motorcycle, passenger car, sport utility vehicle, tow truck, trailer (over 2000 pounds) and travel trailer.																
RATE:	Original registration \$30; renewal registration \$30.																
ADMINISTERED BY:	Department of Licensing																
WHERE DEPOSITED:	<table> <tr> <th></th><th>Original</th><th>Renewal</th></tr> <tr> <td>State Patrol Highway Account</td><td>\$23.60</td><td>\$23.60</td></tr> <tr> <td>Ferry Operations Account</td><td>2.02</td><td>0.93</td></tr> <tr> <td>Motor Vehicle Account</td><td>4.38</td><td>5.47</td></tr> <tr> <td>TOTAL</td><td>\$30.00</td><td>\$30.00</td></tr> </table>			Original	Renewal	State Patrol Highway Account	\$23.60	\$23.60	Ferry Operations Account	2.02	0.93	Motor Vehicle Account	4.38	5.47	TOTAL	\$30.00	\$30.00
	Original	Renewal															
State Patrol Highway Account	\$23.60	\$23.60															
Ferry Operations Account	2.02	0.93															
Motor Vehicle Account	4.38	5.47															
TOTAL	\$30.00	\$30.00															
DISTRIBUTION & USE:	Appropriated for State Patrol, ferry operations, and highway-related activities.																
EXEMPTIONS:	Vehicles with incidental or no operation on public highways as listed in RCW 46.16A.080 . 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)																
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 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 <u>single-axle trailers</u> removed from basic fee 2016 Distribution changed to increase amount for the State Patrol																
2023-25 ESTIMATE:	\$346.5 million																
2025-27 FORECAST:	\$358.3 million																
VALUE OF INCREASE:	\$11.9 million per \$1 increase per biennium																

REVENUE SOURCE:	Wheeled All-Terrain Vehicle Fees Restricted to highway purposes, in part	
AUTHORIZED:	RCW 46.17.350 (registration fee) RCW 46.09.442 (metal tag) RCW 46.09.540 (disposition of on-road use vehicle fee) RCW 46.09.510 (disposition of off-road use vehicle fee)	
WHO PAYS:	Off-road vehicle owners	
RATE:	On-road Use: \$12 – initial and renewal fee Off-road Use: \$18 – initial and renewal fee	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	On-road use: Multiuse Roadway Safety Account Off-road use: Nonhighway and Off-road Vehicle Account (NOVA)	
DISTRIBUTION & USE:	Funds from the Multiuse Roadway Safety Account must be spent on highway purposes: (1) safety engineering analysis; (2) signs to alert the motoring public that wheeled all-terrain vehicles may be present or crossing; or (3) law enforcement for purposes of defraying costs of enforcement involving wheeled all-terrain vehicles. NOVA funds must be used to benefit off-road vehicle recreation on publicly owned lands and are not limited to highway purposes.	
EXEMPTIONS:	WATVs owned by a resident of another state (except for residents of a state that borders Washington that does not impose a sales and use tax on ORVs) and registered in that state for on-road use may forego WA registration if the other state also has a similar exemption and the other state's vehicle equipment requirements meet or exceed Washington's. Licensing fees are not collected for ORVs registered in another state.	
HISTORY:	2013 Initial and renewal registration for on-road use is \$12; for off-road use is \$18. 2016 Added reciprocity exemption for WATVs registered in another state for on-road use 2021 Removed license fee for ORV registered in another state.	
2023-25 ESTIMATE:	On-road Use	\$466,200
	Off-road Use	\$2.2 million
2025-27 FORECAST:	On-road Use	\$481,300
	Off-road Use	\$2.25 million
VALUE OF INCREASE:	On-road Use	\$40,100 per \$1 increase per biennium
	Off-road Use	\$148,200 per \$1 increase per biennium

See also *Off-Road Vehicle Fees*, page 87

DRIVERS FEES

REVENUE SOURCE:	Commercial Driver License
AUTHORIZED:	RCW 46.20.049 (CDL license fee and where deposited) RCW 46.25.052 (instruction permit and where deposited) RCW 46.25.060 (examinations and where deposited) RCW 46.25.100 (requalification and where deposited)
WHO PAYS:	Drivers endorsed to operate specialized vehicles (e.g., large trucks, buses)
RATE:	\$136 every eight years or \$17 per year in addition to \$72 for a basic driver's license \$10 CDL special endorsement to the WA driver's license \$40 Commercial license permit (CLP) \$35 CDL knowledge test \$175 CDL skills test \$35 CDL requalification fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for the administration of the commercial driver license (CDL) program.
EXEMPTIONS:	Applicants primary use of a CDL is to drive a school bus - \$100 for skill examination.. Applicants who operate a commercial motor vehicle for agribusiness purposes are exempt from the examination Collector Truck Operators (RCW 46.25.050) using the vehicle as defined in RCW 46.25.010 .
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 Knowledge exam not to exceed \$10; skills exam not to exceed \$50; \$20 requalification fee 2000 Original, renewal not to exceed \$25 2002 Instruction permit increased from \$5 to \$10; requalification fee increased to \$150 for disqualified for failed alcohol or drug test 2005 (July) Original, renewal increased from not to exceed \$25 to a set fee of \$30 2008 Skills exam fee increased from \$50 to \$100 (regular) and created a reduced fee of \$75 for head start, early childhood education 2011 Original, renewal increased from \$30 to \$61 2012 (October) Original, renewal increased from \$61 to \$85 2013 (June) Original, renewal proportionately increased from \$85 to \$102 – term went from 5-year to 6-year 2015 Instruction permit increased to \$40 (July 2016); CDL knowledge examination fee increased to \$35 (July 2016); CDL skills examination fee increased to \$250 (July 2016); Requalification fee increased to \$35 2016 Skills exam fee increased from \$100 to \$250; skills exam for head start, early childhood education from \$75 to \$225 and created a new fee for school bus exam at \$100. Requalification fee increased from \$20 to \$35 CDL learner's permit fee increased from \$10 to \$40 Knowledge exam fee increased from \$10 to \$35 2021 Extension of the renewal cycle from 6 to 8 years, fee increased proportionately, \$17/year, from \$102 to \$136 2023 Skills exam fee reduced from \$250 to \$175; Removes fee structure for not-for-profit corporations that are federally supported head start programs or

	early childhood education and assistance programs described in RCW 43.215.405(2) skills examination. (It was a rate of \$225, effective 7/1/2016)
2023-25 FORECAST:	\$15.1 million
2025-2027 FORECAST:	\$11.5 million
VALUE OF INCREASE:	\$170,000 per \$1 increase per biennium

REVENUE SOURCE:	Driver's Abstract Restricted to highway purposes, in part
AUTHORIZED:	RCW 46.52.130 (fee and where deposited)
WHO PAYS:	Drivers; employers or prospective employers; volunteer organizations; transit authorities; insurance carriers; alcohol/drug assessment or treatment agencies; attorneys – city attorneys, county prosecuting attorneys, and individual's attorney of record; state colleges, universities and agencies, or units of local government; Superintendent of Public Instruction; state and federal agencies; transportation network companies; and research entities
RATE:	\$15 per copy of any Department of Licensing record (records for confidential use only are not available). On July 1, 2029, the per-copy fee is increased to \$17.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	\$6.50 to Highway Safety Fund \$6.50 to State Patrol Highway Account \$2.00 (\$4.00 after July 1, 2029) to Move Ahead WA Flexible Account
DISTRIBUTION & USE:	Appropriated to cover driver and highway-related purposes.
EXEMPTIONS:	Driver's abstracts provided to city attorneys and county prosecuting attorneys for use in criminal proceedings are exempt. Courts are prohibited from charging indigent persons for their abstracts. DOL is permitted to enter into certain contractual agreements to review the driving records of employees of local government or vanpool drivers, which could result in a different fee amount being charged (without resulting in a net revenue loss to the state).
HISTORY:	1961 \$1.00 per abstract 1963 \$1.50 1985 \$3.50 1987 \$4.50 2002 \$5.00 2007 \$10.00 2012 \$13.00 2022 \$15.00 (increases to \$17.00 on July 1, 2029)
2023-25 FORECAST:	\$68.7 million
2025-27 FORECAST:	\$70.8 million
VALUE OF INCREASE:	\$4.6 million per \$1 increase per biennium

REVENUE SOURCE:	Drivers Document Issuance Fee
AUTHORIZED:	RCW 46.20.120 RCW 46.68.041 (where deposited)
WHO PAYS:	Any individual applying for an original or renewal of a regular driver's license, regular identicard, enhanced driver's license, or enhanced identicard.
RATE:	\$1 additional fee on an application
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for processing costs for driver's license issuance and reinstatements, information technology upgrades and the ongoing costs to maintain the driver's license and identicard record and issuance system
EXEMPTIONS:	None
HISTORY:	
2023-25 FORECAST:	\$2.5 million
2025-27 FORECAST:	\$2.47 million
VALUE OF INCREASE:	\$2.46 million per \$1 increase per biennium

REVENUE SOURCE:	Driver Instruction Permit												
AUTHORIZED:	RCW 46.20.055 RCW 46.68.041 (where deposited)												
WHO PAYS:	Individuals learning to drive (must be fifteen and a half years of age or older).												
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.												
EXEMPTIONS:	None												
HISTORY:	<table> <tr><td>1965</td><td>\$1.50</td></tr> <tr><td>1979</td><td>\$2.50</td></tr> <tr><td>1985</td><td>\$5.00</td></tr> <tr><td>2002</td><td>\$15.00</td></tr> <tr><td>2006</td><td>\$20.00</td></tr> <tr><td>2012</td><td>\$25.00</td></tr> </table>	1965	\$1.50	1979	\$2.50	1985	\$5.00	2002	\$15.00	2006	\$20.00	2012	\$25.00
1965	\$1.50												
1979	\$2.50												
1985	\$5.00												
2002	\$15.00												
2006	\$20.00												
2012	\$25.00												
2023-25 FORECAST:	\$7.2 million												
2025-27 FORECAST:	\$7.1 million												
VALUE OF INCREASE:	\$286,000 per \$1 increase per biennium												

See also *Motorcycle Endorsement Fee/Instruction Permit*, page 119.

REVENUE SOURCE:	Driver License Examination Fee
AUTHORIZED:	RCW 46.20.120 RCW 46.68.041 (where deposited)
WHO PAYS:	Any individual applying for a new driver's license (including those who already have a license from another state and those whose previous Washington license has expired for over five years).
RATE:	\$35 examination fee is paid to DOL, plus additional fees when testing is given by commercial driving school.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for driver-related programs.
EXEMPTIONS:	None
HISTORY:	1953 \$2 exam fee 1975 \$3 1985 \$7 2002 \$10 2005 \$20 exam fee 2012 \$35
2023-25 FORECAST:	\$22.3 million
2025-27 FORECAST:	\$22.3 million
VALUE OF INCREASE:	\$637,000 per \$1 increase per biennium

REVENUE SOURCE:	Driver License Fee
AUTHORIZED:	RCW 46.20.161 (original) RCW 46.20.181 (renewal) RCW 46.68.041 (where deposited)
WHO PAYS:	Drivers
RATE:	\$72 for 8-year license (\$9 for each year that the license is issued) \$10 penalty fee for renewing more than 60 days after expiration
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for general government and driver-related purposes.
EXEMPTIONS:	None
HISTORY:	1965 Original/renewal set at \$4 for a 2-year license (\$2.20 deposited in General Fund for parkways, \$1.80 deposited in Highway Safety Fund, of which \$0.60 for WSP) 1967 Optional photo on a driver's license, additional \$1 fee 1969 Increased to \$5 (\$3.10 deposited in Highway Safety Fund, \$1.90 deposited in State Patrol Highway Account, \$0 to General Fund) 1971 \$1.90 diverted from State Patrol Highway Account to General Fund 1975 Increased fee to \$6 1977 Previous \$1 increase dedicated to Highway Safety Fund 1981 Increased fee to \$14 for 4-year license, includes required photo; \$3.80 of fee to General Fund 1995 Entire driver license fee to Highway Safety Account! 1999 \$25 for 5-year license; gradually implemented through 2005 2012 \$45 for a 5-year license until June 30, 2013 2013 \$54 for 6-year license, effective July 1, 2013 2021 \$72 for 8-year license, effective January 1, 2022;
2023-25 FORECAST:	\$125.1 million
2025-27 FORECAST:	\$158.7 million
VALUE OF INCREASE:	\$2.3 million per \$1 increase per biennium

REVENUE SOURCE:	Driver License Photo-Only Fee
AUTHORIZED:	RCW 46.20.200(2) RCW 46.68.041 (where deposited)
WHO PAYS:	Individuals who wish to correct information on a driver's license or identicard.
RATE:	\$20 per license/identification card/permit
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	50% to the Highway Safety Fund 50% to the Move Ahead WA Flexible Account
DISTRIBUTION & USE:	Appropriated for driver-related programs
EXEMPTIONS:	None
HISTORY:	1985 \$2.00 2002 \$10.00 2022 \$20.00
2023-25 FORECAST:	\$8.4 million
2025-27 FORECAST:	\$8.6 million
VALUE OF INCREASE:	\$424,000 per \$1 increase per biennium

REVENUE SOURCE:	Driver License Reinstatement and Hearing Fees
AUTHORIZED:	RCW 46.20.311 (reinstatement/reissue fee) RCW 46.68.041 (where deposited) RCW 46.20.308(7) (implied consent hearing fees)
WHO PAYS:	Drivers who have had their licenses suspended may not receive a new license following suspension or revocation until the reinstatement fee has been paid. A person receiving notice of suspension may request a hearing.
RATE:	\$75 reinstatement fee (non-alcohol-related offense) \$170 reinstatement fee (alcohol-related offense) \$375 hearing fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund Impaired Driver Safety Account – 56% of alcohol-related reinstatement fee
DISTRIBUTION & USE:	As appropriated for driver-related programs.
EXEMPTIONS:	Hearing fee may be waived for indigent persons.
HISTORY:	1965 \$4 reinstatement fee (same as regular license fee) 1973 \$10 reinstatement fee in addition to regular fee 1982 \$20 reinstatement fee 1983 \$20 reinstatement fee (\$50 for alcohol or drug-related offense) 1994 \$100 hearing fee established 1998 \$150 reinstatement fee for alcohol or drug-related offense 2005 \$75 reinstatement fee for non-alcohol-related offense \$200 hearing fee 2012 \$375 hearing fee 2021 \$170 reinstatement fee for alcohol or drug-related offense (effective January 1, 2022)
2023-25 FORECAST:	Non-alcohol Reinstatement fees: \$4.7 million Alcohol Reinstatement fees: \$4.7 million Hearing fees: \$4.8 million
2025-27 FORECAST	Non-alcohol Reinstatement fees: \$4.6 million Alcohol Reinstatement fees: \$5.5 million Hearing fees: \$5.0 million
VALUE OF INCREASE:	\$63,000 per \$1 increase per biennium, for Non-alcohol Reinstatement fee \$30,000 per \$1 increase per biennium, for Alcohol Reinstatement fee \$13,000 per \$1 increase per biennium, for Hearing fee

REVENUE SOURCE:	Duplicate Driver License Fee										
AUTHORIZED:	RCW 46.20.200 RCW 46.68.041 (where deposited)										
WHO PAYS:	Individuals who wish to replace lost or destroyed permits, identification cards, or driver's licenses.										
RATE:	\$20 per license/identification card/permit										
ADMINISTERED BY:	Department of Licensing										
WHERE DEPOSITED:	Highway Safety Fund										
DISTRIBUTION & USE:	Appropriated for driver-related programs										
EXEMPTIONS:	None										
HISTORY:	<table> <tr><td>1921</td><td>50 cents</td></tr> <tr><td>1975</td><td>\$2.50</td></tr> <tr><td>1985</td><td>\$5.00</td></tr> <tr><td>2002</td><td>\$15.00</td></tr> <tr><td>2012</td><td>\$20.00</td></tr> </table>	1921	50 cents	1975	\$2.50	1985	\$5.00	2002	\$15.00	2012	\$20.00
1921	50 cents										
1975	\$2.50										
1985	\$5.00										
2002	\$15.00										
2012	\$20.00										
2023-25 FORECAST:	\$9.5 million										
2025-27 FORECAST:	\$9.6 million										
VALUE OF INCREASE:	\$480,000 per \$1 increase per biennium										

REVENUE SOURCE:	Enhanced Driver License/Identification Card Fee	
AUTHORIZED:	RCW 46.20.202 (fee) RCW 46.68.041 (where deposited)	
WHO PAYS:	All applicants who provide the department with proof of US citizenship, identity, and state residency.	
RATE:	\$56 for eight-year license, original or renewal with a driver's license or identification card. \$7 per year if extended for a period other than eight years.	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	\$3 per year of the fee is deposited into the Move Ahead WA Flexible Account, with the remainder deposited into the Highway Safety Fund	
DISTRIBUTION & USE:	Appropriated for general government and driver-related purposes	
EXEMPTIONS:	None	
HISTORY*:	2007 \$15 additional 5-year fee original or renewal with driver license or identification card 2013 \$18 additional 6-year fee original or renewal with driver license or identification card 2015 \$54 additional 6-year fee original or renewal with driver license or identification card (effective July 1, 2016) 2017 \$24 additional 6-year fee original or renewal with driver license or identification card (effective July 23, 2107) 2021 \$32 additional 8-year fee original or renewal with driver license or identification card (effective January 1, 2022) 2022 \$56 additional 8-year fee original or renewal with driver license or identification card (effective October 1, 2022)	
2023-25 FORECAST:	\$36.6 million	
2025-27 FORECAST:	\$50.6 million	
VALUE OF INCREASE:	\$969,000 per \$1 increase per biennium	

REVENUE SOURCE:	Identicards
AUTHORIZED:	RCW 46.20.117 RCW 46.68.041 (where deposited)
WHO PAYS:	Persons who do not hold a driver's license and are applying for an identification card.
RATE:	\$73 for eight-year identicard and \$55 for a six-year identicard \$9 per year if extended for a period other than 6 or 8 years
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for driver-related programs
EXEMPTIONS:	Public assistance recipients, minors without a permanent residence, and individuals released from a facility operated by the Department of Children, Youth and Families are eligible for a reduced fee. A homeless individual may qualify for a free identicard on a one-time basis.
HISTORY:	1969 \$3, valid for five years 1971 Established reduced fee for public assistance recipients 1985 \$4 2002 \$15 2005 \$20 2012 \$45 2013 \$54, valid for 6 years 2021 In addition to the six-year option for \$54, a new eight-year option for \$72 is available effective January 1, 2022; 2022 Created a Homeless Identicard Program to provide certain homeless individuals a taxpayer-funded original or renewal identicard on a one-time basis.
2023-25 FORECAST:	\$22 million
2025-27 FORECAST:	\$15.7 million
VALUE OF INCREASE:	\$379,000 per \$1 increase per biennium

REVENUE SOURCE:	Motorcycle Endorsement Fee/Instruction Permit
AUTHORIZED:	RCW 46.20.505 (exam and endorsement fee and disposition) RCW 46.20.510 (instruction permit fee and disposition)
WHO PAYS:	Motorcycle drivers; applicants must be at least 16 years old and have a driver's license.
RATE:	\$16 initial eight-year endorsement (\$2/year) \$40 renewal endorsement, every eight years (\$5/year) \$5 exam fee \$15 instruction permit (initial/renewal) for 180 days Motorcycle drivers must have their driver's license specially endorsed, which requires passage of the motorcycle exam. Instruction permits are good for 180 days and may be renewed for a second 180 days within a five-year period.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motorcycle Safety Education Account
DISTRIBUTION & USE:	Appropriated for motorcycle safety education.
EXEMPTIONS:	None
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 2021 initial and renewal periods were extended from 6 to 8 years
2023-25 FORECAST:	\$4.8 million
2025-27 FORECAST:	\$5.7 million
VALUE OF INCREASE:	\$206,000 per \$1 increase per biennium

REVENUE SOURCE:	Temporary Restricted Driver License and Device Fees—Ignition Interlock and Occupational
AUTHORIZED:	RCW 46.20.380 (license fee and distribution) RCW 46.20.385(6) (ignition interlock device fee) RCW 46.68.340 (device fee, where deposited)
WHO PAYS:	Any person licensed under RCW 46.20.385 who is convicted of Driving Under the Influence, vehicular homicide, or vehicular assault, or who has had or will have their license suspended, revoked, or denied under implied consent laws may submit an application for a temporary restricted, occupational, or ignition interlock license.
RATE:	\$100 occupational, a temporary restricted or ignition interlock driver's license fee \$21 per month per ignition interlock device
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund (driver license fees) Ignition Interlock Device Revolving Account (device fees)
DISTRIBUTION & USE:	The Ignition Interlock account may be used only to administer and operate the ignition interlock device revolving account program, which pays device costs for indigent persons. Ignition interlock companies may retain 25 cents of the monthly fee to cover administrative expenses. Highway Safety Fund revenues may be used for driver-related purposes.
EXEMPTIONS:	None
HISTORY:	1961 \$10 Occupational Driver License fee recodified 1985 \$25 Occupational Driver License fee 2004 \$100 Temporary Restricted and Occupational Driver's license fee 2008 Ignition interlock license set at \$100; monthly device fee set at \$20 2020 Monthly device fee increased to \$20.75 (effective January 1, 2022)
2023-25 FORECAST:	Temporary Restricted Licenses: \$1.7 million Ignition Interlock Device Fees: \$7.7 million
2025-27 FORECAST:	Temporary Restricted Licenses: \$1.8 million Ignition Interlock Device Fees: \$7.9 million
VALUE OF INCREASE:	Temporary Restricted Licenses: \$17,000 per \$1 increase per biennium Ignition Interlock Device Fees: \$377,000 per \$1 increase per biennium

See also *Driver License Reinstatement and Hearing Fees*, on page 115.

FARES AND TOLLS

REVENUE SOURCE:	Ferry Fares Restricted to highway purposes
AUTHORIZED:	RCW 47.56.030 (authority to set and collect fares) RCW 47.60.315 (where deposited, vessel replacement surcharge) WAC 468-300-010 (Passenger fares) WAC 468-300-020 and WAC 468-300-040 (Vehicle fares)
WHO PAYS:	Vehicles and passengers using ferries
RATE:	Ferry System fare calculator on WSDOT website . Fares are 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. 25-cent vessel replacement surcharge on each fare* Beginning May 1, 2020, the surcharge amount will be set by the Transportation Commission to impose an additional vessel replacement surcharge in an amount sufficient to fund one 144-auto ferry; that charge is currently identified as the 'Capital Surcharge' and is \$0.50 as of January 2023. Peak season surcharges are applied from May 1 through September 30 (35% on vehicle fares in San Juans, 25% on all other routes). Fuel surcharges may be applied if fuel costs exceed the currently funded average fuel price and the Transportation Commission reviews and approves the changes.
ADMINISTERED BY:	Department of Transportation – Washington State Ferries
WHERE DEPOSITED:	Puget Sound Ferry Operations Account Capital Vessel Replacement Account (RCW 47.60.322)
DISTRIBUTION & USE:	Appropriated for ferry system operations. <i>*Vessel replacement surcharge revenue may only be used for the construction or purchase of ferry vessels and debt service authorized for the construction or purchase of ferry vessels.</i>
EXEMPTIONS:	Frequent users have the option of purchasing reduced fares multiride passes; youth 18 and under are free (determined by the Transportation Commission).
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 passengers 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 by 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 an attempt to establish a uniform multiple of 3.4 for auto fares vs. passenger fares. 1977 Raised Anacortes-Sidney fares only. 1979 Across-the-board fare increase of 13%; 20% summer surcharge instituted for autos; actual increase ranged from 0% to 15%. 1980 Across-the-board fare increase of 25%; actual increases ranged from 20% to 27%.

1981	Across-the-board fare increase of 13%; actual increases ranged from 11% to 14%
1982	Across-the-board fare increase of 6.6%; actual increases ranged from 5.4% to 7.4%.
1984	Across-the-board fare increase of 4.7%; actual increases ranged from 9.5% to 20%.
1987	Across-the-board fare increase of 3.0%.
1992	Merger of commercial and recreational vehicles into a single oversized rate; first phase of oversized fare modifications.
1993	Phase II of oversized vehicle fare modifications.
1994	(May) Across-the-board nominal fare increase of 6.04%; Sidney fare raised 7.18%.
1994	(October) Phase III of oversized vehicle fare modifications; Sidney fare raised an additional 6.46%.
1996	Final phase of oversized vehicle fare modifications.
1998	General fare increase of 2.28% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and adjustments to the passenger coupon discount.
1999	General inflationary fare increase of 2.2% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and a reduction of the frequent-use passenger ticket book savings from 35% to 30%.
2001	General fare increase of 20% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
2002	General fare increase of 12.5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
2003	General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
2004	General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
2005	General fare increase of 6% plus rounding up to the nearest \$0.05.
2006	General fare increase of 6% plus rounding up to the nearest \$0.05
2007	General Fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning May 1, 2007.
2009	General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning October 11, 2009.
2011	General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning January 1, 2011.
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.
2013	General fare increase of 2% for passengers and 3% for vehicles beginning October 1, 2013, with higher increases for the Anacortes-Sidney run.
2014	General fare increase of 2% for passengers and 2.5% increase for vehicles beginning May 1, 2014, with higher increases for the Anacortes-Sidney run.
2015	General fare increase of 1% for passengers and 2.5% for vehicles beginning October 1, 2015.
2016	General fare increase of 1% for passengers and 2.5% for vehicles beginning May 1, 2016.
2017	General fare increase of 2.5% for passengers and 2.9% for vehicles beginning October 1, 2017

	2018 General fare increase of 2.1% for passengers and 2.5% for vehicles beginning October 1, 2018 2019 General fare increase of 2% for passengers and 2.5% for vehicles beginning October 1, 2019 2020 General fare increase of 2% for passengers and 2.5% for vehicles beginning May 1, 2020; 25 cent fare vessel surcharge also added 2021 General fare increase of 2.5% for passengers and 2.5% for vehicles beginning October 1, 2021 2022 General fare increase of 2.5% for passengers and 2.5% for vehicles beginning October 1, 2022. Beginning October 1, 2022, youth ride for free as a result of the MAW transportation package. This applies only to youth riding as a passenger in a vehicle and those walking onto a state ferry. It does not include teenagers behind the wheel of a motor vehicle. Drivers under 19 years old continue to pay the adult vehicle and driver fare. 2023 General fare increase of 4.25% for passengers and 4.25% for vehicles beginning October 1, 2023. Increase the multiride discount by an additional 1%. Multiride discount expires September 30, 2025 2024 General fare increase of 4.25% for passengers and 4.25% for vehicles beginning October 1, 2024
2023-25 FORECAST:	\$365.7 million total ferry farebox revenue (includes \$12.1 million revenue from the 25-cent vessel replacement surcharge and the 25-cent capital surcharge).
2025-27 FORECAST:	\$406.1 million total ferry farebox revenue (includes \$12.9 million revenue from the 25-cent vessel replacement surcharge and the 25-cent capital surcharge). Assumes a 2.5% fare increase in the 2025-27 biennium.
VALUE OF INCREASE:	\$3.66 million per 1% increase in all farebox revenue per biennium from the 2023-25 forecasted level

REVENUE SOURCE:	Tolling – SR 167 High Occupancy Toll (HOT) Lanes
AUTHORIZED:	RCW 47.56.880 (tolls authorized) RCW 47.56.884 (where deposited)
WHO PAYS:	Users of the SR 167 HOT Lanes. Carpools with two or more passengers can travel for free without a pass in the SR 167 HOT Lanes. If a vehicle has a pass, it must be turned off or set to HOV mode to ensure that no toll is charged. Sticker passes are charged regardless of the number of passengers in the vehicle.
RATE:	Effective March 2024: minimum toll rate = \$1; maximum toll rate = \$15. The lanes are tolled from 5 a.m. to 8 p.m. every day. Toll rates vary dynamically based on time of day, traffic volumes, traffic demand, and overall corridor performance. Toll rates will vary to ensure average HOT lane speeds of 45 mph at least 90% of the time during peak hours.
ADMINISTERED BY:	Toll rates and policies are set by the State Transportation Commission. The Department of Transportation collects and administers.
WHERE DEPOSITED:	Interstate 405 and State Route Number 167 Express Toll Lanes Account
DISTRIBUTION & USE:	Moneys in this account may be used for, but are not limited to, debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of express toll lanes and to increase transit, vanpool and carpool, and trip reduction services in the corridor. A reasonable proportion of the money in this account must be dedicated to increasing transit, vanpool, carpool, and trip reduction services in the corridor.
EXEMPTIONS:	HOV vehicles, transit buses, and publicly owned and/or operated vanpool vehicles. See WAC 468-270-100 .
HISTORY:	2005 Tolls authorized by Chapter 312 Laws of 2005 2008 Tolls set: min toll = .50 cents; max toll = \$9 2024 Tolls adjusted: min toll = \$1; max toll = \$15
2023-25 ESTIMATE:	\$13.1 million in total toll and fee revenues
2025-27 FORECAST:	\$24.8 million in total toll and fee revenues
VALUE OF INCREASE:	Not available

REVENUE SOURCE:	Tolling – I-405 Express Toll Lanes Restricted to highway purposes
AUTHORIZED:	RCW 47.56.880 (tolls authorized) RCW 47.56.884 (where deposited)
WHO PAYS:	Users of the I-405 express toll lanes between Bellevue and Lynnwood. Carpools with a Flex Pass with the correct amount of passengers (2+ during off-peak hours, 3+ during peak hours) may use the lanes for free. The express toll lanes are free and open to all vehicles on weeknights from 8 p.m. to 5 a.m. and at weekends and major holidays.
RATE:	Toll rates are adjusted based on real-time traffic conditions to keep traffic moving. Signage displays the applicable rate at the time of entry. The Commission periodically reviews rates to evaluate travel time, speed, and reliability performance. Minimum toll rate = \$1; maximum toll rate = \$15 (WAC 468-270-077). View current <i>Good To Go!</i> rates on the WSDOT website . Pay By Mail rates incur a \$2 surcharge.
ADMINISTERED BY:	Toll rates and policies are set by the State Transportation Commission. The Department of Transportation collects and administers.
WHERE DEPOSITED:	Interstate 405 and State Route Number 167 Express Toll Lanes Account
DISTRIBUTION & USE:	Moneys in this account may be used for debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of the express toll lanes on Interstate 405.
EXEMPTIONS:	Transit buses, vanpools, motorcycles, and Washington State Patrol vehicles providing service to the express toll lane facility; WSDOT maintenance and incident response vehicles, emergency vehicles, and tow trucks clearing blocking vehicles (WAC 468-270-110).
HISTORY:	2011 Tolling authorized by Chapter 369 Laws of 2011 2015 Tolling began on September 27, 2015: min toll = 75 cents, max toll = \$10 2024 Tolls adjusted: min toll = \$1; max toll = \$15
2023-25 ESTIMATE:	\$76.7 million in total toll revenue and fees
2025-27 FORECAST:	\$94.0 million in total toll revenue and fees
VALUE OF INCREASE:	5% average toll rate increase would raise gross toll revenue by approximately \$0.6 million in FY 2025.

REVENUE SOURCE:	Tolling – SR 520 Bridge
AUTHORIZED:	RCW 47.56.870 (tolls authorized) RCW 47.56.875 (where deposited) RCW 47.56.820 (uses) WAC 468-270-071 (rates)
WHO PAYS:	Users of the SR 520 Bridge
RATE:	Transportation Commission webpage: https://wstc.wa.gov/programs/tolling/sr-520-bridge/ WSDOT webpage: SR 520 Bridge tolling WSDOT Toll rates vary according to time of day, type of customer and type of vehicle. Two-axle tolls range from \$1.35 to \$6.90, with the highest tolls charged during peak hours to drivers who pay by mail. Trucks pay higher tolls based on the number of axles.
ADMINISTERED BY:	Toll rates and policies are set by the State Transportation Commission. The Department of Transportation collects and administers.
WHERE DEPOSITED:	State Route No. 520 Corridor Account
DISTRIBUTION & USE:	Subject to bond covenants: financing, operations, maintenance, management, repairs, and repayments to the motor vehicle fund. The account may also be used for enforcement, transit operations, and meeting other obligations at the toll facility.
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 ride-sharing/vanpools. See WAC 468-270-091 and 468-270-095 .
HISTORY:	2009 Tolling authorized by Chapter 472, Laws of 2009 2011 Toll collection begins December 29th, 2011 2012 Tolls increased by 2.5% on July 1, 2012 2013 Tolls increased by 2.5% on July 1, 2013 2014 Tolls increased by 2.5% on July 1, 2014 2015 Tolls increased by 2.5% on July 1, 2015 2016 Tolls increased by 2.5% on July 1, 2016 2017 Tolls increased by 5% on July 1, 2017 2018 Tolls increased by 5% plus night tolling on July 1, 2018 2023 Toll rate increases vary from \$0.20 to \$1.10 depending on the day of the week and time of day starting on July 1, 2023 2024 Tolls increased by 10% on August 15, 2024
2023-25 ESTIMATE:	\$156.3 million adjusted gross toll revenue for SR 520 (\$179.8 million with civil penalties, fees and other miscellaneous revenue)
2025-27 FORECAST:	\$180.7 million adjusted gross toll revenue for SR 520 (\$201.1 million with civil penalties, fees and other miscellaneous revenue)

REVENUE SOURCE:	Tolling – Tacoma Narrows Bridge Restricted to highway purposes																
AUTHORIZED:	RCW 47.46.100 (tolls authorized) RCW 47.56.165 (where deposited) WAC 468-270-070 (rates)																
WHO PAYS:	Users of the Tacoma Narrows Bridge (TNB) traveling eastbound into Tacoma																
RATE:	Cash toll = \$5.50; <i>Good To Go!</i> (GTG!) = \$4.50 and Pay By Mail (PBM) = \$6.50. Toll amounts increase for vehicles based on the number of axles. WSDOT webpage: Tacoma Narrows Bridge tolling WSDOT In 2018, legislation was passed which established intent to appropriate up to \$85 million in loans may be used to offset future cost increases. In 2022, legislation that committed \$130 million in General Fund transfers to the TNB Account was passed. In alignment with legislative intent, the Commission adopted a 75-cent toll rate reduction, which went into effect on October 1, 2022. Loaned funds are to be repaid after debt service and deferred sales taxes are fully repaid.																
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission. The Department of Transportation collects and administers.																
WHERE DEPOSITED:	Tacoma Narrows Toll Bridge Account																
DISTRIBUTION & USE:	Costs related to financing, operations, maintenance, management, necessary repairs of the facility, and repayment amounts to the Motor Vehicle Fund (RCW 47.46.140)																
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 .																
HISTORY:	<table> <tr> <td>7/15/2007</td><td>Tolls begin: \$3 = cash toll; \$1.75 = GTG!</td></tr> <tr> <td>7/1/2008</td><td>\$4 = cash toll; \$2.75 = GTG!</td></tr> <tr> <td>7/1/2012</td><td>\$5 = cash toll; \$4 = GTG!; PBM = \$6 per two axles vehicle</td></tr> <tr> <td>7/1/2013</td><td>\$5.25 = cash toll; \$4.25 = GTG!; PBM = \$6.25 per two axles vehicle</td></tr> <tr> <td>7/1/2014</td><td>\$5.50 = cash toll; \$4.50 = GTG!; PBM = \$6.50 per two axles vehicle</td></tr> <tr> <td>7/1/2015</td><td>\$6 = cash toll; \$5 = GTG!; PBM = \$7 per two-axle vehicle</td></tr> <tr> <td>10/1/2021</td><td>\$6.25 = cash toll; \$5.25 = GTG!; PBM = \$7.25 per two axel vehicle</td></tr> <tr> <td>10/1/2022</td><td>\$5.50 = cash toll; \$4.50 = GTG!; PBM = \$6.50 per two axel vehicle</td></tr> </table>	7/15/2007	Tolls begin: \$3 = cash toll; \$1.75 = GTG!	7/1/2008	\$4 = cash toll; \$2.75 = GTG!	7/1/2012	\$5 = cash toll; \$4 = GTG!; PBM = \$6 per two axles vehicle	7/1/2013	\$5.25 = cash toll; \$4.25 = GTG!; PBM = \$6.25 per two axles vehicle	7/1/2014	\$5.50 = cash toll; \$4.50 = GTG!; PBM = \$6.50 per two axles vehicle	7/1/2015	\$6 = cash toll; \$5 = GTG!; PBM = \$7 per two-axle vehicle	10/1/2021	\$6.25 = cash toll; \$5.25 = GTG!; PBM = \$7.25 per two axel vehicle	10/1/2022	\$5.50 = cash toll; \$4.50 = GTG!; PBM = \$6.50 per two axel vehicle
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10/1/2022	\$5.50 = cash toll; \$4.50 = GTG!; PBM = \$6.50 per two axel vehicle																
2023-25 ESTIMATE:	\$163.9 million for total Tacoma Narrows Bridge revenue & fees																
2025-27 FORECAST:	\$162.2million for total Tacoma Narrows Bridge revenue & fees																
VALUE OF INCREASE:	5% average toll rate increase would raise gross toll revenue by approximately \$3.6 million in FY 2025.																

REVENUE SOURCE:	Tolling – SR 99 Tunnel														
AUTHORIZED:	RCW 47.56.862 (tolls authorized) RCW 47.56.864 (where deposited and use)														
WHO PAYS:	Users of the SR 99 Tunnel														
RATE:	Transportation Commission webpage: https://wstc.wa.gov/programs/tolling/sr-99-tunnel/ WSDOT webpage: SR 99 Tunnel tolling WSDOT During 2018, the Transportation Commission set the initial toll rates ranging from \$1.25 to \$2.25 on weekdays, with overnight and weekend rates at \$1. The toll rates will increase every 3 years beginning in July 2022.														
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission. The Department of Transportation collects and administers.														
WHERE DEPOSITED:	Alaskan Way Viaduct Replacement Project Account														
DISTRIBUTION & USE:	Subject to bond covenants: financing, operations, maintenance, management, repairs, and repayments to the motor vehicle fund. The account may also be used for enforcement, transit operations, and meeting other obligations at the toll facility.														
EXEMPTIONS:	Highway and transit operating and maintenance vehicles, tow trucks authorized by the Washington State patrol responding to clear vehicles from the toll facility; authorized, on-duty emergency vehicles; publicly owned or operated transit buses; passenger motor vehicles licensed for ride-sharing; school buses; and privately owned and operated passenger buses meeting annual certification requirements of the department.														
HISTORY:	2012 Tolling authorized by Chapter 83, Laws of 2012 2018 Transportation Commission adopted initial toll rates. All toll rates are for two axle vehicles with a Good To Go! Pass. Drivers Without a Good To Go! Pass will pay an extra \$2 per toll. 11/9/2019 – Starting Toll Rates <table border="1"> <thead> <tr> <th>Toll Rate hours</th><th>Rates</th></tr> </thead> <tbody> <tr> <td>6 - 7 am</td><td>\$1.25</td></tr> <tr> <td>7– 9 am</td><td>\$1.50</td></tr> <tr> <td>9 am– 3 pm</td><td>\$1.25</td></tr> <tr> <td>3 – 6 pm</td><td>\$2.25</td></tr> <tr> <td>6 – 11 pm</td><td>\$1.25</td></tr> <tr> <td>11 pm – 6 am and weekends</td><td>\$1.00</td></tr> </tbody> </table> 10/1/2021 – Across-the-board 15% toll rate increase applied to all rates for all times of day. 7/1/2022 – 3% toll rate increase applied to all rates for all times of day. Future – 3% toll rate increase occurring every three years after 7/1/2022.	Toll Rate hours	Rates	6 - 7 am	\$1.25	7– 9 am	\$1.50	9 am– 3 pm	\$1.25	3 – 6 pm	\$2.25	6 – 11 pm	\$1.25	11 pm – 6 am and weekends	\$1.00
Toll Rate hours	Rates														
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7– 9 am	\$1.50														
9 am– 3 pm	\$1.25														
3 – 6 pm	\$2.25														
6 – 11 pm	\$1.25														
11 pm – 6 am and weekends	\$1.00														
2023-25 ESTIMATE:	\$97.7 million for total toll revenues and fees.														
2025-27 FORECAST:	\$82.0 million for total toll revenue and fees.														
VALUE OF INCREASE:	5% average toll rate increase would raise gross toll revenue by approximately \$0.9 million in FY 2025.														

REVENUE SOURCE:	Tolling – Puget Sound Gateway Restricted to highway purposes
AUTHORIZED:	RCW 47.56.895 (tolls authorized) RCW 47.56.897 (where deposited) Rates not yet in effect
WHO PAYS:	Users of the ‘Puget Sound Gateway facility’ defined as: State route number 167 roadway between north Meridian Avenue in Puyallup and Interstate 5 in Fife, the state route number 509 spur between Interstate 5 in Fife and state route number 509 in Tacoma, and the state route number 509 roadway between south 188th Street and Interstate 5 in SeaTac.
RATE:	Not set
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission. The Department of Transportation collects and administers.
WHERE DEPOSITED:	Puget Sound Gateway facility account
DISTRIBUTION & USE:	To construct, improve, preserve, maintain, manage (including law enforcement), pay debt, interest or financing costs, or operate the Puget Sound Gateway facility. RCW 47.56.820
EXEMPTIONS:	None defined in RCW
HISTORY:	
2023-25 ESTIMATE:	No estimate at date of print
2025-27 FORECAST:	No estimate at date of print

BUSINESS LICENSES

REVENUE SOURCE:	For-Hire Business Permit and Vehicle Certificates	
AUTHORIZED:	Chapter 46.72 RCW (for-hire regulation generally) RCW 46.72.120 and RCW 46.72A.120 (authorization to set fees by rule) RCW 46.72.110 (deposit of for-hire fees) Chapter 46.72A RCW (limousine regulation generally) RCW 46.72A.110 (deposit of limo fees)	
WHO PAYS:	Owners of for-hire (including taxis) and limousine businesses and vehicles. A permit is required for the place of business, and a certificate is required for each vehicle. Owners must have liability insurance or post bond.	
RATE:	For-Hire (WAC 308-89-060) \$110 Original and renewals for-hire business applications \$55 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 Vehicle inspections	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	Highway Safety Fund	
DISTRIBUTION & USE:	For support of expenses incurred in carrying out the licensing and regulatory activities of the For-Hire and Limousine programs.	
EXEMPTIONS:	None	
HISTORY:	For-Hire 1947 \$5 one-time-only charge; \$1 annual fee per vehicle for certificates. 1993 Annual fee increased to \$20 2012 \$20 Original and renewals for-hire business applications \$20 Original, changed and duplicate vehicle certificates 2013 \$110 Original and renewals for-hire business applications \$55 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 \$75 Vehicle certificate – original and renewals \$20 Changed and duplicate of vehicle certificates \$25 Vehicle inspection	
2023-25 FORECAST:	For-Hire	\$214,700
	Limousine	\$449,600
2025-27 FORECAST:	For-Hire	\$214,400
	Limousine	\$475,000
VALUE OF INCREASE:	For-Hire	\$4,100 per \$1 increase per biennium
	Limousine	\$3,000 per \$1 increase per biennium

REVENUE SOURCE:	Hulk Haulers and Scrap Processors, Wreckers License Fees Restricted to highway purposes		
AUTHORIZED:	RCW 46.79.040 (hulk hauler/scrap processor fee and disposition) RCW 46.79.050 (renewal fee) RCW 46.79.060 (special plate/indicator tab fee for transported vehicle) RCW 46.80.040 (wrecker fee and disposition) RCW 46.80.050 (renewal fee)		
WHO PAYS:	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)		
RATE:	Annual Fee Hulk Haulers \$10 new, \$10 renewal Scrap Processors \$25 new, \$10 renewal Wreckers \$25 new, \$10 renewal Special Plate (or an Indicator Tab for tow trucks operating as any of these businesses) in lieu of trip permit for transported vehicle: \$5 original plate, \$2 additional plates		
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
	Plate fee, transported vehicle	1971	\$5 for original plates and \$2 for each set bearing the same license number
2023-25 FORECAST	Minimal		
2025-27 FORECAST:	Minimal		
VALUE OF INCREASE:	Minimal		

REVENUE SOURCE:	Tow Truck Capacity Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.17.335(2) (fee) RCW 46.68.030 (where deposited)
WHO PAYS:	Any fixed-load motor vehicle equipped for lifting or towing any disabled, impounded, or abandoned vehicle.
RATE:	\$25 per year in addition to the basic motor vehicle registration fee, but in lieu of the license fee by weight.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1963 \$25 per annum in lieu of combined licensing fee
2023-25 ESTIMATE:	\$0.1 million
2025-27 FORECAST:	\$0.1 million
VALUE OF INCREASE:	\$2,600 per \$1 increase per biennium

REVENUE SOURCE:	Tow Truck Operator Fee Restricted to highway purposes
AUTHORIZED:	RCW 46.55.030 (fee and disposition)
WHO PAYS:	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).
RATE:	\$100 for business per year and \$50 per truck per year for permit. Special license plates not issued; each tow truck issued a permit indicating the class of the truck (RCW 46.55.040). Tow trucks conducting business as transporters, hulk haulers, scrap processors, or wreckers must display a license plate indicator tab indicating that the tow truck is licensed for those services. The indicator tab fee is \$2 to conduct transporter business and \$5 to conduct hulk hauler, scrap processor or wrecker business.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	1985 \$100/company + \$50/truck annually (original & renewal)
2023-25 ESTIMATE:	\$0.3 million
2025-27 FORECAST:	\$0.3 million
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Transportation Network Company Permit Fee
AUTHORIZED:	RCW 46.72B.030 (authorization)
WHO PAYS:	Businesses permitted as transportation network companies.
RATE:	\$5000 per company, per year
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for the administration of the program
EXEMPTIONS:	None
HISTORY:	
2023-25 ESTIMATE:	\$55,000
2025-27 FORECAST:	\$70,000
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Transporter License Fee and Plate Fees Restricted to highway purposes
AUTHORIZED:	RCW 46.76.040 (original) RCW 46.76.050 (renewal)
WHO PAYS:	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 .
RATE:	\$150 For original license \$100 For annual renewal license \$50 Per set of plates to be attached to vehicles being delivered \$2 For registered tow truck operators per 'indicator tab'
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
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 2019 Fees for registered tow truck operators were changed from \$25 to \$2 per 'indicator tab' 2021 Fees were increased to \$150 original license; \$100 renewal; \$50 per set of plates
2023-25 ESTIMATE:	\$0.8 million
2025-27 FORECAST:	\$0.9 million
VALUE OF INCREASE:	minimal

REVENUE SOURCE:	Vehicle Dealers and Manufacturers Restricted to highway purposes
AUTHORIZED:	RCW 46.70.061 (fees and disposition)
WHO PAYS:	Businesses that sell or manufacture vehicles.
RATE:	Annual Fee – Original Business License Dealer – Principal place of business \$975 Dealer – Subagency\$100 Dealer – Temporary subagent \$100 Manufacturer \$500 Annual Fee – Renewals Dealer – Principal place of business\$325 Dealer – Subagency \$25 Manufacturer\$250
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
EXEMPTIONS:	None
HISTORY:	Dealers, Principal Place of Business: 1959 Original license \$50; renewal \$20 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 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
2023-25 ESTIMATE:	\$2.66 million
2025-27 FORECAST:	\$2.77 million

AIRCRAFT AND VESSEL FEES

REVENUE SOURCE:	Aircraft Dealers License Fee
AUTHORIZED:	RCW 14.20.050 RCW 14.20.060 (where deposited)
WHO PAYS:	Aircraft dealers
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
EXEMPTIONS:	None
HISTORY:	1955 \$25 per calendar year 1998 \$75 per calendar year
2023-25 ESTIMATE:	Minimal
2025-27 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Aircraft Registration Fee
AUTHORIZED:	RCW 47.68.250 (effective until July 1, 2031)
WHO PAYS:	Aircraft Owners & Commercial Unpiloted Aircraft Systems
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.
EXEMPTIONS:	Aircraft owned by the 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 a large private aircraft based in or remains in this state for 90 days or longer for the purpose of repairs, alterations, or reconstruction. Unpiloted aircraft systems used for hobby or recreation are also exempt.
HISTORY:	1947 Up to \$10 1949 \$2 1967 \$4 1999 \$8 2003 \$15
2023-25 FORECAST:	\$237,000
2025-27 FORECAST	\$239,000
VALUE OF INCREASE:	\$13,100 per \$1 fee increase per biennium

REVENUE SOURCE:	Vessel Dealer Temporary Permit
AUTHORIZED:	RCW 88.02.800 (authority) RCW 88.02.640 (fee and where deposited)
WHO PAYS:	Authorized vessel dealers
RATE:	\$5.00
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund
DISTRIBUTION & USE:	Any moneys deposited into the General Fund must be allocated to counties by the State Treasurer for approved boating safety programs under RCW 88.02.650 .
EXEMPTIONS:	None
HISTORY:	
2023-25 ESTIMATE:	Minimal
2025-27 FORECAST:	Minimal
VALUE OF INCREASE:	1 fee increase per biennium is minimal

REVENUE SOURCE:	Vessel Pilot License Fee
AUTHORIZED:	RCW 88.16.090(7) (authority for Board to set fee) WAC 363-116-070 (fee) RCW 88.16.061 (where deposited)
WHO PAYS:	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.
RATE:	\$6,500 per year; may be reduced to \$1000 if pilotage services are not performed during a license year.
ADMINISTERED BY:	Board of Pilotage Commissioners
WHERE DEPOSITED:	Pilotage Account
DISTRIBUTION & USE:	Appropriated for purposes of the Board of Pilotage Commissioners and the Utilities and Transportation Commission for pilotage tariff setting.
EXEMPTIONS:	None
HISTORY:	1935 \$100 1977 \$250 1979 Not to exceed \$1000; set by Board of Pilotage Commissioners (BPC) 1986 Not to exceed \$1500; set by BPC \$2500 2001 \$3000 2007 \$6000 2011 \$6500
2023-25 ESTIMATE:	\$0.75 million per biennium
2025-27 FORECAST:	\$0.75 million per biennium
VALUE OF INCREASE:	1% increase in fee per biennium is minimal

REVENUE SOURCE:	Vessel Registration Fee
AUTHORIZED:	RCW 88.02.560 (authority) RCW 88.02.640(1)(k) (fees) RCW 88.02.650 (where deposited)
WHO PAYS:	Owners of registered vessels
RATE:	\$10.50 per year
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund
DISTRIBUTION & USE:	The State Treasurer allocates all revenue in excess of \$1.1 million per fiscal year to counties with approved boating safety, education, and law enforcement programs. Eligibility is contingent on approval by the State Parks and Recreation Commission.
EXEMPTIONS:	Military and government vessels not for recreational use, foreign vessels, vessels with no propulsion machinery of any type where the primary mode of propulsion is human power, 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 non-federally regulated waters, commercial fishing vessels assessed by Department of Revenue, and others described in RCW 88.02.570 .
HISTORY:	1984 \$6.00 annual registration fee 1994 \$10.50 annual registration fee
2023-25 ESTIMATE:	\$6.3 million
2025-27 FORECAST:	\$6.2 million

REVENUE SOURCE:	Vessel Title Fees
AUTHORIZED:	RCW 88.02.515 (title application fee) RCW 88.02.560 (7) (transfer fee) RCW 88.02.540 (3) (Quick Title Fee)
WHO PAYS:	Applicants filing for ownership of a vessel change to or reissue of title. For an extra fee, a quick title may be printed at the time of application.
RATE:	Certificate of title application fee: \$5 Quick Title fee: \$50 See RCW 88.02.640
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund For quick titles, if paid to the department, \$50 is distributed to the General Fund. If paid to a vehicle licensing office, \$25 is distributed to the General Fund, with the remaining fees retained by the licensing office.
DISTRIBUTION & USE:	Any moneys deposited into the General Fund must be allocated to counties by the State Treasurer for approved boating safety programs under RCW 88.02.650
EXEMPTIONS:	None
HISTORY:	1985 Vessel registration and fee for registration established, set at \$5
2023-25 ESTIMATE:	\$0.44 million
2025-27 FORECAST:	\$0.45 million
VALUE OF INCREASE:	\$0.1 million per \$1 increase per biennium

REVENUE SOURCE:	Vessel Visitor Permit
AUTHORIZED:	RCW 88.02.610 (authorized) RCW 88.02.640 (1)(p) (fee and disposition)
WHO PAYS:	Vessels owned by nonresidents brought into Washington temporarily, for no more than six months in a continuous 12-month period.
RATE:	\$30 at the time of issuance of identification document
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund Derelict Vessel Removal Account
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
EXEMPTIONS:	None
HISTORY:	1998 \$25 2002 \$30
2023-25 ESTIMATE:	Minimal
2025-27 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

CLIMATE COMMITMENT ACT

REVENUE SOURCE:	Climate Commitment Act Cap and Invest Revenues
AUTHORIZED:	RCW 70A.65 (Auction System) RCW 70A.65.100 (Distribution of Auction Proceeds)
WHO PAYS:	The Climate Commitment Act (E2SSB 5126) enacted in 2021 directed the Department of Ecology to implement a cap and invest program to reduce greenhouse gas (GHG) emissions consistent with the statewide statutory emission limits. Starting on January 1, 2023, the cap and invest program will cover certain industrial facilities, certain fuel suppliers, in-state electricity generators, electricity importers, and natural gas distributors with annual greenhouse gas emissions above 25,000 metric tons of carbon dioxide equivalent (CO ₂ e). Covered entities must reduce emissions or obtain allowances to cover any remaining emissions. The total number of allowances will decrease over time to meet statutory limits. Some utilities and industries will be issued free allowances; other allowances will be auctioned. The cap and invest program must track, verify, and enforce compliance through the use of compliance instruments.
RATE:	The auction price will be determined through quarterly auctions.
ADMINISTERED BY:	Department of Ecology
WHERE DEPOSITED:	Upon completion and verification of auction results, the auction proceeds are first deposited in specified annual amounts to the Carbon Emissions Reduction Account (CERA) (RCW 70A.65.240), with the remaining auction proceeds to the Climate Investment Account (RCW 70A.65.250) and Air Quality and Health Disparities Improvement Account (RCW 70A.65.280). The CERA is the account that is programmed as part of the 16-year Move Ahead WA transportation package. The deposits to the CERA are as follows: • \$127.3 million for FY 2023 • \$356.7 million for FY 2024, which may be prorated equally across auctions • \$366.6 million for FY 2025, which may be prorated equally across auctions • \$359.1 million each year for fiscal years 2026 through 2037. • For FY 2038 and each year thereafter, 50 percent of the proceeds must be deposited to the CERA and 50 percent to the Climate Investment Account and Air Quality and Health Disparities Improvement Account. The Move Ahead WA revenue bill (ESSB 5974) created the accounts for Climate Active Transportation and Climate Transit Programs. Beginning July 1, 2023, the Climate Active Transportation Account will receive 24 percent of the revenues accruing each year to the CERA and the Climate Transit Programs Account will receive 56 percent of the revenues accruing each year to the CERA. From the portion of the auction proceeds deposited into the Climate Investment Account, after administrative costs are covered, 75 percent is deposited into the Climate Commitment Account (RCW 70A.65.260), and 25 percent is deposited to the Natural Climate Solutions Account (RCW 70A.65.270). Not less than \$20 million per biennium must be dedicated to the Air Quality and Health Disparities Improvement Account.
DISTRIBUTION & USE:	Expenditures from the CERA may only be used for the transportation of carbon emissions-reducing purposes, including investments in alternatives and reductions to single occupancy passenger vehicle use through alternative fuel infrastructure and incentives and emission reduction programs for freight, ferries, and port activities. Expenditures may not be used for Eighteenth Amendment highway purposes other than as specified in the account. When allocating funds or administering grants funded by the Climate Commitment Act, agencies are required to conduct an environmental justice assessment and establish a minimum of not less than 35 percent, and a goal of 40 percent, of total

	investments to provide direct and meaningful benefits to vulnerable populations within overburdened communities.
EXEMPTIONS:	Entities that emit less than 25,000 metric tons of carbon dioxide equivalent; the combustion of aviation fuel; watercraft fuels; coal-fired electric generation, exempt from GHG limitations and requirements; carbon dioxide emissions from the combustion of biomass or biofuels that have a 40 percent lower GHG emissions based on a full-lifecycle analysis compared to petroleum fuels; motor vehicle and special fuel used for agricultural purposes by a farm fuel user; and national security facilities. Electric and natural gas utilities will be issued free allowances. Certain entities are also identified as emissions-intensive and trade-exposed (EITE) industries and will receive a number of free allowances that decline over compliance obligation time periods.
HISTORY:	First cap and invest auction occurred in February 2023.
2023-25 ESTIMATE:	\$483.7 million (\$127.3 million to CERA), figures from the Department of Ecology October 2022 Estimate
2025-27 FORECAST:	\$1.9 billion (\$723.2 million to CERA), figures from the Department of Ecology October 2022 Estimate
VALUE OF INCREASE:	N/A

CLEAN FUELS PROGRAM

REVENUE SOURCE:	Clean Fuel Credits – State Transportation Investments
AUTHORIZED:	RCW 70A.535 (Clean Fuels Program) RCW 70A.535.050 (Eligibility of Transportation Investments)
WHO PAYS:	E3SHB 1091—reducing the carbon intensity of transportation fuel—directed the Department of Ecology (Ecology) to adopt a rule establishing a Clean Fuels Program (CFP) limiting the greenhouse gas (GHG) emissions attributable to each unit of transportation fuel—carbon intensity—to 20 percent below 2017 levels by 2038. In part, the rules essentially establish a private market whereby certain fuel producers and distributors will need to purchase credits to meet compliance obligations under the CFP. The credits can be purchased from a variety of optional participants in the CFP, including entities producing fuel below the carbon intensity limits, certain exempt fuel producers or distributors, or other specific carbon reduction activities. Ecology's rules must also allow the generation of credits from certain activities and projects that reduce greenhouse gas emissions and decarbonize the transportation sector, including: (1) electrical grid and hydrogen fueling infrastructure investments; (2) ferry operating and capital investments; (3) electrification of the state ferry fleet; (4) alternative fuel vehicle rebate programs; (5) transit grants; (6) infrastructure and other costs associated with the adoption of alternative fuel use by transit agencies; (7) bike and pedestrian grant programs and other activities; (8) complete streets and safe walking grants and allocations; (9) rail funding; and (10) multimodal investments. The credits earned each year from state transportation investments are limited to 10 percent of total CFP credits.
RATE:	The credit price will be determined through periodic purchases by entities meeting some or all of their CFP compliance obligation through the purchase of credits.
ADMINISTERED BY:	Department of Ecology
WHERE DEPOSITED:	As a private marketplace, the revenue from credit transactions will only accrue to governmental entities when state or local government program activities generate credits that are sold in the marketplace. The Clean Fuels Transportation Investment Account has been created to receive clean fuels credit revenue generated by state agencies from transportation investments funded in the Omnibus Transportation Appropriations Act.
DISTRIBUTION & USE:	The statute expresses the legislative intent that the credits generated from transportation investments will be maximized to allow further investment in efforts to reduce greenhouse gas emissions and decarbonize the transportation sector, including, but not limited to, additional funding in future years, for ferry electrification beyond four new hybrid electric vessels, active transportation, and transit programs and projects.
EXEMPTIONS:	Excluded from the CFP carbon intensity reduction requirements are the following: (1) transportation fuel that is exported or otherwise not used in Washington; (2) transportation fuel that is used for the propulsion of all aircraft, railroad locomotives, or vessels; (3) military tactical vehicles and tactical support equipment; (4) transportation fuels that are used in volumes below thresholds adopted by rule by Ecology; and (5) any other fuels that Ecology may adopt rules to exempt in order, with respect to similar greenhouse gas or low carbon fuel programs. Until January 1, 2028, the following fuels are also exempt from the CFP's carbon intensity reduction requirements: (1) special fuel used off-road in vehicles used primarily to transport logs; (2) dyed special fuel used in vehicles that are not designed to transport persons or property, not designed to be operated on highways, and that are used primarily for construction work, including timber harvest and mining; and (3) dyed special fuel used for agricultural purposes that are exempt from state fuel taxation.
HISTORY:	The Clean Fuels Programs started January 1, 2023.

2023-25 and 2025-27 ESTIMATE:	In November 2022, the Washington State Department of Transportation (WSDOT) produced a report detailing transportation expenditures that could be eligible under the Clean Fuels Program but did not produce a quantitative estimate of the revenue generated from those expenditures. More information should be available in WSDOT's subsequent annual reports.
VALUE OF INCREASE:	N/A

	State Transportation Taxes		Other State Petroleum Based Taxes		
	Motor Vehicle Fuel Tax	Aircraft Fuel Tax	Petroleum Products Tax	Oil Spill Response	Hazardous Substance Tax (HST)
RCW citation	RCW 82.38	RCW 82.42	RCW 82.23A	RCW 82.23B	RCW 82.21
Method of Imposition	The tax is imposed at the time of fuel removal from a terminal rack in Washington. Gasoline and diesel distributors pay the same rate.	Aircraft users pay the tax based on each gallon of aircraft fuel sold, delivered, or used in this state.	This tax applies to the person at first possession of petroleum products in Washington. This tax is imposed on the wholesale value of petroleum products in this state. Effective October 1, 2023, the following changes are now in effect: (1) the tax rate is 0.3%; (2) the petroleum products tax will turn off when the Pollution Liability Insurance (PLIA) program balance exceeds \$30 million; and (3) the tax will turn back on when the balance falls below \$15 million.	Oil spill response and oil spill administration taxes apply when a marine terminal or bulk oil terminal receives crude oil or petroleum products in Washington from a vessel or barge; rail tank car or pipeline.	Hazardous substance tax is a tax on the first possession of hazardous substances in Washington. The tax applies to petroleum products, certain pesticides, and certain chemicals.
Rate	\$0.494/per gallon	\$0.18/per gallon after July 1, 2022		Up to 5 cents per 42-gallon barrel: The Oil Spill Administration Tax rate is 4 cents per 42-gallon barrel and the Oil Spill Response Tax rate is 1 cent per 42-gallon barrel, contingent on the fund balance in the oil spill response account. When the fund balance is less than \$8 million this tax is imposed and will remain in effect until the fund balance exceeds \$9 million.	\$1.48/per 42-gallon barrel (for FY 2025 which will be increased by the percentage change in the implicit price deflator for nonresidential structures in subsequent years), unless the product is not easily measured on a per barrel basis in which case the rate is 0.7% of the wholesale value.
Main Users/Beneficiaries	Cost of administration, refunds & transfers, state highways, city streets, county roads, ferry operations and capital construction.	Administration of the DOT Aviation Division, airport construction and maintenance, and local airport aid.	These funds are allocated to the Pollution Liability Insurance Agency and are used to help owners of underground storage tanks obtain insurance to upgraded or replace tank.	The oil spill response tax pays for oil spills that have clean-up costs of more than \$50,000. The oil spill administration tax pays for oil spill prevention, response, and habitat restoration.	Funds are used to help clean up and manage solid and hazardous wastes in the state of Washington. \$50M per biennium is transferred to the Motor Vehicle Fund to be used exclusively for transportation stormwater activities and projects.
Exemptions	Motor Vehicle Fuel Tax (gasoline) exemptions and Special fuel tax exemptions are noted on page 47 of the manual (link and check page)	Exemptions include, but are not limited to, exported fuel, commercial use, research, testing, training, and emergency medical air transport entities.	A deduction may be applied for when a properly licensed petroleum products exporter removes petroleum products at the rack for direct delivery outside of Washington.	Taxpayers may claim a credit against oil spill tax paid on crude oil or petroleum products subsequently exported or sold for export from the state.	HST applies to the first possession of hazardous substances in Washington. Any subsequent possession of a product is exempt from HST after a Washington possessor has paid the tax.
Amount Raised Per Biennium	\$3.2 Billion in Gross Fuel Tax for the 2023-25 Biennium (Nov. 2024 Frst)	\$13.0 Million for the 2023-25 Biennium (Nov. 2024 Frst)	\$83.4 Million for the 2023-25 biennium (Nov. 2024 Frst)	\$11.6 Million, both accounts, for the 2023-25 biennium (Nov. 2024 Frst)	\$692.8 Million for the 2023-25 biennium (Nov. 2024 Frst)

LOCAL TAXES

OVERVIEW AND TABLE OF CONTENTS

This section summarizes the transportation taxes that the Legislature has authorized 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/Regional Jurisdictions section of this manual.

Table of Contents

LOCAL TAXES	154
Border Area Motor Vehicle Fuel and Special Fuel Tax	155
Commercial Parking Tax.....	157
Local Option Taxes for High Capacity Transportation (MVET, Rental Car, Employee, Sales Tax)	159
Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Rental Car Sales and Use, Employer).....	162
Local Option Taxes: Ferry Services	163
Local Option Taxes: Regional Transportation Investment Districts (RTIDs)	165
Local Option Taxes: Transportation Benefit Districts	167
Local Option Motor Vehicle and Special Fuel Tax for Counties	172
Property Tax Road Levy	174
Transit Taxes	175
History of Local Option Taxes.....	178
Summary Chart Of Local Option Taxes For Transportation.....	183

REVENUE SOURCE:	Border Area Motor Vehicle Fuel and Special Fuel Tax
RCW:	RCW 82.47.020 (Authorized in 1991) and RCW 82.47.030

Who is 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 experiencing extraordinary traffic levels and impacts due to Canadian motorists. However, eligible jurisdictions not directly connected to the continental United States may use the proceeds of the tax for broadly defined transportation improvements.

Provisions

Jurisdictions are authorized to impose a tax of up to two cents per gallon in 2022, with the maximum rate subject to adjustment in future years based on increases in the implicit price deflator. Voter approval is required. Revenue may be used only for street construction and maintenance (unless authorized for broadly defined transportation improvements as mentioned above). Tax applies to both motor vehicle fuel and special fuel.

Revenue

In the years 2000 through 2022, 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 \$302,538 in the 2016 calendar year and \$300,742 in 2017.

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

Border Area Motor Vehicle Fuel Tax				
	Blaine	Nooksack	PT. Roberts	Sumas
2021	20,929	12,923	4,557	9,280
2020	53,962	14,946	26,826	26,683
2019	170,777	16,924	77,715	65,188
2018	168,506	17,915	82,575	49,008
2017	168,506	17,915	65,313	49,008
2016	168,335	15,718	68,373	50,112
2015	197,796	15,658	80,498	55,431
2014	251,118	14,654	96,208	79,163
2013	249,540	13,396	96,674	77,863
2012	227,568	14,248	96,157	60,261
2011	185,213	13,658	79,297	43,134
2010	122,446	14,157	54,938	26,642

Border Area Motor Vehicle Fuel Tax				
	Blaine	Nooksack	PT. Roberts	Sumas
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	4,499	41,668	20,075
2005	107,604	14,589	43,689	15,411
2004	99,191	14,951	35,278	14,049

Source: WSDOT City & County Annual Financial Merge Database

Due to the the transition in the transportation revenue forecast process described in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

REVENUE SOURCE:	Commercial Parking Tax
RCW:	RCW 82.80.030 (Authorized in 1990)

Who is Eligible

County (unincorporated area), city, RTID.

Where Enacted

Currently, 10 cities impose this tax: Bainbridge Island, Bremerton, Burien, Des Moines, Mukilteo, Port Angeles, SeaTac, Seattle, Sumner, 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 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 ([RCW 82.80.090](#)):
 - Petition to repeal the 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 the ballot title is written to obtain signatures of no less than 15% of registered voters.

Revenue

Jurisdictions that imposed the commercial parking tax during 2016 and 2017 report to the Department of Transportation annually in their local government transportation financial statistics report.

Commercial Parking Tax Collections by City					
	2017	2018	2019	2020	2021
Bainbridge Island	919,373	997,403	990,053	310,351	331,270
Bremerton	650,837	706,146	881,149	645,139	831,783
Burien	244,548	234,481	231,612	89,951	172,403
DesMoins	52,308	30,439			
Mukilteo	70,740	58,458	58,806	59,090	50,853
Port Angeles	39,142	44,746	44,905	5,201	2,628
Ruston				13,045	60,026
Sea Tac	9,324,537	10,297,959	16,779,815	6,744,998	8,075,589

Commercial Parking Tax Collections by City					
	2017	2018	2019	2020	2021
Seattle	43,004,761	42,978,233	49,231,599	19,353,615	28,553,758
Summer	51,285	59,151	65,508	64,382	55,422
Tukwila	214,493	220,086	363,101	199,524	488,144

Source: WSDOT City & County Annual Financial Merge Database.

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

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 is Eligible

Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties; and high capacity transportation corridor areas (established pursuant to [RCW 81.104.200](#)).

Where Enacted

RTA in King, Pierce, and Snohomish counties first enacted high-capacity transportation (HCT) taxes in November 1996.

Purpose

For planning, constructing, and operating high-capacity transportation (HCT), commuter rail, and feeder transportation systems. Voter approval is required for all of these local option taxes.

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.
 - The establishment of an enhanced service zone allows for the collection of a motor vehicle excise tax of up to an additional 1.5% of the value of a motor vehicle located in the enhanced service zone.
- Rental Car Tax ([RCW 81.104.160](#))
 - For rental vehicles on which sales and use tax is collected, additional tax may 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 the HOV employer tax is 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.
- Commercial Parking Tax ([SSB 5528](#), section 3)
 - The establishment of an enhanced service zone allows for the collection of a commercial parking tax.

- General Provisions
 - Tax revenues may be pledged for bonds.
 - Local agencies may contract with the 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 has not yet been imposed.
- Additional HCT tax options authorized for Sound Transit only must be voter-approved (Connecting Washington Act)
 - Sales and use tax – up to 0.5% (for a total of 1.4%)
 - Property tax levy of up to \$0.25 per \$1000 of assessed value (RCW 81.104.175)
 - Motor vehicle excise tax – up to 0.8%
 - Additional authorization for an MVET up to 0.8% of the value of the vehicle, exempting trucks more than 6,000 pounds, farm vehicles, and commercial trailers. Until bonds issued against the original MVET are repaid, the vehicle depreciation schedule remains the same as that currently in use. Once those bonds are repaid, the schedule switches to the one in effect at the time the MVET is approved by the voters ([RCW 82.44.035](#)).
 - If an RTA imposes any of these additional taxes, it is prohibited from receiving state grant funding except for transit coordination grants.

Revenue

Sound Transit High Capacity Transportation Taxes (in thousands)				
Calendar Year	MVET, 0.3%	Sales Tax, 0.9%	Rental Car Tax	Property Tax
2022	\$73.58	\$1,545.50	\$3.79	\$163.09
2021	\$363.24	\$1,537.26	\$3.22	\$158.81
2020	\$372.15	\$1,356.30	\$1.97	\$153.36
2019	\$337.50	\$1,401.15	\$3.78	\$150.10
2018	\$345.11	\$1,320.13	\$3.78	\$145.54
2017	\$336.89	\$1,026.58	\$3.55	\$139.44
2016	\$259.44	\$745.96	\$3.50	\$0.00
2015	\$85.03	\$387.14	\$3.25	\$0.00
2014	\$78.80	\$632.17	\$3.05	\$0.00

Source: Sound Transit

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

Potential Revenues for other authorized taxes and Eligible Jurisdictions

Amounts which could be collected if HCT Taxes were imposed			
Revenue Estimates (% millions), Calendar Year 2021			
Transit Agency	\$2 per Employee per Month	0.9% Sales Tax	MVET
Sound Transit	\$3.94	See RTA (Sound Transit) actuals above	
King County	\$2.76	Included in Sound Transit	Authority repealed by Initiative 776
Pierce County	\$0.63	Included in Sound Transit	
Snohomish County	\$0.55	Included in Sound Transit	
Spokane County	\$0.46	\$68.22	
Clark County	\$0.33	\$76.87	
Kitsap County	\$0.18	\$55.53	
Thurston County	\$0.23	\$38.17	
Yakima County	\$0.22	\$25.11	

Sales tax revenue estimates are based on the actual revenue base for 2022

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

Revenue Assumptions:

- Employer Tax** - County employment estimates are based on the Employment Security Department's actual monthly average of employees covered by the Washington Employment Security Act in the calendar year 2017. Revenue projections are for countywide tax. 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, Snohomish, Spokane, Clark, Kitsap, Thurston, and Yakima counties. Sound Transit may not impose the employee tax if any county within its boundaries is imposing the tax.
- Sales Tax** - Revenue projected for CY 2018 is based on 2017 actuals, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council. Estimates are for a calendar year time period.

REVENUE SOURCE:	Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Rental Car Sales and Use, Employer)
RCW:	RCW 81.100.030 , RCW 81.100.060 (Authorized in 1990)

Who is 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. Requires voter approval.

Provisions

- MVET, Retail Car Rental Tax ([RCW 81.100.060](#))
 - MVET, or 'surcharge' on the value of a vehicle of up to 0.3% in the case of a county or 0.8% in the case of a Regional Transportation Investment District.
 - Up to 13.64% surcharge on the 5.9% state sales and use tax paid on retail car rentals within the county or RTID. (State rental car tax is codified at [RCW 82.08.020](#)(2).)
 - Trucks over 6,000 pounds and farm vehicles are exempt.
 - An eligible county or an RTID may impose the MVET and the car rental tax only to the extent that an eligible county or an RTID has not imposed it.
 - If the employer tax is also imposed, the total proceeds from the combination of sources may not exceed the maximum amount that could be collected from the MVET/car rental tax.
 - Must use new state-defined depreciation schedule ([RCW 82.44.035](#))
- Employer Tax ([RCW 81.100.030](#))
 - Up to \$2 per employee per month, measured by full-time equivalent employees.
 - May include public and private employers, including state agencies.
 - Credits employers who are participating in ride-share programs.
 - If the MVET/car rental tax is also imposed, the total tax from the Employer Tax and the MVET/car rental tax may not exceed the maximum that could be collected from the MVET/car rental tax.
- 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 may also be a component in addressing long-term HCT system needs.
 - Requires that counties imposing taxes must adopt specific goals and policies related to congestion reduction, ride-sharing, planning, and cooperation with the state.

REVENUE SOURCE:	Local Option Taxes: Ferry Services
RCW:	RCW 81.100.030 , RCW 81.100.060 (Authorized in 1990)

Who is Eligible

County Ferry Districts may 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](#)).

A PTBA bordering the western side of the Puget Sound, with a population greater than 200,000 and containing at least one state ferry terminal (currently only Kitsap Transit), may also establish one or more passenger-only Ferry Districts ([RCW 36.57A.222](#)).

Under their general authority and using general revenues, counties may construct and operate ferries ([RCW 36.54.010](#)).

Where Enacted

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, such as the Ferry District Board of Supervisors, which governs the district. It is now referred to as the King County Water Taxi.

In the November 8, 2016, election, voters in the Kitsap Transit service area approved a 0.3% sales and use tax to support cross-sound fast ferry service.

Purpose

To expand transportation options for county residents by enabling the 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 without voter approval.
- Annual imposition.

Excess Property Tax Levy ([36.54.140](#))

- May be authorized for one year
- Voter approval required

Revenue Estimating for Property Taxes: The state Department of Revenue's [Property Tax Statistics](#) include information useful for running levy estimates. The table for Assessed Value of Selected Districts by County (Table 15) provides information for estimating excess and regular levy estimates. Use 'county general value' for taxable value subject to regular property tax levies.' Use 'school districts value' for taxable value subject to excess property tax levies.

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
- Cannot be imposed where a Regional Transit Authority has been established
- Must use new state-defined depreciation schedule ([82.44.035](#))

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

Finance Provisions – Passenger-Only Ferry Service Districts Within Public Transportation Benefit Areas On Western Puget Sound With A Population Greater Than 200,000 (RCW 36.57A.222)

Sales and Use Tax ([RCW 82.14.445](#))

- Up to 0.3%, voter approved
- In addition to all other taxes

Parking Tax ([RCW 82.80.035](#))

- Voter approved

Other Revenue Sources

- Tolls for passengers, packages, and parking (where applicable)
- Leasing and advertising fees

Revenue

King County Water Taxi has a variety of funding sources including ferry fares, advertising, property taxes, state forecast timber sales and state and federal grants.

King County Water Taxi Revenues for CY 2012-2017 by Revenue Source (\$ millions)						
Revenue	2015	2016	2017	2018	2019	2020
Passenger Fare Revenue	\$1,982,612	\$2,477,371	\$2,260,614	\$3,189,332	\$3,381,600	\$534,182
Property Taxes	\$1,185,235	\$1,185,567	\$5,768,502	\$2,670,856	\$3,352,597	\$5,200,900
Federal and State Grants	\$4,418,960	\$1,917,632	\$4,735,558	\$1,066,332	\$955,141	\$1,030,590
Other Income	\$46,796	\$63,435	\$93,032	\$130,512	\$672,245	\$498,585
Total	\$7,633,603	\$5,644,005	\$13,217,706	\$7,057,032	\$8,361,583	\$7,264,257

Source: King County Water Taxi Annual Operating Revenues and Expenditures.

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020 this table was not updated in the 2024 edition of the Transportation Resource Manual.

REVENUE SOURCE:	Local Option Taxes: Regional Transportation Investment Districts (RTIDs)
RCW:	Chapter 36.120 RCW (Authorized in 2002)

Who is Eligible

Regional Transportation Investment Districts can be established in King, Pierce and Snohomish counties. Prior to December 1, 2007, an RTID had to include at least two adjacent counties. After December 1, 2007, an RTID can include one or two or more contiguous counties.

Where Enacted:

No RTIDs have been formed. 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.

PROVISIONS

All voter approved; all expire after projects are completed and debt retired:

- Sales and Use Tax ([36.120.050\(1\)\(a\)](#) and [82.14.430](#))
 - Additional sales and use tax of up to 0.1%,
- Vehicle License Fee ([36.120.050\(1\)\(b\)](#) and [82.80.100](#))
 - Upon renewal, up to \$100 annual fee
- Motor Vehicle Excise Tax ([36.120.050\(1\)\(d\)](#) and [81.100.060](#))
 - Up to 0.8% on the value of the vehicle and not more than 13.64% on sales tax paid on retail car rentals
 - Must use new state-defined vehicle valuation schedule ([82.44.035](#))
- Employer Tax ([RCW 81.100.030](#))
 - Up to \$2/month per full-time equivalent employee
 - If the MVET/car rental car also imposed, the total tax from the Employer Tax and the MVET/car rental tax may not exceed the maximum which could be collected from the MVET/car rental tax.
- Parking Tax ([36.120.050\(1\)\(c\)](#) and [82.80.030](#))
 - On commercial parking businesses
 - Based on gross proceeds or the number of vehicle stalls
- Tolls ([36.120.050\(1\)\(g\)](#))
 - Routes to be tolled must be identified in an investment plan.
 - If tolling is proposed on a state route, tolls must be authorized by the Legislature.
 - Tolls are administered by WSDOT unless otherwise provided for in law.
 - Tolls must be reviewed and approved by the Transportation Commission.

- Local Option Fuel Tax ([36.120.050\(1\)\(e\)](#) and [82.80.120](#))
 - Equal to 10% of statewide fuel tax (3.75 cents per gallon based on 37.5 cents statewide gas 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 either a member county or an RTID.

REVENUE SOURCE:	Local Option Taxes: Transportation Benefit Districts
RCW:	Chapter 36.120 RCW (Authorized in 2002)

Who is Eligible

Transportation Benefit Districts can be established city-wide and up to multi-counties. Since December 1, 2007, TBDs may be established in all counties.

For more information, see the Transportation Benefit District page on the MRSC website:

<https://mrsc.org/explore-topics/finance/revenues/transportation-benefit-districts>

Purpose

To finance the construction of and operate improvements to roadways, high-capacity transportation systems, public transit systems, and other transportation management programs. Authorized local taxes are listed in [RCW 36.73.040](#).

Provisions

Sales and Use Tax ([RCW 82.14.0455](#))

- Up to 0.2%, with voter approval.
- Up to an additional 0.1%, without voter approval.
- If dedicated to repayment of debt, the tax may be imposed for more than ten years.
- Otherwise, tax must be reauthorized by voters after ten years, or the governing board in the case of the 0.1%.

Vehicle Fee ([RCW 36.73.065](#) and [RCW 82.80.140](#))

- Up to \$20 per vehicle fee without voter approval.
- Up to \$40 may be imposed without voter approval if the \$20 fee has been in effect for at least 24 months.
- Up to \$50 may be imposed without voter approval if the \$40 fee has been in effect for at least 24 months (subject to potential referendum).
- Up to \$100 annual renewal fee, with voter approval.
- Vehicle fees for passenger-only ferry improvements, regardless of amount, must be approved by the voters.
- Vehicles of 6000 pounds or less.
- Certain vehicles are exempt: farm vehicles, campers, personal and commercial trailers, off-road vehicles, and government and private school vehicles.
- Referendum procedure for councilmanic Motor Vehicle License fee over \$40 ([RCW 36.73.065\(6\)](#))

Excess Property Tax Levies ([RCW 36.73.060](#))

- One year, voter approved, super-majority required.
- Multi-year for GO bonds.
- Revenue Estimating for Property Taxes: The state Department of Revenue's [Property Tax Statistics](#) include information useful for running levy estimates. The table for Assessed Value of Selected Districts by County (Table 15) provides information for estimating excess and regular levy estimates. For taxable value subject to excess property tax levies, use 'school districts value.'

Tolls ([RCW 36.73.040](#))

- Tolls on facilities, including state routes and local roads.
- Tolls on state routes must first be authorized by the Legislature and be administered by WSDOT.
- All tolls must be approved by the Transportation Commission ([RCW 47.56.820](#) and [RCW 47.56.850](#)).

Other Revenue Sources

- Impact fees (commercial development only) ([RCW 36.73.040\(3\)\(c\)](#) and [RCW 36.73.120](#)).
- LID formation ([RCW 36.73.080](#)).
- Late-comer fees ([RCW 36.73.140](#)).

Border Area Motor Fuel and Special Fuel Tax ([RCW 82.47.020](#)), expenditure restricted to TBDs with an international border crossing with its boundaries and to highway purposes.

Where Enacted

Transportation Benefit Districts with Sales Taxes By Calendar Year 2018-2021

	2018	2019	2020	2021
Aberdeen TBD	590,344	711,512	888,786	1,041,390
Airway Heights TBD	499,706	553,685	546,375	631,512
Anacortis	-	705,319	1,122,864	1,294,914
Arlington TBD	1,142,782	1,383,513	1,496,220	1,970,256
Bellingham TBD	5,898,842	6,121,740	5,983,493	7,018,779
Blaine TBD	355,527	465,603	392,817	377,757
Castle Rock TBD	102,724	114,357	124,857	150,290
Centralia TBD	806,462	997,649	783,621	919,017
Chehalis TBD	1,154,400	1,153,653	1,196,187	1,365,827
Clarkston TBD	546,887	589,401	630,058	691,998
Connel TBD	43,937	68,165	77,408	95,184
Dayton TBD	76,636	76,924	77,986	89,807
Duval TBD	-	-	174,874	392,899
Ellensburg TBD	1,123,849	1,199,186	1,192,711	1,358,736
Enumclaw TBD	372,972	394,298	421,129	468,913
Ephrata	-	313,254	421,516	527,482
Ferndale TBD	520,886	571,096	640,137	797,413
Friday Harbor TBD	305,972	330,562	283,922	376,972
George TBD	-	-	20,081	40,226
Gig Harbor TBD	-	-	1,042,963	1,955,146
Grand Coulee TBD	25,628	73,563	78,519	87,059
Lacey TBD	2,863,397	3,104,662	3,207,501	3,607,562
Leavenworth TBD	437,373	436,872	420,625	590,226
Long Beach TBD	96,207	171,799	153,805	201,401
Lynden TBD	629,201	642,879	665,121	784,274
Lynnwood TBD	2,674,197	2,757,305	2,482,879	3,109,834
Marysville TBD	2,430,772	2,813,907	3,042,586	3,575,636

	2018	2019	2020	2021
Mattawa TBD	58,547	59,569	57,607	71,587
Monroe TBD	1,229,117	1,287,809	1,292,822	1,498,449
Moses Lake TBD	945,027	1,676,783	1,745,115	2,192,138
Mount Vernon TBD	1,768,530	1,819,932	1,858,559	2,080,166
Mukilteo TBD	189,566	336,017	355,514	369,193
North Bend TBD	594,005	674,840	623,222	746,976
Oak Harbor	-	-	608,190	1,134,481
Ocean Shores	-	247,216	315,583	411,208
Othello TBD	369,299	372,681	467,930	483,592
Port Angeles TBD	693,601	833,420	899,409	1,008,986
Ridgefield	-	-	-	-
Seattle TBD	28,660,677	30,323,833	27,558,875	33,332,432
Sequim TBD	796,505	844,194	837,052	993,918
Shelton TBD	551,166	685,810	651,203	687,474
Shoreline TBD	-	1,559,156	2,668,455	2,803,698
Snohomish City TBD	1,004,357	1,056,662	1,117,639	1,242,327
Stanwood TBD	363,467	478,192	561,210	550,753
Sunnyside TBD	-	-	-	699,203
Tacoma TBD	5,963,463	6,109,972	5,777,992	6,689,519
Tumwater TBD	1,676,202	1,884,231	2,192,944	2,541,890
Twisp TBD	61,315	67,325	73,853	94,495
Waitsburg TBD	12,395	9,540	11,141	13,511
Walla Walla City TBD	1,416,353	1,445,228	1,452,314	1,770,560
Total	69,051,351	77,523,312	78,695,667	94,942,066

Source: Department of Revenue Local Sales Tax Reports

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

Transportation Benefit Districts with Vehicle Registration Fees by Fiscal Year 2020-2024

Transportation Business District	FY2020	FY2021	FY2022	FY2023	FY2024
Anacortes	\$2,614	\$20	\$0	\$20	\$0
Bainbridge Island	4604,821	4670,893	\$651,440	4685,191	\$869,043
Battle Ground	\$298,729	\$171,608	\$931	\$0	\$0
Black Diamond	\$105,356	\$117,850	\$120,031	\$124,945	\$132,356
Bremerton	\$579,031	\$614,978	\$601,850	\$602,119	\$606,474
Bridgeport	\$43,669	\$47,104	\$45,302	\$44,213	\$45,342
Buckley	\$100,624	\$108,068	\$102,759	\$102,287	\$111,830
Burien	\$769,132	\$821,327	\$778,968	\$760,584	\$761,878
Carbonado	15,167	15,286	13,266	12,949	12,731
Covington	\$348,262	\$374,996	\$359,786	\$353,989	\$363,884
Des Moines	\$949,857	\$1,010,405	\$969,079	\$945,160	\$948,110
DuPont	\$96,098	\$102,874	\$100,825	\$101,074	\$101,427
East Wenatchee	\$251,856	\$266,525	\$257,836	\$137,394	\$723
Eatonville	\$27,083	\$58,549	\$53,064	\$51,582	\$49,995
Edgewood	\$209,149	\$3,663	\$40	\$0	\$0
Edmonds	\$691,581	\$732,224	\$695,352	\$678,686	\$924,380
Electric City	\$19,087	\$20,889	\$20,394	\$20,038	\$20,077
Elmer City	\$5,801	\$5,900	\$5,980	\$5,207	\$5,465
Enumclaw	\$241,410	\$258,925	\$249,678	\$244,142	\$246,567
Everett	\$1,541,777	\$1,661,840	\$1,577,767	\$1,577,426	\$1,582,852
Fife	\$165,686	\$176,019	\$169,782	\$158,468	\$154,336
Geroge	\$10,435	\$218	\$0	\$0	\$0
Grandview	\$185,340	\$196,388	\$191,130	\$192,911	\$197,287
Granite Falls	\$83,873	\$90,644	\$83,615	\$86,288	\$84,551
Kalama	\$103,534	\$37,937	\$119	\$0	\$0
Kelso	\$202,217	\$209,266	\$199,089	\$201,109	\$200,000
Kenmore	\$355,196	\$374,877	\$355,346	\$349,970	\$661,162
Kirkland	\$0	\$0	\$0	\$0	\$639,621
Kittitas	\$23,087	\$25,261	\$24,905	\$25,681	\$24,245
Lake Forest Park	\$424,853	\$449,222	\$427,600	\$433,214	\$532,307
Lakewood	\$846,404	\$902,992	\$864,266	\$820,855	\$813,628
Longview	\$611,820	\$643,467	\$609,484	\$613,216	\$1,167,308
Lynnwood	\$1,149,618	\$1,219,964	\$1,163,598	\$1,152,142	\$1,181,406
Mabton	\$36,729	\$40,333	\$37,976	\$38,966	\$40,471
Maple Valley	\$417,660	\$446,886	\$431,643	\$430,213	\$446,470
Mercer Island	\$326,841	\$390,761	\$373,636	\$364,092	\$374,032
Mountain Terrace	\$326,047	\$348,084	\$335,016	\$331,396	\$336,402
Normandy Park	\$113,157	\$119,909	\$114,860	\$113,177	\$114,998
Olympia	\$1,643,524	\$1,743,683	\$1,652,141	\$1,620,771	\$1,633,119
Orting	\$98,673	\$1,386	\$20	\$0	\$0

Transportation Business District	FY2020	FY2021	FY2022	FY2023	FY2024
Port Orchard	\$234,432	\$254,905	\$244,300	\$241,641	\$253,014
Poulsbo	\$0	\$0	\$0	\$80,091	\$205,159
Prosser	\$121,824	\$130,235	\$127,141	\$133,155	\$141,085
Richland	\$993,836	\$1,076,658	\$1,034,240	\$1,027,162	\$1,063,907
Ridgefield	\$131,967	\$161,390	\$131,432	\$2,237	\$0
Roy	\$17,662	\$18,612	\$16,969	\$16,672	\$16,454
Royal City	\$34,571	\$36,907	\$37,501	\$40,570	\$41,679
Seattle	\$31,475,370	\$22,302,676	\$15,920,825	\$15,873,843	\$18,511,210
Sedro-Woolley	\$210,494	\$224,591	\$213,998	\$218,572	\$225,393
Shoreline	\$1,628,604	\$1,737,862	\$1,670,163	\$1,618,129	\$1,647,155
Snoqualmie	\$199,564	\$421,752	\$354,994	\$25,364	\$79
Soap Lake	\$30,690	\$32,769	\$31,581	\$32,710	\$34,056
Spokane	\$3,152,425	\$3,444,284	\$3,311,649	\$3,233,183	\$3,264,732
Spokane Valley	\$0	\$0	\$0	\$0	\$53,638
Tacoma	\$3,029,649	\$3,239,581	\$3,045,125	\$2,911,450	\$2,890,228
Toppenish	\$152,018	\$159,925	\$156,123	\$155,786	\$159,113
University Place	\$843,372	\$835,724	\$253,291	\$234,920	\$238,539
Vancouver	\$5,225,213	\$5,495,483	\$5,248,693	\$5,153,055	\$5,268,617
Wapato	\$80,566	\$88,090	\$83,992	\$83,160	\$82,685
Washougal	\$246,926	\$267,241	\$258,306	\$260,372	\$273,019
Wenatchee	\$625,502	\$671,359	\$646,787	\$344,474	\$2,485
Wilkeson	\$11,385	\$12,058	\$10,177	\$9,563	\$9,425
Yakima	\$1,619,740	\$1,725,411	\$1,668,720	\$1,666,557	\$1,681,269
Zillah	\$53,678	\$58,153	\$56,064	\$55,935	\$59,459
Total	\$64,213,231	\$58,877,246	\$48,160,632	\$46,798,378	\$51,506,879

Source: Department of Licensing Local Vehicle Registration Fees Reports

REVENUE SOURCE:	Local Option Motor Vehicle and Special Fuel Tax for Counties
RCW:	RCW 82.80.010 (Authorized in 1990)

Who is 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 (4.94 cents per gallon based on 4.94 cents statewide gas tax).
- 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.
- May not impose the tax if already imposed for RTID purposes.
- Same exceptions and rights of refund as other motor fuel taxes.
- Subject to planning provisions ([RCW 82.80.070](#)).

Revenue Estimates If Enacted (see next page)

Revenue assumptions: Fuel tax collections at the county level are estimated from the county's share as a percentage of total state fuel gallons taxed at 4.94 cents per gallon. State total is based on projected fuel gallons consumed for FY 2020-2023 and uses the November 2022 TRFC forecast. The county's share is based on the latest population estimates provided by the Office of Financial Management as of April 1, 2022. These estimates do not have nonhighway use or tribal fuel tax refunds and transfers or administrative expenses subtracted out.

Potential Local Option Fuel Tax Revenue

Estimates for Fiscal Years 2020-2023 (\$)

County	FY 2020	FY 2021	FY 2022	FY 2023
Adams	364,958	359,816	344,879	322,441
Asotin	407,884	402,137	385,443	360,366
Benton	3,655,018	3,603,519	3,453,921	3,229,209
Chelan	1,420,349	1,400,337	1,342,203	1,254,879
Clallam	1,376,699	1,357,302	1,300,954	1,216,314
Clark	8,847,752	8,723,088	8,360,953	7,816,990
Columbia	75,346	74,285	71,201	66,568
Cowlitz	1,973,311	1,945,507	1,864,741	1,743,421
Douglas	775,559	764,632	732,888	685,207
Ferry	141,818	139,819	134,015	125,296
Franklin	1,714,852	1,690,690	1,620,502	1,515,072
Garfield	40,209	39,642	37,997	25,525
Grant	1,788,387	1,763,189	1,689,991	1,580,040
Grays Harbor	1,343,192	1,324,267	1,269,290	1,186,710
Island	1,536,267	1,514,621	1,451,742	1,357,292
Jefferson	577,775	569,635	545,987	510,465
King	40,322,927	39,754,780	38,104,381	35,625,313
Kitsap	4,892,073	4,823,144	4,622,914	4,322,148
Kittitas	843,480	831,595	797,072	745,214
Klickitat	406,254	400,530	383,902	358,925
Lewis	1,439,548	1,419,265	1,360,345	1,271,841
Lincoln	198,508	195,711	187,587	175,382
Mason	1,176,923	1,160,340	1,112,169	1,039,812
Okanogan	773,929	763,025	731,348	683,767
Pacific	391,945	386,423	370,381	346,284
Pend Oreille	248,860	245,354	235,168	219,868
Pierce	16,088,962	15,862,270	15,203,756	14,214,601
San Juan	310,622	306,246	293,532	274,435
Skagit	2,340,081	2,307,109	2,211,331	2,067,462
Skamania	218,432	215,354	206,414	192,984
Snohomish	14,828,361	14,619,431	14,012,513	13,100,860
Spokane	9,332,250	9,200,759	8,818,795	8,245,045
Stevens	825,368	813,738	779,956	729,212
Thurston	5,176,433	5,103,497	4,891,628	4,753,379
Wahkiakum	75,890	74,820	71,714	67,048
Walla Walla	1,126,571	1,110,698	1,064,588	995,326
Whatcom	4,080,652	4,023,156	3,856,137	3,605,257
Whitman	907,959	895,166	858,003	802,182
Yakima	4,635,787	4,570,469	4,380,729	4,095,719
Total	136,681,194	134,755,367	129,161,066	120,757,859

Source: WSDOT calculations based on statewide fuel consumption forecast from November 2022 TRFC forecast with county shares based on each county's population share of total

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

REVENUE SOURCE:	Property Tax Road Levy
RCW:	RCW 36.82.040

Who is Eligible

Counties.

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 vehicle ferry service and other proper county road purposes.

Provisions

- May not exceed \$2.25 per thousand dollars of assessed valuation.
- Proceeds are deposited in the county road fund.
- The county legislative authority may divert any portion of the county property tax road levy 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

Property tax road levy revenue (\$) used for transportation purposes

County Property Tax Road Levy	
2021	542,046,610
2020	520,304,450
2019	504,945,020
2018	522,246,795
2017	504,309,717
2016	542,302,169
2015	472,145,885
2014	451,026,699

Source: FHWA 536 Local Highway Finance Report.

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

Revenue Estimating for Property Taxes: The state Department of Revenue's [Property Tax Statistics](#) include information useful for running levy estimates. The table for Assessed Value of Selected Districts by County (Table 15) provides information for estimating excess and regular levy estimates. Use 'county general value' for taxable value subject to regular property tax levies. Use 'school districts value' for taxable value subject to excess property tax levies.

REVENUE SOURCE:	Transit Taxes
RCW:	RCW 35.95.040 , RCW 82.14.045

Who is Eligible

Municipal corporations for transit purposes: Public Transit Benefit Areas ([Chapter 36.57A RCW](#)), County-assumed Metropolitan Municipal Corporations, i.e. Metro ([Chapter 36.56 RCW](#)), Cities ([RCW 35.58.2721](#)), City Monorail Authorities ([Chapter 35.95A RCW](#)), County Transportation Authorities ([Chapter 36.57 RCW](#)), and Unincorporated Transportation Benefit Areas ([RCW 36.57.110](#)). Sound Transit has a separate taxing authority as a Regional Transit Authority – its authorities are describe under [Local Option Taxes for High Capacity Transportation](#).

Where Enacted:

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

Purpose

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

Provisions

- Business and Occupation Tax ([RCW 35.95.040](#))
 - Rate to be determined by the transit district
 - 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 \(1\) and \(2\)](#))
 - Additional sales and use tax, 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
- Additional Sales and Use Tax Authority ([RCW 82.14.045\(3\)](#))
 - Snohomish County Community Transit and Thurston County Intercity Transit
 - Additional sales and use tax, up to a maximum of 0.3%
 - Voter approval required

- Regular property tax ([RCW 84.52.140](#))
 - A county with a population of 1.5 million or more (King County) may impose up to seven and one-half cents per \$1,000 of assessed valuation.
 - The first one cent must be used for transit service in the SR 520 corridor, and the remainder for transit-related expenditures.
- Motor Vehicle Excise Tax - local portion ([RCW 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.**
- Congestion Reduction Charge ([RCW 82.80.055](#)) (Expired December 31, 2014)
 - King County Metro authorized to impose with a two-thirds majority of Council or voter approval
 - Up to \$20 vehicle license fee

Public Transportation Benefit Areas (PTBAs) located in Puget Sound have additional tax authority to fund passenger-only ferry activities. (RCW [36.57A.210](#)).

Local Tax for Transit

Revenue Estimates (for Calendar Years 2020-2022)

Transit System	County	Local Tax Type	2020 Actual Local Sales Tax	2021 Actual Local Sales Tax	2022 Estimated Local Sales Tax
Asotin County Transit	Asotin	Sales	871,483	983,652	1,092,837
Ben Franklin Transit	Benton/Franklin	Sales	39,529,725	46,699,759	51,883,433
Link Transit	Chelan/Douglas	Sales	16,579,536	21,009,604	23,241,670
Clallam Transit System	Clallam	Sales	9,061,716	11,012,730	12,235,143
C-TRAN	Clark	Sales	62,602,603	76,043,041	84,483,819
Columbia County Public Transportation	Columbia	Sales	468,034	401,731	446,323
Community Urban Bus System	Cowlitz	Sales	4,439,067	5,115,968	5,683,841
Garfield Transit	Garfield	Sales	178,059	210,642	234,024
Grant Transit Authority	Grant	Sales	5,069,973	5,962,544	6,584,390
Grays Harbor Transportation Authority	Grays Harbor	Sales	9,127,546	11,388,221	12,652,313
Island Transit	Island	Sales	12,483,874	15,202,193	16,889,636
Jefferson Transit Authority	Jefferson	Sales	5,267,657	6,400,786	7,111,273
Metro Transit	King	Sales	639,261,305	733,290,644	814,685,906
Kitsap Transit	Kitsap	Sales	60,713,462	70,603,689	78,440,698
Twin Transit	Lewis	Sales	1,982,303	2,286,695	2,540,518
Mason Transportation Authority	Mason	Sales	5,800,531	6,792,926	7,546,940
Okanogan County PTBA	Okanogan	Sales	2,969,859	3,726,819	4,140,495
Pacific Transit System	Pacific	Sales	1,115,703	1,382,028	1,535,433
Pierce Transit	Pierce	Sales	89,365,288	104,461,102	116,056,284
Skagit Transit	Skagit	Sales	12,936,313	15,047,908	16,178,226
Everett Transit System	Snohomish	Sales	19,783,734	23,303,486	25,809,173
Community Transit	Snohomish	Sales	154,443,135	183,591,334	203,969,972
Spokane Transit Authority	Spokane	Sales	89,365,288	104,461,102	116,056,284
Intercity Transit	Thurston	Sales	69,717,449	81,012,645	90,005,049
Valley Transit	Walla Walla	Sales	6,259,369	7,622,311	8,468,387
Whatcom Transportation Authority	Whatcom	Sales	28,849,543	34,117,139	37,904,411
Pullman Transit	Whitman	Sales	1,176	651	1,242,092
1,379,964Selah	Yakima	Sales	571,242	667,923	742,063
Union Gap	Yakima	Sales	1,078,120	1,341,880	1,490,828
Yakima Transit	Yakima	Sales	6,594,701	7,604,823	8,448,958
			1,357,406,575		
Sound Transit	King	Sales (portions of King, Pierce & Snohomish)	1,356,299	1,537,264	1,545,496
Sound Transit	King	MVET	337,503	372,148	363,240
Sound Transit	King	Rental Car Tax	1,967	3,220	3,794
Sound Transit	King	Property Tax	153,362	158,812	163,091

Source: TRFC November 2022 Forecast

Due to the transition of the transportation revenue forecast outlined in RCW 82.33.020, this table was not updated in the 2024 edition of the Transportation Resource Manual.

Revenue assumptions: Sales tax revenue projected for calendar year 2022 is based on 2021 actuals and assumes projected sales tax growth from the forecast by the Washington State Office of the Forecast Council. Estimates are for a calendar year time period.

History of Local Option Taxes

1890

At statehood, 'seven mills' on each dollar of assessed property (0.7 of a penny on the dollar) are authorized if the road poll tax is insufficient for road maintenance.

1937

Recodification of the Remington Revised Statutes includes the general property tax road levy. Language very similar to 2014 [RCW 36.82.040](#): County Commissioners shall make a uniform tax levy, revenue deposited into the county road fund, for county road purposes. Rate set at 'ten mills on the dollar,' or a penny on the dollar, on all taxable property in the county.

1965

SSB167 (C 111 ex. s., L 1965) authorized Business and Occupation tax and Utility tax for municipally owned, leased, and operated transportation systems (Bill generally sought to address the insolvency of municipal transportation systems).

1969

EHB 641 (C 255, ex. s. L 1969) authorized municipalities to impose a Motor Vehicle Excise Tax (MVET) up to 1% of fair market value of vehicles in the municipality to be credited against the state MVET imposed under RCW 82.44.020. (RCW 35.58.273)

1971

EHB 248 (C 25 ex.s. L 1971): Property tax road levy allowed to be used for any county service.

ESB 691 (C 296 ex.s. L 1971): Original local sales tax authority (0.3%) for public transportation purposes. Cities, counties, metros authorized to impose in lieu of B&O and utility tax.

1973

HB 186 (C195 ex.s. L 1973): Property tax road levy rate changed to \$2.25 per \$1000 of assessed value.

1975

ESSB 2280 (C 270 ex.s., L 1975) created Public Transportation Benefit Areas. Required voter approval of B&O and utility taxes for county transportation authorities and PTBAs. Also, the utility tax language was modified to eliminate the reference to public utility services.

1980

HB 1427 (C 163 L 1980): Allowed Metro to impose a sales tax of up to 0.6% for public transportation purposes.

1983

ESHB 235 (C 49 1st ex.s. L 1983): Only counties that have spent all county road funds on road purposes may receive rural arterial trust account funds.

1984

SB 3834 (C 112 L 1984) extended 0.6% sales tax to all transit agencies.

1987

EHB 396 (C 327 L 1987) authorized the creation of transportation benefit districts (TBDs) by counties for any area within a county, and by cities for any area within a city. Purpose: capital funding for city streets, county

roads, or state highway improvements. Authorized to levy excess property taxes, form LIDs, impose impact fees on residential and commercial construction, including late-comer fees, and incur debt.

1990

SSB 6358 (C 42, L 1990) enacted a five-cent state gas tax increase for highway purposes and restructured the motor vehicle excise tax. For local option taxes, the bill created:

- Counties: Local option fuel tax at 10 percent of the state rate, subject to voter approval
- Counties: Vehicle license/registration fees up to \$15, subject to referendum
- Counties and cities: Commercial parking tax, subject to referendum
- Cities: Street utility charges, proceeds limited to 50 percent of annual maintenance and operations budget for streets.

SHB 1825 (C 43, L 1990): Establishment of nonhighway funding programs, including the first enactment of High Capacity Transportation (HCT) and High Occupancy Vehicle (HOV) local option taxes.

For HCT Systems, subject to voter approval:

- Employer tax: up to \$2 per head.
- Special MVET, up to 0.8% on the value of vehicle; if MVET is also imposed for HOV purposes, the overall rate may not exceed 0.8%.
- Sales and use tax: up to 1% of the retail sale price of the article; separate legislation (C 1 2nd ex. sess., L 1990) limited the maximum rate to 0.9% in counties imposing a criminal justice local sales tax.

For HOV Systems, subject to voter approval:

- Employer tax of up to \$2 per employee may be imposed by certain counties having within their boundaries planned or existing HOV lanes.
- Local surcharge of not more than 15% on the state MVET may be imposed by certain counties.

1991

SHB 1342 (C 173, L 1991): Border Area fuel tax authorized for cities and towns within 10 miles of an international border and TBDs containing an international border. Tax rate: up to one cent. Voter approval required.

1992

ESHB 2610 (C 101 L 1992): Regional Transportation Authorities authorized, given High Capacity Transportation local taxing authorities (employer tax, MVET, sales and use).

ESHB 2964 (C 194 L 1992) established a sales tax on rental car contracts in lieu of MVET (applied to state and local MVETs). Rates set to provide the same amount of revenue as the MVET.

1995

Street utility charge invalidated: In *Covell v City of Seattle*, the Washington State Supreme Court found the street utility charge was not a valid fee but a tax on property violating the state Constitution's uniformity clause.

1998

Referendum 49 (C 321 L 1998) restructured the MVET in numerous ways. For the HOV surcharge on the state MVET, the maximum rate was changed from 15% to 13.64% to reflect the consolidation of the state's rate at 2.2%. For HCT, the rental car tax in lieu of MVET was limited to 2.172%. This created an exception to the prohibition against using transit sales taxes as an MVET match for cities operating a municipal transit system and having a population larger than 60,000.

2000

Initiative 695 approved by voters in November 1999.

2ESSB 6856 (C 4 L 2000) raised sales tax cap to 0.9%.

In March of 2000, I-695 was ruled unconstitutional.

SB 6865 (C 1 1st Sp. Session, L 2000) established a flat \$30 license fee and repealed the state MVET. Due to the revenue-sharing arrangement with transit agencies and local governments, revenue losses impact Local Transportation Revenue.

2001

SHB 1596 (C 89 L 2001) allowed public transportation providers limited to persons with special needs to use the sales tax authority.

2002

Regional Transportation Investment Districts authorized by E2SSB 6140 (C 56 L 2002)

RTIDs authorized to impose with voter approval:

- Regional sales and use tax of up to 0.5%
- Local option vehicle license fee of up to \$100 per vehicle registered in the RTID
- Commercial parking tax, under authority enacted in 1990
- Local MVET under HOV and HCT taxing authority (bill eliminated language tying the HOV MVET to the state MVET and establishes a stand-alone MVET rate for an RTID and county HOV program); retains max rate of 13.64% on the sales and use tax paid on retail car rentals
- Employer excise tax under HOV taxing authority
- Tolls (approvals by Commission and Legislature added in 2006 and 2008)
- Uses limited to capital projects.

Authorized a joint ballot with an RTA to impose any remaining HCT taxes.

2003

Initiative 776 (C 1 L 2003) approved by voters in November 2002. Repealed local MVET for HCT purposes (and thus indirect RTID authority) and repealed county vehicle license fees.

ESSB 5247 (C 350 L 2003) added countywide local option fuel tax (10% of state fuel tax) to RTID tax options; voter approval required. A county may not impose the local option fuel tax if levied as part of an RTID.

SHB 2033 (C 194 L 2003) applied sub-area equity to RTIDs.

SB 5769 (C 372 L 2003) authorized bonding authority for RTIDs.

ESHB 1853 (C 83 L 2003) generally sought to increase the ability of counties and PTBAs to offer passenger-only ferry (POF) service. County Ferry Districts authorized for counties with a population of a million or more with a boundary on the Puget Sound. Revenue sources include property tax of 75 cents per \$1000 assessed value; voter approval not required. A district may impose an excess property levy for a one-year period with super-majority approval of voters. PTBAs also given authority to operate POF service. Revenue sources (both voter approved) include 0.4% MVET and 0.4% sales and use tax.

2005

SSB 5177 (C 336 L 2005) rewrote TBD statutes. Changes included:

- Definition of 'improvement' broadened to include operations, maintenance, preservation, and public transit
- sales and use tax up to 0.2%, 10-year limit
- vehicle fee at renewal up to \$100
- tolls
- voter approval of TBD taxes and fees required
- Other changes - impact fees on residential development to exclude those with fewer than 20 residences. TBDs may only form an LID by petition method.

2006

ESHB 2871 (C 311 L 2006): 0.8% MVET for RTIDs. RTID uses broadened to allow operations, maintenance, and preservation of tolled facilities and operating expenses for traffic mitigation during construction. Max sales tax for RTIDs reduced to 0.1%. Required RTID and Sound Transit to submit ballot propositions to voters in 2007, each contingent upon the other's passage.

ESSB 6787 (C 332 L 2006) allowed all counties to form Ferry Districts. Struck some, but not all, language limiting the use of Ferry District funds to passenger-only ferry service (RCW 36.54.120 continues to limit powers to POF service.)

SSB 6247 (C 318 L 2006) enacted a revised vehicle valuation schedule for future MVETs.

2007

ESHB 1858 (C 329 L 2007) allowed TBDs to impose the first \$20 of a vehicle license fee without voter approval, if approved by a majority of the TBD board. Limits impact fees to commercial development only, exempts impact fees from voter approval.

SHB 1396 (C 509 L 2007) required a joint ballot for RTID and Sound Transit at the 2007 general election.

E2SSB 5862 (C 223 Laws 2007): Ferry District revenue uses broadened to include improvements to vessels and docks and shuttle services; districts allowed to incur debt.

2009

SB 5540 (C 289 L 2009): High Capacity Transportation Corridor Areas created and given authority for HCT taxes: employer tax, sales & use tax, rental car tax.

2SSB 5433 (C551 L 2009): a King County Ferry District may only impose a property tax of 7.5 cents per \$1000 of assessed valuation. King County also authorized to impose an additional regular property tax levy of 7.5 cents per \$1000 assessed valuation for transit-related expenditures. The first cent must be for expanding transit capacity on SR 520.

2010

SSB 1591 (C 105 L 2010) allowed TBD sales tax to be imposed for longer than 10 years if dedicated to repayment of bonds.

2011

ESSB 5457 (C 373 L 2011) King County Metro authorized the imposing of a Congestion Reduction Charge of up to \$20 per vehicle registration renewal. Until June 30, 2014, it required approval by voters or a two-thirds majority of the County Council. After June 30, 2014, may only be imposed with voter approval. Section expired December 31, 2014.

2012

ESB 6215 established an optional transportation benefit district rebate program for low-income individuals. A rebate program may refund up to 40 percent of the fee, tax, toll paid by a low-income individual (at or below 45 percent of district median household income adjusted for household size).

2015

2ESSB 5987 (C 44 L 2015, 3rd Special Session): The Local Transportation Revenue portion of the 2015 Transportation Finance bill included four changes.

For transportation benefit districts, additional authorities:

- Up to \$40 of the vehicle fee may be imposed without voter approval if the \$20 councilmanic vehicle fee has been in effect for at least 24 months
- Up to \$50 of the vehicle fee may be imposed without voter approval if the \$40 councilmanic vehicle fee has been in effect for at least 24 months (subject to potential referendum).

For a certain PTBA (Snohomish County Community Transit), Additional Sales Tax authority of 0.3%, voter approval required.

For a certain PTBA (Kitsap Transit), authority to create a Passenger-Only Ferry District, with the following local tax options:

- Sales and Use Tax of up to 0.3%, voter approved, in addition to all other taxes
- Parking Tax, voter approved
- Tolls for passengers, packages, and parking (where applicable)
- Leasing and advertising fees

For Sound Transit 3, additional high-capacity transportation tax options authorized in 2015 (must be voter approved):

- Sales and use tax – up to 0.5% (for a total of 1.4%)
- Property tax levy of up to \$0.25 per \$1000 of assessed value
- Motor vehicle excise tax – up to 0.8%
- Additional authorization for an MVET up to 0.8% of the value of the vehicle, exempting trucks more than 6,000 pounds, farm vehicles, and commercial trailers. Until bonds issued against the original MVET are repaid, the vehicle depreciation schedule remains the same as that currently in use. Once those bonds are repaid, the schedule switches to the one in effect at the time the voters approve the MVET.
- If an RTA imposes any of these additional taxes, it is prohibited from receiving state grant funding except for transit coordination grants.

2018

ESB 5288 (C 53, L 2018) enacted additional population criteria to allow a certain PTBA (Thurston County Intercity Transit) to impose an Additional Sales Tax authority of 0.3%; voter approval required.

2022

ESSB 5974 (C 182, L 2022) increased the maximum border area motor vehicle/special fuel tax rate by 1 cent/gallon and allowed for a 0.1% councilmanic sales tax for transportation benefit districts.

SSB 5528 (C 285, L 2022) established enhanced service zones within a Regional Transit Authority, which may impose an additional 1.5% MVET and a commercial parking tax.

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 counties and cities within the county on a per capita basis: 1.5 for the population in unincorporated areas and 1.0 for city populations.
Commercial Parking Tax	General Transportation	No fixed rate--councilmanic/referendum process specified	City or County (Unincorporated), RTID		May provide exemptions for tax-exempt carpools, vehicles with handicap decals, and government vehicles.
Border Area Fuel Tax	Street construction & maintenance (or broadly defined transportation improvements if border jurisdiction is not directly connected to the continental U.S.)	Up to two cent per gallon, public vote, can be adjusted for inflation	Cities or TBDs within 10 miles of the 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 Program	Up to \$2/employee/month, public vote	King, Pierce, Snohomish counties	Participation in commute reduction programs.	Total of HOV taxes cannot exceed revenue from MVET alone. Precludes HCT employer tax.
Motor Vehicle Excise Tax (MVET) Retail Car Rental Tax	High Occupancy Vehicle Program	0.3% on the value of the vehicle 13.64% on sales & use tax paid on retail car rentals	King, Pierce, Snohomish counties	Trucks over 6,000 lbs. Unladen weight	Total of HOV taxes cannot exceed revenue from MVET/rental car tax alone.
County Ferry District Property Tax	Passenger-only ferry service	Ad valorem, up to seventy-five cents per \$1,000, councilmanic; except in	County Ferry Districts		Excess property tax levy, public vote

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
		King County where the limit is 7.5 cents per \$10,000 assessed value (RCW 36.54.130)			
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: not a tax but a fee; found to violate uniformity clause and one percent levy limitation.
Vehicle License Fee Repealed by Initiative 776	General Transportation	Up to \$15 Councilmanic	County	County may exempt persons over 60 or with disabilities	Repealed by Initiative 776
Transportation Benefit Districts (TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities	Up to 0.2%, public vote Up to an additional 0.1%, without public vote	TBDs	Same as state sales tax.	No longer than 10 years unless reauthorized by vote or governing board in the case of 0.1%, except if revenues are pledged for bonds
Vehicle Fee	Transportation activities	Up to \$100, public vote Up to \$20, councilmanic. \$40 councilmanic, if \$20 fee has been in effect for 24 mos. \$50 councilmanic, if \$40 fee has been in effect for 24 mos.	TBDs	Vehicles over 6,000 lbs are exempt Motor vehicle fees for passenger-only ferry improvements always subject to public vote	Combined fees in overlapping districts may not exceed the single statutorily authorized rate (aka 'no stacking') Vehicle fee of more than \$40 subject to referendum procedures
Excess Property Tax Levies	Transportation activities	No fixed rate, public vote (super-majority)	TBDs		One-year levy, and multi-year levy to support GO bonds
Tolls on state routes, city streets, county roads	Transportation activities	No stated rate	TBDs		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission
Border Area Fuel Tax	Street construction & maintenance (or broadly defined transportation	Increments of a tenth of a cent may not exceed one cent per gallon; public vote	TBDs with international borders in boundaries		

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
	improvements if border jurisdiction is not directly connected to the continental U.S.)				
Impact fees (commercial development only), including late-comer fees and LID formation	Transportation activities	No prescribed rate. No public vote for impact fees.	TBDs		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	Public vote: Up to 0.1 %	RTID	Same as state sales tax	All RTID taxes, fees, tolls expire after projects completed & debt retired. Specific planning & fiscal requirements.
Vehicle License/Registration Fee	Same	Public vote: Up to \$100 on renewals	RTID		
Motor Vehicle Excise Tax and surtax on car rental sales and use tax (HOV system tax authority)	Same	Public vote: Up to 0.8% MVET; up to 13.64% on rental car sales tax	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.
Employer tax (HOV system tax authority)	Same	Public vote: Up to \$2/month per FTE	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.
Local Option Fuel Tax, countywide	Same	Public vote: 10 % of state rate	RTID		May not be imposed by RTID and county
Commercial Parking tax	Same	Public vote	RTID		
Tolls	Same	Public vote	RTID		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Public Transit Systems					
Sales and Use Tax	Public Transit	Up to 0.9%, public vote Additional 0.3%, public vote, Community Transit and Intercity Transit only	Cities, Counties and Special Purpose Transit Districts		Cannot be imposed if the 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 December 31, 2014.
Passenger-Only Ferry Service Taxes: MVET, Sales tax	Passenger-Only Ferry Services	Up to 0.4% MVET, on renewal, public vote Up to 0.4% Sales tax, public vote	Public Transportation Benefit Areas abutting Puget Sound & not within RTA boundaries	Vehicles over 6,000 lbs	
Passenger Only Ferry Districts formed by Kitsap Transit	Passenger-Only Ferry Services	Up to 0.3% sales tax, public vote Parking tax, tolls, leasing, advertising fees	PTBA bordering western side of Sound, over 200K pop'n, with one or more state ferry terminals		May issue GO bonds
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.	High Capacity Transportation Systems	Up to 0.8% of vehicle value ST3: additional 0.8% MVET, voter approved	Same as above for original 0.8%. Additional 0.8% only available to Sound Transit.	Vehicles over 6,000 lbs	Until bonds issued against the original MVET are repaid, the vehicle depreciation schedule remains the

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
ST permitted to continue to impose to meet debt obligations, see Pierce County v. State 159 Wn2d 16 (2006)					same as that currently in use. Once those bonds are repaid, the schedule switches to the one in effect at the time the ST3 MVET is approved by the voters (RCW 82.44.035).
Property tax	High Capacity Transportation Systems	Up to \$0.25 per \$1000 of assessed value	Only Sound Transit		After bonds retired, any property taxes pledged to repayment must be reduced to meet O&M needs or terminated.
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 ST3: Additional 0.5% Voter approved	Same as above, for base sales tax. Additional 0.5% sales tax only available to Sound Transit.	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

Table of Contents

FEDERAL FUNDING.....	188
Federal Transportation Funds Overview	190
Background	190
State Revenue from the Federal Highway Administration and Federal Transit Administration	193
Federal Surface Transportation User Fees.....	196
Federal Transportation Program Highlights.....	197
Airport Improvement Program	198
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	200
Emergency Relief Program	203
Federal Lands Access Program.....	205
Ferry Boat Formula Program	207
Highway Safety Improvement Program.....	208
National Highway Freight Program	210
Metropolitan Planning Program	212
National Highway Performance Program.....	214
State Planning and Research Program	216
Surface Transportation Block Grant Program	217
Transportation Alternatives Program.....	220
Motor Carrier Safety Assistance Program (MCSAP)	222
Enhanced Mobility of Seniors and Individuals with Disabilities (49 USC Sec 5310).....	223
Public Transportation Emergency Relief Program (49 USC Sec 5324)	224
Rural Transportation Assistance Program (49 USC Sec 5311)	225
State of Good Repair Grants (49 USC Sec 5337)	226
Transit-Oriented Development Planning Pilot (MAP-21 Sec 20005(b))	227
Urbanized Area Formula Grants (49 USC Sec 5307)	228
Metropolitan Planning Grants (49 USC Sec 5303/5305d).....	229
State Planning Grants (49 USC Sec 5304/5305e)	230
Railroad Rehabilitation and Improvement Financing.....	231
TIFIA Loan Program (23 USC Ch. 6)	232
Infrastructure Investment and Jobs Act - NEW	233
Bridge Formula Program (BFP)	234
Carbon Reduction Program (CRP).....	236
National Electric Vehicle Infrastructure (NEVI)	239

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)..... 241

Federal Transportation Funds Overview

Background

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 programs, grants, and congressionally directed spending (aka earmarks). WSDOT administers all 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 eligible state-owned airports, while the majority of aviation funds in Washington go directly to eligible locally owned airports.

For more information on financing federal aid highways, see [FHWA's Funding Federal-aid Highways, 2017 edition](#).

Congressional Authorization Process

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 Bipartisan Infrastructure Law (BIL or IIJA), 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 appropriation 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 annual 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 reimbursement programs; 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 rate may increase up to a total of 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). 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 the appropriations process to proceed with projects, Congress continues to be responsible for balancing federal 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 covering most programs, and they have some flexibility in allocating 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 or 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 later.

The Infrastructure Investments and Jobs Act (IIJA) is the current surface transportation authorization bill. The IIJA was passed on November 5, 2021, and will expire on September 30, 2026.

Federal Highway Trust Fund

The Highway Trust Fund (HTF) was established by the Highway Revenue Act of 1956 as a mechanism to fund the construction of the Interstate Highway System. Taxes dedicated to the HTF are extended periodically by Congress—most recently as part of the IIJA, which authorized \$118 B in general fund transfers to the HTF.

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 the legislation created.

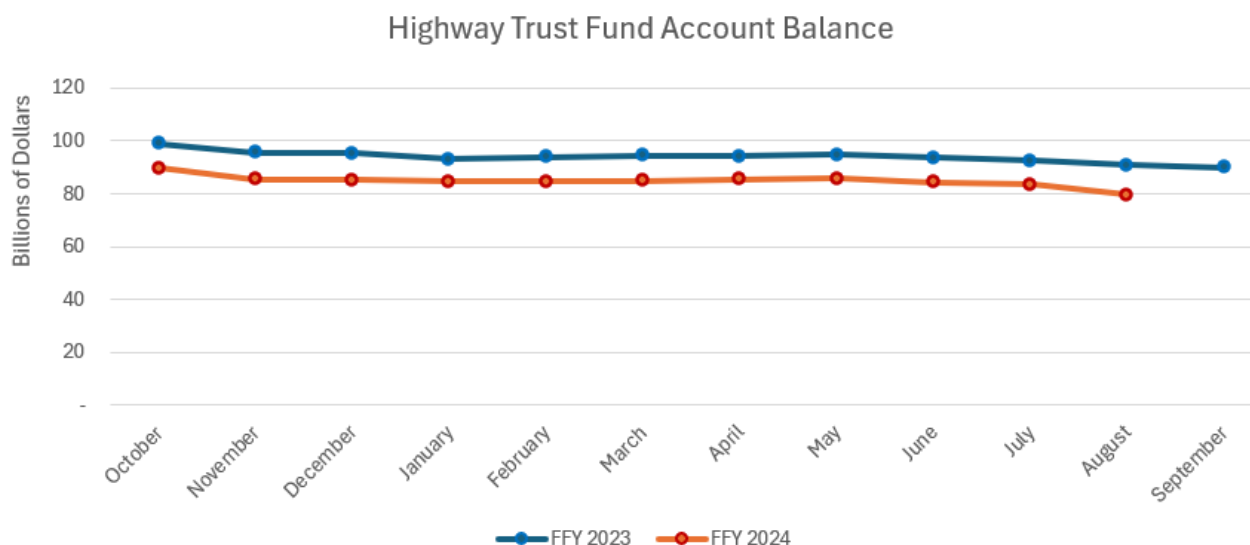
Originally, the HTF focused solely on highways. In the early 1980s, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today, the federal gasoline and diesel taxes are the primary source of revenue for 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 while the Highway Account receives 15.44¢ from the gasoline tax and 21.44¢ from the diesel tax. Other taxes and fees flowing into the HTF are displayed later in this section (see [Federal Surface Transportation User Fees](#) on page 196).

Each penny of federal motor fuel tax generates about \$1.77 billion annually. Under current law, all but 0.1¢ of the federal gasoline and diesel tax revenues go into the HTF and are 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.

Congress transfers monies from the federal General Fund and the Leaking Underground Storage Tank fund into the HTF to keep it afloat.

Monthly Federal Highway Trust Fund Account Balance

2023-2024 billions of dollars



Source: [Status of the Highway Trust Fund | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/statusofthefund/)

When there is a shortfall in HTF revenues, it does not mean the Trust Fund has no funds. Revenues from the gas and truck taxes still flow into the Trust Fund. The amounts, however, will not be sufficient to pay all bills that state and local governments are expected to submit for construction work performed on highway and transit improvement projects. Once that happens, the FHWA can only pay bills as new revenues come into the HTF.

The IIJA is funded with existing gas and truck taxes and a \$118 billion transfer from the federal general fund into the HTF.

State Revenue from the Federal Highway Administration and Federal Transit Administration

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 23.7% of Washington's highway budget. They provided 24.77% of WSDOT's 2021-23 budget and are projected to provide 22.13% of WSDOT's 2023-25 budget.

Federal Aid Highway Funds/IIJA Forecast

The IIJA provides the majority of Federal-aid highway funds to the states through apportionment to core programs. The IIJA core programs are the following: National Highway Performance Program, National Highway Freight Program, Surface Transportation Block Grant Program, Congestion Mitigation & Air Quality Improvement Program, and Highway Safety Improvement Program. The IIJA added four new formula programs: Carbon Reduction, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), Bridge Formula, and National Electric Vehicle Infrastructure (NEVI).

The IIJA requires FHWA to divide the total federal apportionment among the states using a formula specified in law. The federal apportionment is then distributed between the state's core programs using the formula calculation set in the IIJA.

The following table shows the September 2024 forecast for anticipated apportionment distributions under the IIJA from FHWA for FFY 2022 through FFY 2026.

The September 2024 baseline core programs formula forecast for FFYs 2022 and 2023 has been updated to reflect actual apportionment distributions from FHWA. The September 2024 forecast for FFY 2024 is based on FHWA Notices N4510.880, N4510.881, N4510.882 and N4510.883. The forecast for FFY 2025 through 2026 will assume an annual growth rate of 2%, which is consistent with the US funding levels set forth in the IIJA. FFY 2027 through FFY 2031 forecast of federal highway apportionment will assume revenue growth matching the annual Washington State fuel consumption growth rates.

Federal Funds Forecast - Highways	2022	2023	2024	2025	2026
Washington Apportionment and Obligation Authority Forecast	Sep-24	Sep-24	Sep-24	Sep-24	Sep-24
Federal Aid Highway Core Programs Apportionment					
National Highway Performance Program (NHPP)	\$459,373,848	\$487,029,773	\$477,309,000	\$486,855,000	\$496,592,000
Interstate System Condition Penalty (23 U.S.C 119 (f)(1))					
Surface Transportation Block Grant Program (STBGP)	\$232,287,650	236,933,402	241,672,000	\$246,467,000	\$251,358,000
Bridge Program (15% off-system)	\$30,573,551	30,573,551	30,574,000	\$31,185,000	\$31,809,000
Population Distribution	\$116,153,304	118,476,370	120,846,000	\$123,263,000	\$125,728,000
Any Area of the State	\$64,460,971	66,361,660	68,300,000	\$69,666,000	\$71,059,000
STBGP Set Aside (previously Transportation Alternatives Program)	\$19,213,554	19,635,551	20,066,000	\$20,467,000	\$20,876,000
Recreational Trails Program	\$1,886,270	1,886,270	1,886,000	\$1,886,000	\$1,886,000
Highway Safety Improvement Program (HSIP)	\$66,293,237	51,109,360	69,556,000	\$70,948,000	\$72,367,000
Rail-Highway Crossing Program	\$4,418,093	4,200,345	4,298,000	\$4,384,000	\$4,472,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$39,457,478	40,246,628	41,052,000	\$41,873,000	\$42,710,000
National Highway Freight Program	\$23,040,090	23,500,891	23,971,000	\$24,450,000	\$24,939,000
Metropolitan Planning (MPO)	\$9,659,520	9,852,711	10,049,000	\$10,250,000	\$10,455,000
Statewide Planning & Research	\$16,777,089	17,118,777	17,461,000	\$17,810,000	\$18,166,000
Carbon Reduction Program	21,135,016	21,557,716	21,988,000	22,428,000	22,877,000
PROTECT	24,032,027	24,512,668	25,002,000	25,502,000	26,012,000
Subtotal Core Programs Apportionment	896,474,048	916,062,271	932,358,000	950,967,000	969,948,000
Subtotal Core Programs Obligation Authority	810,323,930	794,095,498	871,755,000	889,190,000	906,974,000
Bridge Formula Program	169,223,519	158,734,409	161,909,000	165,148,000	168,451,000
National Electric Vehicle Program	10,489,000	15,094,000	15,094,000	15,396,000	15,704,000
Ferry Boats and Terminals	-	77,540,478	25,650,000	26163000	26687000
Discretionary and Allocated Programs	109,837,637	93,114,954	-	-	-
Total Washington Apportionment	1,186,024,204	1,260,546,112	1,135,011,000	1,157,674,000	1,180,790,000
Total Washington Obligation Authority	1,194,392,751	1,275,086,622	1,112,311,000	1,134,557,000	1,157,248,000
COVID-19 Stimulus Funds including ARPA	400,000,000				

* Obligation Authority includes formula programs, redistributed, allocated programs and exempt programs.

Note: Washington State is subject to a Section 164 penalty, which is being taken 100% out of the NHPP program per the November 2023 shift letter, with 92.56% returning to WSDOT for use on safety projects and 7.44% sent directly to the Washington Traffic Safety Commission for use on alcohol-impaired driving programs.

As noted in the previous table, the IIJA includes an annual obligation authority (OA) for the purpose of limiting highway spending each year (about \$60 billion nationally for FFY 2024, divided among the states). Obligation authority is a mechanism for controlling spending by limiting Federal-aid highway and highway safety construction program obligations. The forecasts for 2022 through 2026 shown in the previous table assume a continuation of Washington State's historical 1.7% of national apportionment each year. Washington's federal funding level is assumed to grow at the same rate as state motor fuel consumption (same methodology as applied in prior forecasts).

Federal Public Transportation Funding

In addition to the FHWA formula and non-formula programs governed by the Infrastructure Investment and Jobs Act (IIJA), the Federal Transit Administration also provides program allocations to Washington for various transit projects. The IIJA authorized \$91.2 billion for FFY 2022-2026 for public transportation programs nationwide.

WSDOT forecasts the federal funds for public transportation programs each quarter. The November 2024 Public Transportation federal funds forecast reflects actual apportionments for FFY 2022 through FFY 2024. The numbers do not include CARES, CRRSAA, and ARPA funds that were received in FFY 2020 and FFY 2021. The updated apportionment totals reflect increased funding levels provided under the IIJA for those years.

An annual growth rate of 2% is assumed for FFY 2025 through FFY 2035. For the 2023-25 Biennium, WSDOT received \$30.1 million in FFY 2024 FTA apportionments, with \$30.7 million anticipated for FFY 2025. For the next 2025-27 Biennium, \$63.2 million is anticipated in new apportionments.

Federal Transit Administration (FTA) Forecast – Public Transportation

November 2024 Forecast

	2022	2023	2024	2025	2026	2027
Program Name	November 2024	November 2024	November 2024	November 2024	November 2024	November 2024
Statewide Planning Program	\$691,000	\$699,000	\$768,970	\$768,970	\$800,036	\$816,000
Enhanced Mobility for Elderly and Persons with Disabilities	\$4,633,000	\$4,766,000	\$3,806,402	\$3,882,530	\$3,960,181	\$4,039,000
Nonurbanized Area Formula Program	\$18,106,000	\$18,478,000	\$19,560,519	\$19,951,729	\$20,350,764	\$20,758,000
Rural Transit Assistance Program	\$284,000	\$288,000	\$311,111	\$317,333	\$323,680	\$330,000
State Safety Oversight Program	\$1,313,000	\$1,349,000	\$1,634,165	\$1,666,848	\$1,700,185	\$1,734,000
Bus and Bus Facilities Program	\$4,000,000	\$4,000,000	\$4,000,000	\$4,080,000	\$4,161,600	\$4,245,000
Totals	\$29,027,000	\$29,580,000	\$30,081,167	\$30,682,790	\$31,296,446	\$31,922,000

Federal Washington State Ferries Funding

In addition to the FHWA formula programs (Ferry Boat Program) governed by the IIJA, federal assistance to Washington State Ferries (WSF) is provided through the Federal Transit Administration's (FTA) public transportation program. Washington State Ferries is the primary state agency division that receives federal FTA funds. (WSDOT Planning, Public Transportation, and Local Programs also receive FTA funds, but pass most through to local jurisdictions, spending a small percentage to administer the distribution of the funds.) Some of FTA's funding is distributed based on formulas, while other programs are discretionary and distributed based on national competitive grant processes.

WSF receives federal formula funds from two major federal public transportation programs: (1) Urbanized Area Formula; (2) State of Good Repair (SGR) High Intensity Fixed Guideway. Total federal formula program funds for WSF in FFY 2024 are \$21.1 million, increasing annually to \$23 million in FFY 2026, based on the September 2024 forecast. The 5337 – State of Good Repair Program is the largest FTA program, making up 67% of all Federal Transit Administration revenue coming to Washington state each year. WSDOT did not receive a discretionary funding award from FTA in FFY 2024. This federal forecast only projects the formula-driven programs authorized under IIJA.

Federal Transit Administration (FTA) Forecast – Washington State Ferries

Program	Program Nam	Actuals		Projected		
		2022	2023	2024	2025	2026
5307	Urbanized Area Formula Funding	\$6,890,870	\$7,511,001	\$7,006,933	\$7,540,341	\$7,723,793
5337	SGR High-Intensity Fixed Guideway	\$14,333,036	\$14,701,053	\$14,141,382	\$15,154,108	\$15,522,799
	Discretionary	\$0				
	Totals	\$21,223,606	\$22,121,054	\$21,148,315	\$22,694,450	\$23,246,591

Discretionary Grants

Discretionary grant programs award funding to support projects addressing specific program purposes. Discretionary grants are distributed through a competitive selection process targeted to interested and eligible applicants, including State, tribal, and local governments, transit providers, universities, research institutions, law enforcement agencies, nonprofit organizations, and others.

The number of competitive grant programs administered by USDOT increased significantly under IIJA. USDOT issues a Notice of Funding Opportunity (NOFO) for each program that outlines those requirements and criteria for the grant. Most USDOT grant programs limit the federal share of a project's cost to 80%, with an expected 20% local match. Funding is available on a reimbursable basis.

The White House issued a [Bipartisan Infrastructure Law Guidebook](#) that includes fact sheets for each IIJA grant program. USDOT also publishes a [calendar](#) with anticipated dates for NOFOs for key IIJA programs.

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: varies from 9.25¢ to 24.3¢ 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

- 7.72¢ to 21.08¢ for Highway Account
- 1.20¢ to 3.22¢ for Mass Transit Account
- 0.0¢ to 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 55,000lbs. and over GVW, \$100 plus \$22 for each 1,000 lbs. over 55,000 lbs., maximum \$550.

Federal Transportation Program Highlights

FEDERAL PROGRAM:	Airport Improvement Program
FEDERAL AGENCY:	Federal Aviation Administration

Program Description

The Airport Improvement Program (AIP) grants public agencies — and, in some cases, private owners and entities — for the planning and development of public-use airports 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 (specific to operational costs, items such as salaries, equipment, and supplies are also typically not eligible for AIP grants).

The AIP program was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the program has been amended several times, most recently with the passage of the FAA Reauthorization Act of 2024. Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

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.

An airport must be included in the NPIAS to be eligible for an AIP grant. The NPIAS, which is prepared and published every two 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 the distribution of these funds on current national priorities and objectives. AIP funds are typically first apportioned into major entitlement categories such as primary, cargo, and general aviation (non-primary). The 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.

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 (normally 90 percent for airports in Washington State, with the exception of Pullman-Moscow and Walla Walla Regional Airports, which receive 91.88 percent).

Washington State Recipients

The Methow Valley State Airport is the only state-owned airport that is eligible for AIP funding. The airport qualifies for \$150,000 annually in non-primary entitlement funding. The WSDOT Aviation Division also

receives AIP funding for system planning studies such as the Economic Impact Study, Statewide Airport Pavement Management System, and the Washington Aviation System Plan.

Of the 64 Washington airports included in the FAA's 2025-2029 NPIAS report to Congress released September 30, 2024, 11 airports are classified as 'Primary' airports and receive an annual minimum entitlement of \$650,000 to \$1 million. Of the remaining 53 locally owned airports, 48 are eligible for an annual non-primary entitlement funding of up to \$150,000. The remaining five airports are categorized as 'Unclassified' and are not eligible for the non-primary entitlement funding.

Sources:

[FAA's Overview: What is AIP?](#)

[National Plan of Integrated Airport Systems \(NPIAS\), 2025-2029 Report](#)

FEDERAL PROGRAM:	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
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 (nonattainment areas) and former nonattainment areas that are now in compliance (maintenance areas). The IIJA continues most funding features that applied to CMAQ under the FAST Act. 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;
- Vehicle inspection and maintenance programs;
- Shared micromobility, including bike sharing and shared scooter systems;
- The purchase of diesel replacements, or medium-duty or heavy-duty zero-emission vehicles and related charging equipment;
- Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of National Ambient Air Quality Standards (capped at 10% of CMAQ apportionment);

- In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations.

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

The Federal Highway Administration (FHWA) established CMAQ performance measures on May 20, 2017, for states to assess traffic congestion and on-road mobile source emissions. States established targets within one year of the final FHWA rule on national performance measures and are 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 representing a nonattainment 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.

Distributions

The IIJA provides a total apportionment for each state and divides that state's amount among individual apportioned 'core' programs. The core programs are subject to set-asides as detailed below. After the reduction for set-asides Washington received \$41.0 million in CMAQ funding in federal fiscal year (FFY) 2024 and anticipates receiving a similar amount through FFY 2026, which will all be sub-allocated to MPOs that qualify as maintenance or nonattainment areas.

Washington state sub-allocates all CMAQ apportionment to five MPOs that qualify as maintenance areas (the state has no nonattainment 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 provide sustainable reductions in emissions. Project selections are made in consultation with the State. The JTC IIJA Advisory Group¹ recommended continuing to sub-allocate 100 percent of CMAQ funding to MPOs in maintenance areas under the IIJA Act.

Matching Requirements

The federal share is generally 80 percent, with an increased share of 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.

Set-Asides

- 2% for State Planning and Research (SPR).
- For a State that has a nonattainment or maintenance area for fine particulate matter (PM_{2.5}), IIJA requires that an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State must be used for projects targeting PM_{2.5} reductions in those PM_{2.5} nonattainment and maintenance areas, including for diesel replacements (in addition to retrofits), and the IIJA requires States to prioritize benefits to disadvantaged communities or low-income

The IIJA Work Group was convened in mid-2022 to review the distribution of federal highway formula funds between state and local governments under the IIJA. The Work Group was led by the Chairs and Ranking Members of the House and Senate Transportation Committees and included representatives of the Governor's Office and Office of Financial Management, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

populations living in or adjacent to such area, to the extent practicable. States with low population density are not subject to this set-aside under certain conditions.

Washington State Recipients

WSDOT Local Programs (Z) receives the funding, which is then entirely distributed (sub-allocated) to the five qualifying MPOs.

FEDERAL PROGRAM:	Emergency Relief Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

The [Emergency Relief Program](#) authorizes the Federal Highway Administration (FHWA) to render assistance for the 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 a major disaster for purposes of Federal Law, no concurrence of the U.S. Department of Transportation is required.

Authorized at \$100 million per year, the Emergency Relief Program allows debris removal only when the event is not declared a major disaster by the President, or when it is declared a major disaster but the debris removal does not qualify for aid under the federal Disaster Relief Act (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 to repair or reconstruct 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. The total cost of an ER project may not exceed the cost of repair or reconstruction of a comparable facility (further defined in the IIJA). Tribal transportation facilities, federal lands transportation facilities, and other federally owned roads open to public travel are eligible for Emergency Relief funding.

The IIJA continues all prior ER eligibilities and adds the following expansions:

- Adds wildfire to the examples of natural disasters for which ER funding is authorized. [§11106(1); 23 U.S.C 125(a)(1)].
- Removes the restriction on ER eligibility for the repair or reconstruction of a bridge if the construction phase of a replacement structure is included in the approved Statewide transportation improvement program at the time of the event. [§11106(2)].
- Provides that the cost of an improvement that is part of an ER project shall be an eligible expense under the ER program if the improvement is a protective feature that will mitigate the risk of recurring damage or the cost of future repair from extreme weather, flooding, and other natural disasters. Protective features include:
 - Raising roadway grades
 - Relocating roadways in a floodplain to higher ground above projected flood elevation levels or away from slide-prone areas
 - Stabilizing slide areas
 - Stabilizing slopes
 - Lengthening or raising bridges to increase waterway openings
 - Increasing the size or number of drainage structures
 - Replacing culverts with bridges or upsizing culverts
 - Installing seismic retrofits on bridges
 - Adding scour protection at bridges, installing riprap, or adding other scour, stream stability, coastal or other hydraulic countermeasures, including spur dikes

- The use of natural infrastructure to mitigate the risk of recurring damage or the cost of future repair from extreme weather, flooding, and other natural disasters.

The state received Emergency Relief (ER) 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 from 2006 through 2008. In 2018, Washington received \$73.7 million for events that occurred as far back as 2006, including the I-5 Skagit River Bridge collapse and the Oso mudslide. Washington received \$19.5 million in FFY 2023 for severe flooding and bridge damages and \$3.5 million in 2024 for bridge damages, flooding, landslides, and other severe weather events.

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 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 270 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). FHWA may extend this time period, taking into consideration any delay in the ability of the State to access damaged facilities to evaluate damage and the cost of repair.

Washington State Recipients

WSDOT Improvement, Preservation, Maintenance (WSDOT Programs I2, P1, P2, P3, M2) receive and utilize this funding. WSDOT Local Programs (Z) also allocates funds to local agencies with approved qualifying sites.

FEDERAL PROGRAM:	Federal Lands Access Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

[The Federal Lands Access Program](#) (Access Program) provides funds for projects located on or adjacent to, or that provide access to federal lands. Under IIJA, \$297 million was authorized for FFY24.

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 of USDOT.
- 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.
- Contextual wayfinding markers.
- Landscaping.
- Cooperative mitigation of visual blight, including screening or removal, and other appropriate public road facilities, as determined by the Secretary.

A Programming Decisions Committee selects projects 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 the 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.

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% goes 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 100% on new projects in the federal-aid system.

Set-Aside Requirements

Prior to the distribution of Access Program and Federal Lands Transportation Program (FLTP) funds, the U.S. Secretary shall (under the FAST Act) combine and use no more than 5% of funds each fiscal year under both programs to conduct activities in relation to Tribes and Federal land management agencies.

Washington State Recipients

WSDOT Improvement and Preservation Programs (I-1, I-2, P1, P2, P3) receive and utilize these funds. WSDOT also allocates funds to local agencies. Local agencies may also receive funds directly from FHWA in this program.

FEDERAL PROGRAM:	Ferry Boat Formula Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

Over the five years of the IIJA, the [Ferry Boat Formula Program](#) (FBP) provides \$570 million 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 carrying passengers only on a fixed route are eligible. Temporary ferry operations are not eligible for this program.

Distributions

Funds are distributed to eligible public ferry systems based on the number of passengers carried (35 percent), vehicles carried (35 percent), and total route miles (30 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. Beginning with the FAST Act, any State with an eligible entity under the program will receive a minimum of \$100,000 in FBP funding each fiscal year.

The state is the recipient of Ferry Boat Formula funds, which are sub-allocated to specified ferry systems and public entities responsible for developing ferries. Washington State was allocated \$ 77.5 million of Ferry Boat Formula Program funding in federal fiscal year (FFY) 2023 and \$40.1 million in FFY 2024.

Matching Requirements

The federal share is limited to 80 percent.

Washington State Recipients

WSDOT Washington State Ferries (Programs X, W) and Keller Ferry in Eastern region. WSDOT Local Programs (Z) also allocates ferry boat funds to local agencies that are direct recipients of the Ferry Boat funds.

FEDERAL PROGRAM:	Highway Safety Improvement Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

[The Highway Safety Improvement Program](#) (HSIP) is designed to significantly reduce 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's Strategic Highway Safety Plan and correct or improve a hazardous road location or feature or address a highway safety problem. The IJA maintains limited HSIP eligibility to only those strategies, activities and projects listed in statute, most of which are infrastructure-safety related and adds under that definition several additional types of projects:

- Installation of vehicle-to-infrastructure communication equipment.
- Pedestrian hybrid beacons.
- Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.
- Other physical infrastructure projects not specifically enumerated in the list of eligible projects.
- Intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts.
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project.
- NEW - construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds.
- Installation or upgrades of traffic control devices for pedestrians and bicyclists, including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals.
- Roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features.
- Pedestrian security features designed to slow or stop a motor vehicle.

Also continued is a set-aside from the State's HSIP apportionment for the Railway-Highway Crossings Program (Section 130 funds), approximately \$4.4 million/year. The IJA continues all prior program eligibilities. It also includes the relocation of highways to eliminate railway-highway grade crossings and projects at railway-highway grade crossings to eliminate hazards posed by blocked crossings due to idling trains.

Performance Measures

The Federal Highway Administration (FHWA) established traffic safety performance on April 16, 2016, measures for states to measure the following items on all public roads: 1) number of fatalities, 2) number of fatalities per 100 million vehicle miles traveled, 3) number of serious injuries, 4) number of serious injuries per 100 million vehicle miles traveled, and 5) number of non-motorist (i.e., pedestrian and bicyclists) fatalities and serious injuries.

States must establish targets in cooperation with Metropolitan Planning Organizations (MPOs) on an annual basis. Once the state has set its performance targets, MPOs have 180 days to establish targets by either agreeing to plan and program projects so they contribute toward accomplishing the state target or by setting their own quantifiable target. If a state does not meet or make significant progress on at least four of the five state 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 the 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 increase, 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.

Distributions

The IIJA provides a core apportionment for each state and then divides that state amount among individual apportioned programs. After the reduction for set-asides Washington received \$56.4 million in HSIP funding in federal fiscal year (FFY) 2024. Of that amount, locals received \$40.8 million.

The outcome of the IIJA Workgroup process continues the same federal funding splits provided under the FAST Act. The local responsibility includes city streets, county roads, tribal roadways and city streets designated as state highways in cities that exceed 25,000 in population.

Matching Requirements

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

Washington State Recipients

WSDOT Improvement Program (I1). WSDOT Local Programs (Z) also allocates safety funds to cities and counties based upon the strategies in Target Zero to reduce fatal and serious injury collisions to zero by the year 2030.

FEDERAL PROGRAM:	National Highway Freight Program
FEDERAL AGENCY:	U.S. Department of Transportation

Program Description

Continued in the IIJA, the [National Highway Freight Program](#) (NHFP) focuses on improving the efficient movement of freight on the National Highway Freight Network.

Projects eligible for NHFP funding must be identified in a freight investment plan included in a state's freight plan. Up to 30 percent of a State's NHFP funding may be obligated for freight intermodal or freight rail projects. Funds may be used for a large number of purposes, including development and other pre-construction activities; construction, reconstruction and rehabilitation; intelligent transportation system projects to improve the flow of freight; climbing and runaway truck lanes; truck parking facilities; and highway ramp metering and adds eligibility for the modernization or rehabilitation of a lock and dam and on a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing).

The IIJA continued the requirement that states cannot obligate NHFP funds unless they have developed a freight plan meeting the conditions outlined in the [freight policy section of the Act](#). The state plan must provide a comprehensive strategy for the immediate and long-range planning activities and investments of the State with respect to Freight. WSDOT completed a federally compliant state freight mobility plan in 2022 per the requirements outlined in the IIJA.

National Highway Freight Network

The Federal Highway Administration (FHWA) is directed to establish a National Highway Freight Network, which will consist of:

- The Primary Highway Freight System (828.97 miles in Washington);
- Critical Rural Freight Corridors (175.33 miles in Washington);
- Critical Urban Freight Corridors (149.99 miles in Washington); and
- Those portions of the Interstate System not designated as part of the Primary Highway Freight System

The Primary Highway Freight System consists of the 41,799-mile national network redesignated in 2021. Redesignations occur every five years and may increase the total mileage by up to three percent of the total mileage of the system. Critical Rural Freight Corridors are defined as rural public roads outside an urbanized area that meet certain criteria and are limited to a maximum of 300 miles or 20 percent of the Primary Highway Freight System, whichever is greater. States are directed to establish Critical Rural Freight Corridors. Critical Urban Freight Corridors are public roads in an urbanized area that meet certain criteria and are limited to a maximum of 150 miles or 10 percent of the Primary Highway Freight System, whichever is greater. In urbanized areas with a population of over 500,000, the representative Metropolitan Planning Organization (MPO) may designate the public roads within the borders of that area in consultation with the State as a Critical Urban Freight Corridor. In urbanized areas with a population of under 500,000, the State, in consultation with the representative MPOs, may designate the public roads within the borders of those areas as a Critical Urban Freight Corridor.

As Washington's share of the total federal Primary Highway Freight System mileage is less than two percent, the State's NHFP funds may be used for any of the four National Highway Freight Network components.

Conditions and Performance Reporting

Beginning in December 2017 and biennially thereafter, the conditions and performance of the National Highway Freight Network must be reported to the FHWA Administrator.

Biennial reporting includes:

- Identification of freight system trends and issues within the state;
- Freight policies and strategies that guide the freight-related transportation investment for the state;
- An inventory of freight bottlenecks within the state and how federal funding is being used to address those issues; and
- Descriptions of actions the state will take to meet the performance target of the state.

MAP-21 established the performance measure for national freight movement and directed USDOT to establish measures for States to use to assess freight movement on the Interstate. State and MPOs are required to set their own targets.

Distributions

IJA directs FHWA to apportion funding as a lump sum for each State, then divide that total among apportioned programs. A specified national amount for the NHFP is deducted from the States' base apportionments proportional to each State's share of total FFY 2015 highway apportionments. After the reduction for set-asides Washington received \$24 million in NHFP funding in FFY 2024.

Under the IJA, state freight plans must include a freight investment plan with a list of priority projects. WSDOT worked with the Washington State Freight Advisory Committee, MPOs, RTPOs, tribes, local governments and ports to provide a list by the deadline.

Matching Requirements

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

Washington State Recipients

The FFY 2024 NHFP funding was distributed equally for local entities' use and highway preservation on the State system. \$11.98 million was distributed for state highway preservation, and \$11.98 million was distributed for use by local entities. An equal split will be maintained each year of the IJA.

In Washington, the NHFP funds are split between state programs and WSDOT Local Programs (Z) for local responsibilities 50/50 based on legislative direction per ESSB 5689 Sec. 306(6), Sec. 310 (7 and 8) and 2022 LEAP transportation document.

FEDERAL PROGRAM:	Metropolitan Planning Program
FEDERAL AGENCY:	Federal Highway Administration and Federal Transit Administration

Program Description

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly administer the [Metropolitan Planning Program](#) (MPP), which provides funds for each MPO that performs transportation planning activities. Funds may be spent to develop these required documents: Unified Planning Work Program (UPWP); Transportation Plan; Transportation Improvement Program (TIP); Public Participation Plan; Congestion Management Process; and other planning activities as approved by FHWA and FTA. Funds may also be spent to perform federally required coordination with WSDOT, transit agencies, tribes, local governments, and the public. FHWA, FTA, and WSDOT maintain a complete list of eligible activities.

FHWA and FTA require state departments of transportation to monitor and report on all the MPOs activities as per 23 CFR §420.117. WSDOT assigns regional coordinators to each MPO to assist with compliance and to act as a liaison with FHWA and FTA. WSDOT regional coordinators review the UPWP Annual Reports before submitting them to FHWA and FTA.

The IIJA continued requirements for MPOs and states to establish and report on performance targets that meet federally set performance measures.

- The U.S. Department of Transportation released final rules on performance measures in 2017.
- States were required to establish targets within 1 year after the final performance measures and rules were released.
- MPOs can adopt state's targets or set their own within 18 months after the final performance measures and rules are released (6 months after the State adopts targets).
- WSDOT and MPOs have a collaborative process in place to achieve common goals in setting targets. For more information, please see the [Transportation Performance Management Reports](#).
- MPOs must address how targets are being met in their Transportation Improvement Programs (TIPs) and their Metropolitan Transportation Plans.

For more information on MPOs, see the Local Jurisdictions section.

Distributions

FHWA and FTA combine their funds, and FHWA apportions funds to WSDOT. WSDOT then sub-allocates planning funds to each MPO using a formula developed with MPOs and approved by FHWA as per [23 CFR§ 420.109](#). The formula considers each MPO's urbanized area population, the metropolitan planning area boundary, individual planning needs, and a minimum distribution.

Matching Requirements

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

Washington State Recipients

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

FFY 2023	\$9,900,000
FFY 2024	\$10,000,000
FFY 2025	\$10,300,000
FFY 2026	\$10,500,000
TOTAL	\$40,700,000

There are twelve MPOs in Washington that receive funds:

1. Benton Franklin Council of Governments
2. Cowlitz-Wahkiakum Council of Governments
3. Chelan Douglas Transportation Council
4. Lewis Clark Valley MPO
5. Puget Sound Regional Council
6. Skagit Council of Governments
7. Southwest Washington Regional Transportation Council
8. Spokane Regional Transportation Council
9. Thurston Regional Planning Council
10. Walla Walla Valley MPO
11. Whatcom Council of Governments
12. Yakima Valley Conference of Governments

FEDERAL PROGRAM:	National Highway Performance Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

The [National Highway Performance Program](#) (NHPP) has four 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.
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.
4. NEW - to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

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 are listed in [23 USC sec 119 \(d\)](#).

The IIJA continues all prior NHPP eligibilities and adds three new eligibilities:

Performance Measures

The Federal Highway Administration (FHWA) established pavement and bridge condition performance measures on May 20, 2017, for states to measure the following items specifically on the National Highway System: 1) percent of Interstate pavement in good condition, 2) percent of Interstate pavement in poor condition, 3) percent of Non-interstate in good condition, 4) percent of Non-interstate in poor condition, 5) bridges in good condition (weighted by deck area), and 6) bridges in poor condition (weighted by deck area). States established targets within one year of the final FHWA rule on these national performance measures and are 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 establish targets by agreeing to plan and program projects, so they contribute toward accomplishing the state target or by setting their own quantifiable target. The State must report to FHWA on its progress towards achieving the targets every two years. 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 pavement and bridges on the National Highway System. Once established, 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, 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 exceed five percent in poor condition, 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 two percent per year for each year after FFY 2013.
- Funds transferred from the Surface Transportation Program to the NHPP in an amount equal to 10 percent 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 percent of the total deck area of NHS bridges in the State is on structurally deficient bridges (poor condition) 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.

Distributions

Currently, WSDOT is out of compliance with safety regulations related to impaired drivers, which has resulted in a re-classification of NHPP funds to Section 164 funds. These funds are more restrictive and can only be used for Highway Safety projects. In FFY 2024, Washington State was assessed a penalty of \$18.8 million. After the reduction for set-asides and the penalty for Section 164, Washington received \$496.1 million in NHPP funding in FFY 2024. Of that amount, locals received \$64.5 million.

The outcome of the IJA Workgroup process maintained the historic split between the State and local governments. 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 of 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, and it is also subject to upward sliding scale adjustment unless the project adds lanes that are not high-occupancy vehicles (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 percent. For NHPP 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.

Certain safety improvements may have a federal share of 100 percent (as listed in [23 U.S.C. 120\(c\) \(1\)](#)), with limits. 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.

Washington State Recipients

WSDOT Improvement (I) and Preservation (P) programs receive and utilize this funding. WSDOT Local Programs (Z) also allocates NHPP funds to cities and counties for National Highway System (NHS) Asset Management projects for the preservation of local NHS roadways and bridges.

FEDERAL PROGRAM:	State Planning and Research Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

The [State Planning and Research Program](#) (SPR) funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.

Funding is provided for SPR by a two percent set-aside from each State's apportionments of five programs: the National Highway Performance Program (NHPP); the National Highway Freight Program (NHFP); the Surface Transportation Block Grant Program (STBG); 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 percent must be used for research purposes unless the State certifies that more than 75 percent of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

Eligible Activities

- 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 highways, 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.
- Engineering and economic surveys and investigations.
- Conduct of activities relating to the planning of real-time monitoring elements.
- Implementation by the Secretary of the findings and results of the Future Strategic Highway Research Program.

Matching Requirements

The Federal share of the cost of a project carried out with SPR funds shall be 80 percent 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.

Washington State Recipients

The following WSDOT organizations receive this funding (Program T): Multimodal Planning Division; Region Planning Offices; Management of Mobility Division; Regional Transit Coordination Division; Transportation Safety and System Analysis Division; Traffic Operations Division; Capital Program Development and Management Division; Budget and Financial Analysis Division; Rail Freight and Ports Division; Active Transportation Division; Washington State Ferries; Office of Assistant Secretary of Multimodal Development and Delivery.

FEDERAL PROGRAM:	Surface Transportation Block Grant Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

The IIJA Act continues the Surface Transportation Block Grant Program (STBG), originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (originally the Surface Transportation Program). This program has the most flexible eligibility 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 include 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 and natural gas vehicle infrastructure.
- Bicycle transportation and pedestrian walkways, and 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 elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- Highway and transit research, 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 220).
- 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](#) on page 214.
- A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications 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 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.
- Workforce development, training, and education activities.

From its STBG apportionment, the State is required to spend the equivalent of no less than 15 percent of its FFY 2009 Highway Bridge Program apportionment (\$30.6 million for Washington in FFY 2024) on bridges off the federal-aid system (i.e. the off-system bridge set-aside).

Distributions

The IJJA provides a total apportionment for each state and divides that state's amount among individual apportioned programs. After the reduction for set-asides Washington received \$219.7 million in STBG funding in FFY 2024. Of that amount, locals received \$178.7 million.

Over the course of the IJJA, 79 percent of a State's STBG apportionment (after set-asides for Transportation Alternatives) is obligated to areas in proportion to their relative shares of the State's population. The remaining percentage may be spent in any area of the State.

The funds distributed based on population are divided into four categories:

1. Urbanized areas with a population over 200,000;
2. Areas with a population of 5,000 or less; and
3. Urbanized areas with a population of at least 50,000 but no more than 200,000: The State is to establish a process to consult with relevant Metropolitan Planning Organizations and describe how funds will be allocated equitably.
4. Urbanized areas with a population of at least 5,000 but no more than 49,999: The State is to consult with regional transportation planning organizations, if any, before obligating funds for projects in these areas.

The outcome of the IJJA Workgroup process was to sub-allocate STBG apportionment based on population at 39 percent over the course of the IJJA.

Matching Requirements

The federal share is generally 80 percent, with an increased share of 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 and subject to an upward sliding scale adjustment unless the project adds

lanes that are not high-occupancy vehicles (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 percent. For STBG 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.

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 STBG 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.

Washington State Recipients

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Planning utilizes STBG funds. WSDOT Local Programs (Z) also allocates STBG funds to MPO/RTPO/County lead agencies for project selection.

FEDERAL PROGRAM:	Transportation Alternatives Program
FEDERAL AGENCY:	Federal Highway Administration

Program Description

The Transportation Alternatives Program (TAP) is a set-aside of Surface Transportation Block Grant (STBG) 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 Regional Transportation Planning Organizations (RTPOs) or County lead agency.

Distributions

The IIJA directs the Secretary to set aside for TAP an amount from the State’s STBG apportionment that is equal to the ratio of FFY 2009 transportation enhancements (TE) funding that individual State received of the total TE funds apportioned to all States in FFY 2009.

The national total for TAP funds is approximately \$1.4 billion million in FFYs 2021-2026.

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 (not later than September 1st prior to the fiscal year in which the state wishes to opt-out). Since the program’s creation in FFY 2013, Washington has opted into the Recreational Trails component of the program – no action is necessary to opt in.

The IIJA Workgroup process's outcome continues funding the Recreational Trails set-aside of the Transportation Alternatives Program and sub-allocating the required 50 percent to MPO/RTPOs based on their relative share of the total state population. The funds distributed based on population are divided into four categories: 1) urbanized areas with a population over 200,000; 2) urban areas with a population of 50,001 to 200,000; 3) areas with a population of 5,000 to 49,999 and 4) areas with a population of 5,000 or fewer. The remaining Transportation Alternatives Program funding is split by continuing the same level of funding provided in the 2015-17 biennium of federal funding for Safe Routes to Schools, and the remainder is sub-allocated to MPO/RTPOs.

After the reduction for set-asides Washington received \$20.1 million in FFY 2024 for this program. Of that amount, RTPO/County lead agencies received \$20.1 million.

Matching Requirements

The federal share is generally 80 percent, with an increased share of 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 percent.

Washington State Recipients

The State allocates TAP funds to RTPO/County lead agencies for project selection. Also, a portion of these funds are provided to Active Transportation for project selection of Safe Routes to School projects.

Entities eligible to apply to the RTPO or County lead agency for TAP 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. Nonprofits that are responsible for the administration of local transportation safety programs are eligible to apply.

FEDERAL PROGRAM:	Motor Carrier Safety Assistance Program (MCSAP)
FEDERAL AGENCY:	Federal Motor Carrier Safety Administration

Program Description

The National Motor Carrier Safety Assistance Program (MCSAP) is a federal 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. The MCSAP program aims to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Additional emphasis is on targeting unsafe carriers, improving information systems, and programs or projects supporting national motor carrier safety activities.

The FAST Act consolidated several previously stand-alone FMCSA grant programs. The MCSAP grant now includes the Border Enforcement Grant, which assists the States and local jurisdictions in carrying out their responsibilities of ensuring foreign and international motor carriers and drivers who operate within their jurisdiction comply with all federal and state commercial motor vehicle requirements.

High Priority (HP) Grant

High Priority is a Federal competitive grant program that provides financial assistance to States, local governments, federally recognized Indian tribes, other political jurisdictions as necessary, and other persons to carry out high-priority activities and projects that augment motor carrier safety activities and projects:

1. To carry out activities and projects that augment motor carrier safety;
2. To advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations, including CMV, commercial driver, and carrier-specific information systems/networks; and to support and maintain CMV information systems and networks.

Partnering With Other State Agencies to Enhance MCSAP

The Washington State Patrol (WSP) partners with the Utilities and Transportation Commission (UTC) on compliance reviews of solid waste companies, household goods movers, and passenger motor carriers. This partnership helps decrease the number of high-risk carriers and improves safety ratings.

Distributions

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 deposited and appropriated from the State Patrol Highway Account-Federal.

For the FFY 2024 grant, Washington State received \$9,829,781 in MCSAP funding, which the state must match with \$517,357 in State funds for a total of \$10,347,138. WSP is the lead agency for MCSAP grants in Washington State and provides up to \$152,000 to the UTC for activities relating to UTC-regulated carriers. Representatives of both agencies sign a contract detailing UTC's scope of work. The WSP Commercial Vehicle Enforcement Bureau uses the remaining funds.

Matching Requirements

For FFY 2024 grant, up to 95 percent of federal funding; 5 percent state match are required.

Washington State Recipients

The WSP is the 'designated state lead agency' for the Federal Motor Carrier Safety Assistance Program. The funds are spent by WSP and also distributed by WSP to the UTC.

FEDERAL PROGRAM:	Enhanced Mobility of Seniors and Individuals with Disabilities (49 USC Sec 5310)
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.

Distributions

Funds are apportioned based on each State's share of the targeted populations and are apportioned to urbanized areas with a population of 200,000 or more, State Governors for urbanized areas with a population of 50,000 to 199,999, and State Governors for Nonurbanized Areas. For the federal fiscal year (FFY) 2024, Washington State received \$9.2 million in funding from section 5310. The funds were distributed as follows:

- Urbanized Areas 200,000 or more in population: \$5.4 million;
- State Governors for urbanized areas with a population of 50,000 to 199,999: \$2 million;
- State Governors for Nonurbanized Areas: \$1.8 million
 - At least 55 percent 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 percent 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.

WSDOT's Public Transportation Division awards 5310 funds through the Statewide Consolidated Grant Program. Information regarding the Statewide Consolidated Grant Program can be found online at <http://www.wsdot.wa.gov/Transit/Grants/competitive.htm>.

Matching Requirements

The federal share for capital projects is 80 percent. The federal share for operating assistance is 50 percent.

Washington State Recipients

WSDOT Public Transportation Division (V). Eligible sub-recipients include state or local government authorities, nonprofit organizations, and operators of public transportation.

FEDERAL PROGRAM:	Public Transportation Emergency Relief Program (49 USC Sec 5324)
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](#) assists states and public transportation systems with emergency-related expenses. In [section 5324](#), 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 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). For more information on this program, refer to: [Emergency Relief Program | FTA](#)

Distributions

The program will provide immediate funding, similar to the FHWA [Emergency Relief Program](#), as described on page 201. Funding is appropriated by Congress as needed, based on a declaration of an emergency by the governor of a State 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 U.S. 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.

Recipients

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

FEDERAL PROGRAM:	Rural Transportation Assistance Program (49 USC Sec 5311)
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

[Rural Transportation Assistance Program](#), also known as [Section 5311](#) grants, provides formula funding for public transportation projects under 50,000 in population in rural areas. 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 provide the maximum feasible coordination of public transportation services assisted by this program and other federal sources.

Distributions

Funds are apportioned to states based on the population of rural areas. For the rural program formula, 83 percent of funds are apportioned based on land area and population in rural areas and 17 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 the number of low-income individuals residing on tribal lands. For federal fiscal year (FFY) 2022, Washington received \$ 18 million, and the tribes residing in Washington received \$2.4 million in formula funds.

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

Matching Requirements

The federal share for capital projects) is 80 percent. The federal share for operating assistance is 50 percent.

Washington State Recipients

WSDOT Public Transportation Division (V). Eligible sub-recipients include state or local government authorities, tribes, nonprofit organizations, and public transportation or intercity bus service operators.

FEDERAL PROGRAM:	State of Good Repair Grants (49 USC Sec 5337)
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

The [State of Good Repair Grants Program](#), authorized by [Section 5337](#), is a formula-based grant program used 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.

Distributions

Eligible recipients include state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years.

The program comprises two separate formula programs:

- High Intensity Fixed Guideway
- High Intensity Motorbus

Washington State Recipients

Two areas in Washington State received FFY 2024 5337 appointments. Bremerton received \$506 thousand in high-intensity fixed guideway funds, Seattle-Tacoma received \$56.5 million in high-intensity fixed guideway funds, and \$29.2 million in high-intensity motorbus funds.

Matching Requirements

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

FEDERAL PROGRAM:	Transit-Oriented Development Planning Pilot (MAP-21 Sec 20005(b))
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

The IIJA continues the competitive [Transit-Oriented Development Planning Pilot](#) program. Planning funds are available through this discretionary program for transit-oriented development (TOD). Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. This pilot program focuses on growth around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development. \$14 million was authorized for federal fiscal year (FFY) 2024.

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.
- Includes private-sector participation.
- Federal financing is now available for site-specific and comprehensive planning. Previously, only comprehensive planning was eligible for federal funds.

Matching Requirements

No matching funds are required for this competitive grant program.

Recipients

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

FEDERAL PROGRAM:	Urbanized Area Formula Grants (49 USC Sec 5307)
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

This program provides formula grants to [Urbanized Areas \(UZA\)](#), defined as areas with a population of 50,000 or more, for public transportation capital, planning, job access, reverse commute projects, and operating expenses in certain circumstances.

Operating assistance is an eligible expense for urbanized areas with populations less than 200,000. 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.

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.

Distributions

In Washington State, transit agencies in large urban areas with a population over 200,000 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 with a population under 200,000 is granted to the Governor. The Governor has delegated the authority for federal transit funds to WSDOT. WSDOT, as a matter of policy, allows 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, there is only a single direct recipient in the small urban areas. In the federal fiscal year (FFY) 2024, Washington received \$207 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.

Recipients

FTA apportions funds to designated recipients, which then sub-allocate funds to state and local governmental authorities, including public transportation providers. In Washington State, the large urban area (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 smaller urbanized areas (under 200,000 population). Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA. WSDOT Public Transportation Division (Program V) and Local Programs (Program Z) manage this funding for Washington State.

FEDERAL PROGRAM:	Metropolitan Planning Grants (49 USC Sec 5303/5305d)
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

[Section 5303/5305\(d\) Metropolitan Planning Grants](#) provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. FTA and the Federal Highway Administration (FHWA) jointly administer the planning programs, which provide additional funding.

Distributions

Under a formula-based distribution, Washington received \$2.5 million in FFY 2024.

Matching Requirements

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

Recipients

States, Metropolitan Planning Organizations, and Transportation Management Areas. The lead program at WSDOT for this grant is Planning and Research Division (Program T). The funds are passed through to MPOs and are usually transferred to FHWA via the consolidated planning grant process.

FEDERAL PROGRAM:	State Planning Grants (49 USC Sec 5304/5305e)
FEDERAL AGENCY:	Federal Transit Administration (FTA)

Program Description

[Section 5304/5305\(e\) State Planning Grants](#) provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. FTA and the Federal Highway Administration (FHWA) jointly administer the planning programs, which provide additional funding.

Distributions

Under a formula-based distribution, Washington received \$769,000 in FFY 2024.

Matching Requirements

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

Recipients

States, Planning Agencies, Transit Agencies, and Non-Profits. The lead program at WSDOT for this grant is Public Transportation (Program V).

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.

This loan program was originally established in 1998 under the Transportation Equity Act for the 21st Century (Public Law 105-178) to provide direct loans and loan guarantees. FRA can provide up to \$35.0 billion to finance the development of railroad infrastructure. No less than \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers.

The funding may be used to:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
- Refinance outstanding debt incurred for the purposes listed above;
- Develop or establish new intermodal or railroad facilities

Direct loans can fund up to 100 percent of a railroad project with repayment periods of up to 35 years and interest rates equal to the government's borrowing cost.

Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection.

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 an RRIF loan.

The Port of Everett was awarded an RRIF loan in October 2018 for \$5.95 million for the Marine Terminal Rail Improvements Phase II Project.

FEDERAL PROGRAM:	TIFIA Loan Program (23 USC Ch. 6)
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 ([23 USC Chapter 6](#)). 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 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.

Distributions

FHWA awards TIFIA credit assistance based on the strengths of applications in meeting the following eligibility criteria provided in MAP-21:

- Credit worthiness
- Fostering partnerships that attract public and private investment for the project
- Ability to proceed at an earlier date or reduced lifecycle costs
- Reduces contribution of Federal grant assistance for the project
- Project readiness.

Matching Requirements

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

- TIFIA line of credit: up to 33 percent
- TIFIA loan: up to 49 percent
- TIFIA loan and TIFIA line of credit, combined: up to 49 percent
- Total Federal assistance (grants and loans) to a project receiving a TIFIA loan: up to 8 percent.

State Of Washington TIFIA Loan

In October 2012, WSDOT received a \$300 million TIFIA loan that funded the 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 is being repaid with toll revenues.

Infrastructure Investment and Jobs Act - NEW

FEDERAL PROGRAM:	Bridge Formula Program (BFP)
FEDERAL AGENCY:	U.S. Department of Transportation

Program Description

The Bridge Formula Program was established under the IIJA to provide funding for highway bridge replacement, rehabilitation, preservation, protection, and construction of highway bridges.

Apportionment Levels *

IIJA Estimated Apportionments						
\$ in millions	2022	2023	2024	2025	2026	IIJA Total
WA	121.0	123.4	126.0	128.4	131.0	629.8

*The amounts for FFY2022-FFY 2024 come from FHWA apportionment notices found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

The amounts for FFY 2025 – FFY 2026 come from the Highway Authorizations under the Bipartisan Infrastructure Law (before post-apportionment set-asides; penalties, and sequestration) found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>. Estimates increase 2 percent annually based on the data shown in the highway authorizations estimates document found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf.

The construction of a new highway bridge on a new alignment is an eligible project under the BFP. However, states are encouraged to first focus their BFP funding on projects that improve the condition of in-service highway bridges classified in poor condition, and that preserve or improve the condition of in-service highway bridges classified in fair condition.

States are encouraged to use BFP funds for projects that:

- Address equity, barriers to opportunity, and lack of community connectivity;
- Improve the mobility of goods and services;
- Increase the resiliency of bridges to multiple hazards and risks; and
- Reduce greenhouse gas emissions through the use of materials or improvements in multimodal access.

Set-Asides

Sets aside 3 percent of BFP funding each fiscal year for Tribal transportation facility bridges, which shall be administered under the Tribal Transportation Program. BFP apportionment includes a 15 percent set-aside for off-system bridges, which provides funding for highway bridges located on public roads other than those located on Federal-aid highways.

Distributions

Each state is guaranteed a minimum annual distribution of \$45 million. In FFY 2024, Washington received \$130.7 million, \$19.6 million of which was set aside for obligation on off-system bridges.

BFP funds are apportioned to the states via a formula based on the relative costs of replacing a state's bridges classified as in poor condition and rehabilitating a state's bridges classified as in fair condition.

- 75 percent of the proportion of the total cost of replacing all bridges classified in poor condition in the State bears for the total cost to replace all bridges classified in poor condition in all states.

- 25 percent of the proportion of the total cost of rehabilitating all bridges classified in fair condition in the State bears to the total cost to rehabilitate all bridges classified in fair condition in all states.

The federal share is up to 100 percent of the total eligible project costs when used on locally or tribally owned, off-system bridges. Funds may not be transferred between federal programs.

Washington State Recipients

WSDOT Improvement (I) and Preservation (P) programs receive and utilize 61 percent of this funding. WSDOT Local Programs (Z) also allocates 39 percent to cities and counties for the preservation, replacement and rehabilitation of locally owned bridges.

FEDERAL PROGRAM:	Carbon Reduction Program (CRP)
FEDERAL AGENCY:	U.S. Department of Transportation

Program Description

The Carbon Reduction Program aims to reduce transportation emissions by developing State carbon reduction strategies and funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act. If the Secretary determines the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis (FHWA guidance is pending), the funds may be used for any STBG-eligible project.

Apportionment Levels *

IIJA Estimated Apportionments						
\$ in millions	2022	2023	2024	2025	2026	IIJA Total
WA	21.1	21.6	22.0	22.4	22.9	110.0

*The amounts for FFY2022-FFY 2024 come from FHWA apportionment notices found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

The amounts for FFY 2025 – FFY 2026 come from FHWA Estimated Highway Apportionments under the Bipartisan Infrastructure Law (before post-apportionment set-asides; penalties, and sequestration) found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>. Estimates increase 2 percent annually based on the data shown in the highway authorizations estimates document found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf.

No later than November 15, 2023, States shall develop a Carbon Reduction Strategy in consultation with any metropolitan planning organization designated within the State. In rural areas, a State shall consult with any regional transportation planning organization or MPO representing the rural area before determining which activities should be carried out under the project.

Development of a Carbon Reduction Strategy is an allowable use of CRP funds.

The strategy of the State must:

- Support efforts to reduce transportation emissions;
- Identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any;
 - to facilitate the use of vehicles or modes of travel that results in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
- support the reduction of transportation emissions of the State;
- at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
- be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.

The Carbon Reduction Strategy must be updated no less than once every four years. Each state and affected metropolitan planning organization shall jointly ensure compliance with the plan.

CRP funds may be obligated for projects that support the reduction of transportation emissions, including but not limited to:

- A project to establish or operate a traffic monitoring, management and control facility of a program, including advanced truck stop electrification systems and per 23 USC 149(b)(4).
- A public transportation project is eligible under 23 U.S.C. 142.
- A transportation alternative including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]).
- A project for advanced transportation and congestion management technologies - described in 23 U.S.C. 503(c)(4)(E).
- Deployment of infrastructure-based intelligent transportation systems, capital improvements, and the installation of vehicle-to-infrastructure communications equipment.
- A project to replace street lighting and traffic control devices with energy-efficient alternatives.
- Development of a Carbon Reduction Strategy developed by a State per requirements in 23 U.S.C. 175(d).
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or reducing road demand, including electronic toll collection and travel demand management strategies and programs.
- Efforts to reduce the environmental and community impacts of freight movement.
- A project that supports the deployment of alternative fuel vehicles, including:
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- A project for a diesel engine retrofit described in 23 U.S.C. 149(b)(8).
- Certain types of projects to improve traffic flow that are eligible under the CMAQ Program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)].
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Distributions

Funds will be sub-allocated, with 65 percent being obligated based on population and the remaining 35 percent eligible to be obligated in any area of the state.

- Distribution by population:
 - Areas Over 200,000 population – In Washington, STBG funds are divided between the four largest MPO's: Puget Sound, Spokane, Tri-Cities, and Vancouver. The shares are based on the MPO's respective levels of urbanized population per the 2010 census. The MPOs make project selections in consultation with the State. Funds may be used anywhere within the planning area boundary of the MPO.

- Areas between 50,000 and 200,000 population – Funds are distributed based on the 2010 census for areas of this size. These funds can only be used in areas encompassed by adjusted urban or urbanized area boundaries and cannot be used in any rural areas.
 - Areas between 5,000 and 49,999 population - Funds are distributed based on the 2010 census for areas of this size. These funds can only be used in areas encompassed by adjusted urban or urbanized area boundaries and cannot be used in any rural areas.
 - Areas with Less than 5,000 population – Funds are distributed based on the 2010 census for the rural population areas of the state. These rural funds may be used anywhere outside of an adjusted urban or urbanized area boundaries. These funds can be used in rural areas including those encompassed by an MPOs planning area.
- State flexible funds – may be obligated in any area of the state.

Matching Requirements

The federal share is generally 80 percent, subject to the sliding scale. Beginning in FFY 2023, a state may transfer (flex) up to 50 percent of CRP funds made available each fiscal year to any other apportionment of the State.

Washington State Recipients

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Planning utilizes CRP state flexible funds. WSDOT Local Programs (Z) allocates the CRP distribution by population funds to the MPOs only for project selections.

FEDERAL PROGRAM:	National Electric Vehicle Infrastructure (NEVI)
FEDERAL AGENCY:	U.S. Department of Transportation

Program Description

The IIJA established the NEVI formula program to fund States to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

Apportionment Levels *

IIJA Estimated Apportionments						
\$ in millions	2022	2023	2024	2025	2026	IIJA Total
WA	10.5	10.7	10.9	11.1	11.4	54.6

*The amounts for FFY2022-FFY 2024 come from FHWA apportionment notices found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

The amounts for FFY 2025 – FFY 2026 come from the FFY 2022-2026 Estimated Highway Apportionments under the Bipartisan Infrastructure Law (before post-apportionment set-asides; penalties, and sequestration) found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>. Estimates increase 2 percent annually based on the data shown in the highway authorizations estimates document found at:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf.

Funding under this program is directed to designated Alternative Fuel Corridors for electric vehicles to build a national network, particularly along the Interstate Highway System. When the national network is fully built, funding may be used on any public road or publicly accessible locations.

A Joint Office in DOT and the United States Department of Energy was created under IIJA to study, plan, coordinate, and implement issues of joint concern, particularly related to zero-emission vehicle charging and refueling infrastructure and supporting renewable energy generation, storage, and electrical grid infrastructure. The Joint Office will establish and maintain a public database that includes the locations of EV charging stations, potential locations for EV charging stations identified by eligible entities through the program, and the ability to sort generated results by various characteristics, including geographical location, status, and charging type.

In coordination with the Secretary of Energy, the U.S. Secretary of Transportation will develop guidance for States and localities to strategically deploy electric vehicle charging infrastructure.

Subject to minimum standards and requirements to be established by the U.S. Secretary of Transportation, in coordination with the Secretary of Energy and consultation with relevant stakeholders, NEVI Formula funding may be used for:

- Projects that are directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the public or to authorized commercial motor vehicle operators from more than one company;
- Acquisition and installation of electric vehicle charging;
- Development phase activities relating to the acquisition or installation of electric vehicle charging infrastructure;
- Operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under the program;

- Acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under the NEVI Formula program and on-premises signs providing information about such infrastructure;
- Mapping and analysis activities to evaluate current and future demand for EV charging infrastructure; and
- Data sharing about EV charging infrastructure to ensure the long-term success of investments under the program.

Distributions

Funds are distributed on a formula basis. Washington State received \$15.1 million in FFY 2024. The federal share is 80 percent, and funds are ineligible to transfer to other highway formula programs.

NEVI funds were made available for obligation when FHWA approved the State's Electric Vehicle Infrastructure Deployment Plan.

Set-Asides

10 percent of the NEVI Formula Program will be set-aside each fiscal year for the Secretary of Transportation to provide discretionary grants to help fill gaps in the national network.

FEDERAL PROGRAM:	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)
FEDERAL AGENCY:	U.S. Department of Transportation

Program Description

Provides funds for resilience improvements through formula funding distributed to States, competitive planning grants and competitive resilience improvement grants.

Resilience improvements use materials and structural or non-structural techniques to allow projects:

- to better anticipate, prepare for, and adapt to changing conditions and to withstand and respond to disruptions; and
- to be better able to continue to serve the primary function of the project during and after weather events and natural disasters for the expected life of the project; or
- reduce the magnitude and duration of impacts of current and future weather events and natural disasters on a project; or
- have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to current and future weather events or natural disasters.

Apportionment Levels *

IIJA Estimated Apportionments						
\$ in millions	2022	2023	2024	2025	2026	IIJA Total
WA	24.0	24.5	25	25.5	26	125.0

*The amounts for FFY2022-FFY 2024 come from FHWA apportionment notices found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

The amounts for FFY2025 – FFY2026 come from FHWA Estimated Highway Apportionments under the Bipartisan Infrastructure Law (before post-apportionment set-asides; penalties, and sequestration) found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>. Estimates increase 2 percent annually based on the data shown in the highway authorizations estimates document found at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf.

Eligible projects include public transportation facilities, port facilities and highway projects. A project may involve the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement, such as:

- increasing marsh health and total area adjacent to a highway right-of-way to promote additional flood storage.
- upgrades to and installation of culverts designed to withstand 100-year flood events.
- upgrades to and installation of tide gates to protect highways.
- upgrades to and installation of floodgates to protect tunnel entrances.
- improving functionality and resiliency of stormwater controls, including inventory inspections, upgrades to, and preservation of best management practices to protect surface transportation infrastructure.

Distributions

Washington state received \$25 million in FFY 2024.

Matching Requirements

The Federal share shall not exceed 80 percent of the total project cost; additional guidance is pending.

A state may not use:

- more than 40 percent of the amount for the construction of new capacity; and
- more than 10 percent of the amount of development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other pre-construction activities.

Washington State Recipients

FFY 2022 PROTECT funds were provided to WSDOTs fish passage projects. FFY 2023-26 funds WSDOT Local Programs (Z) allocates the PROTECT funds to local agencies for the projects selected through the Brian Abbott Fish Barrier Removal Board (FBRB).

BONDS

OVERVIEW AND TABLE OF CONTENTS

Bonding, not only in Washington but nationwide, has been an important source of funding for transportation capital projects. The following pages explain 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, this section does not discuss local bonds.

Table of Contents

BONDS.....243

 The Bond Process 244

 Bond Authorizations..... 246

 Bond Authorization Purposes 247

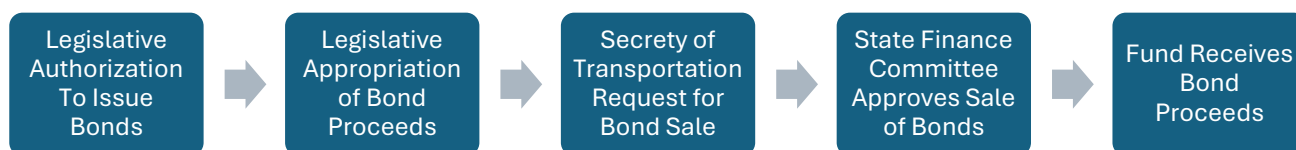
 Projected Bond Sales..... 249

 Debt Service on Motor Vehicle Fuel Tax Bonds 250

 Debt Service as a Percent of the State’s Overall Share of the Motor Vehicle Fuel Tax 251

 Bonding – Pros and Cons..... 252

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 percent 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 used only for capital purposes.

- 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.
- 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 (WSDOT) projects and the Transportation Improvement Board for Urban Arterial Trust Account and Transportation Improvement Account Program projects. Bonds are issued by the State Finance Committee, which comprises the State Treasurer, Governor, and Lieutenant Governor.
- Since 2022, most new state transportation bond issuances have been secured by motor vehicle fuel taxes (MVFT), certain vehicle-related fees (VRF), and the state's full faith and credit. These bonds are General Obligation (GO) bonds. Older issuances of state transportation bonds were primarily 'double-barreled' bonds, and are secured only by motor vehicle fuel taxes and the full faith and credit of the State.
- Debt service on MVFT/VRF GO bonds is paid from motor vehicle fuel taxes and certain vehicle-related fees, and debt service on older motor vehicle fuel tax GO bonds is paid from motor vehicle fuel taxes. Debt Service on toll-backed bonds is first payable from tolls, followed by motor vehicle 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 structure and pledge of bonds and the state's financial health when assigning credit ratings to any of the state's 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.
- The bonds issued for the Tacoma Narrows Bridge are motor vehicle fuel tax bonds. Debt service payments for the Tacoma Narrows Bridge bonds are paid from motor vehicle fuel tax revenues from the Motor Vehicle Account. The Tacoma Narrows Toll Bridge Account then reimburses the Motor Vehicle Account with the equivalent amount of toll revenue. Recent transportation budgets have provided loans and other funds to assist the Tacoma Narrows Toll Bridge Account with debt service payments and other costs to either prevent or mitigate toll increases. In 2016, ESHB 2524 appropriated \$2.5 million; in 2017, ESB 5096 transferred \$5 million of Motor Vehicle Account funds for these purposes. Enacted in 2018, SHB 2990 declared Legislative intent to provide future loans of up to \$85 million through the life of the debt service plan to be repaid after the retirement of debt service and deferred sales tax obligations. In 2022, SSB 5488 provided \$130 million of General Fund transfers to the Tacoma Narrows Bridge Account.

- In 2009, the Legislature authorized \$1.95 billion in bonds to support SR 520 Corridor projects. Several different debt instruments have been used to finance the SR 520 Corridor project including: triple pledge bonds, Federal Highway Grant Anticipation Revenue (GARVEE) bonds and a loan from the Transportation Infrastructure Finance and Innovation Act (TIFIA).
 - Triple pledge bonds were issued and are backed by tolls, motor vehicle fuel taxes, and the full faith and credit of the state. Toll revenue is expected to pay for the debt service on these bonds.
 - The State has entered into a loan agreement funded by the Transportation Infrastructure Finance and Innovation Act (TIFIA). All \$300,000,000 has been drawn on the TIFIA loan. It is anticipated that this will be a 35-year loan.
 - Federal Highway Grant Anticipation Revenue (GARVEE) bonds financed a portion of the costs of constructing the SR 520 Bridge. They were issued as limited obligations of the state, payable from and secured solely by the Federal-Aid Highway funds received by the state. The final debt service payment for the SR 520 GARVEE bonds is in September 2024.
- Bonds were issued for the SR 99/Alaskan Way Viaduct Replacement Project as motor vehicle fuel tax bonds. Debt service payments for the SR 99 bonds are paid from the Transportation Partnership Account and then reimbursed from tolls in the Alaskan Way Viaduct Project Replacement Account.
- In 2019, the Legislature authorized up to \$1.5 billion in triple pledge bonds (similar in structure to those issued for SR 520) to support the I-405/SR 167 Corridor projects and the Puget Sound Gateway project. The sale of up to \$1.16 billion was authorized for I-405/SR 167 projects, and up to \$340 million was authorized for Puget Sound Gateway project. Bonds have not yet been issued.
- The Legislature has also provided WSDOT with limited GO authorization. The proceeds from the state GO bonds are used for multimodal projects, including rail, ferry capital, and local road projects. Debt service for GO bonds is paid from the Multimodal Account and is backed by the state's full faith and credit. 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 amount of revenue available for debt service also constrains the amount of bond funding. The table below summarizes transportation bond authorizations that have not been sold.

AUTHORITY		PURPOSE	AUTHORIZED AMOUNT (\$Millions)	Unsold AS OF 6/30/24 (Estimate) (\$Millions)
Highways and Miscellaneous				
Ch. 293	L. 90	NW Region Headquarters	15.00	1.60
Ch. 519	L. 07	Special Category C Highways	600.00	140.74
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	30.49
Ch. 519	L. 07	2003 Transportation Projects	3,200.00	212.49
Ch. 147	L. 03	Multimodal Transportation Partnership Projects	249.50	38.10
Ch. 519	L. 07	2005 Transportation Partnership Projects	5,300.00	1,121.43
Ch. 472	L. 09	State Route 520 Corridor Projects	1,950.00	254.54
Ch. 045	L. 15 3 rd Sps	Connecting Washington Projects	5,300.00	3,767.20
Ch. 421	L. 19	I-405/SR 167 and Puget Sound Gateway	1,500.00	1,500.00
Subtotal			20,114.50	7,141.79
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			20,440.13	7,198.08

Bond Authorization Purposes

Bond authorizations with unsold balances as of June 30, 2024, 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.

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 the construction of 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.

Connecting Washington Bonds

(Ch. 45, Laws of 2015 sp. S, RCW 47.10.889)

These bonds are used to provide funds necessary for the location, design, right-of-way, and construction of selected projects or improvements that are identified as connecting Washington projects or improvements in the Omnibus Transportation Budget.

Interstate 405, State Route 167, and State Route 509 Projects

(Ch. 421, Laws of 2019, RCW 47.10.896)

These bonds are used to provide funds necessary for the location, design, right-of-way, and construction of projects as allowed in RCW [47.56.880](#), [47.56.884](#), [47.56.895](#), and [47.56.897](#)

Projected Bond Sales

As of June 30, 2024, there are approximately \$7.2 billion of authorized transportation bonds that have not yet been issued.

A significant amount of this transportation bond authority that has not been issued is from the 2005, 2015, and 2019 authorizations, which provided a total of \$12.1 billion for specified projects.

- \$1,121 million in transportation bonding authority remains from the 2005 Transportation Partnership funding package.
- \$3,767 million in transportation bonding authority remains from the 2015 Connecting Washington funding package.
- \$1,500 million in transportation bonding authority remains from the I-405/SR 167 and Puget Sound Gateway authorization.

The plan below reflects the bond sale plan most recently published at the time of this publication's writing – the Governor's proposed 2025-27 budget.

<i>Dollars in millions</i>	2021-23	2023-25	2025-27	2027-29	2029-31	10-Year Total
Special Category C Highways	50.0	107.3	-	-	-	157.3
(Motor V.) State and Local Highways: R-49	-	-	-	-	-	-
2003 (Nickel) Transportation Projects	-	-	-	-	-	-
Multimodal Transportation Projects	-	-	-	-	-	-
2005 Transportation Partnership Projects	65.0	35.5	164.0	800.0	154.5	1,219.0
State Route 520 Corridor Projects	-	-	-	-	-	-
Connecting Washington Projects	-	112.2	1,027.2	352.5	272.3	1,764.2
Puget Sound Gateway	-	-	155.2	-	-	155.2
I-405 and SR 167	-	-	261.2	240.3	50.2	551.7
Total Projected Bond Sale Plan	115.0	255.0	1,607.6	1,392.8	477.0	3,847.4

Debt Service on Motor Vehicle Fuel Tax Bonds

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

- Debt service is the first obligation on MVFT/VRF collections.
- Transportation bonds are typically issued as 25-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 bond sales, through 2023.

Outstanding Transportation Principal (\$ in billions)

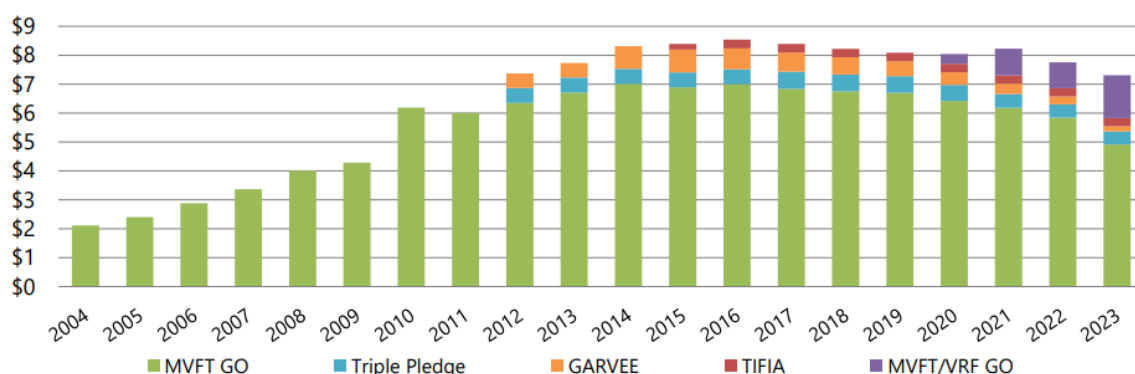
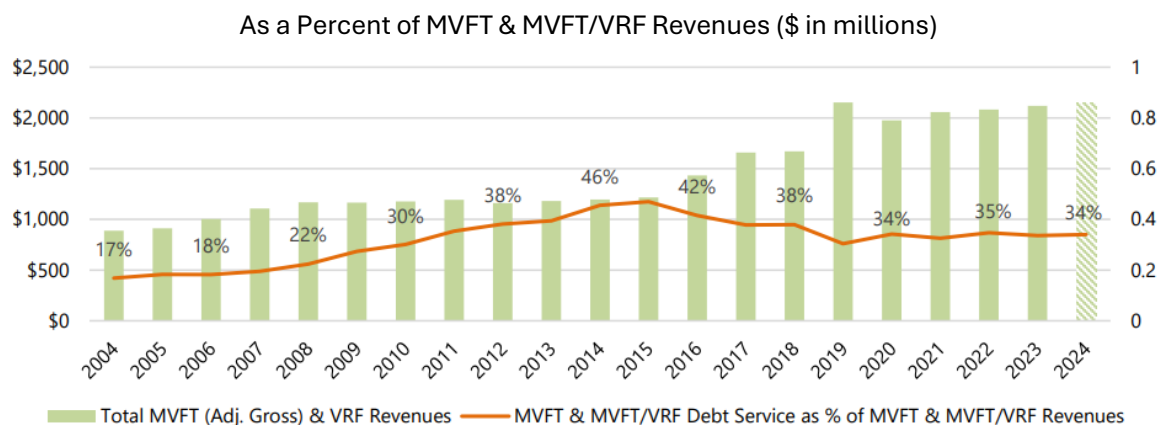


*Chart produced by the Office of the State Treasurer, Figure 6.1, page 21, [2024 Debt and Credit Analysis](#)

Debt Service as a Percent of the State's Overall Share of the Motor Vehicle Fuel Tax

MVFT & MVFT/VRF Debt Service Chart*



Sources: MVFT: Nov-2023 TRFC, Volume II, Table A.3. VRF: Nov-2023 TRFC, Volume IV, Table H.1. Governor's proposed budget, 12/13/2023; \$1,308.3 million remaining unissued. Interest rates: November 2023 Forecast.

*Chart produced by the Office of the State Treasurer, Figure 5.4, page 6, [2024 Debt and Credit Analysis](#)

- Includes Vehicle Related Fees (VRF) and Motor Vehicle Fuel Taxes (MVFT) revenues.
- Assumes bond sale plan as proposed by the Governor in December 2023, updated to reflect the November 2023 forecast.
- State motor vehicle 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) Transportation Account, Transportation Partnership Account and Connecting Washington Account.

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.

The state is able to accelerate construction timelines and spread the costs of a project over its useful life, so the people who benefit from the capital improvement help to finance its construction.

By building projects sooner, the inflationary impacts of the project costs can often be avoided.

Disadvantages of Bonding

Bonding increases debt and obligates future revenue. Once revenue is committed to debt service payment, it is not available to fund ongoing maintenance and operations or new projects on a pay-as-you-go basis. This burdens future generations with debt.

Debt service not only includes paying the principal amount, but also includes paying interest over the term of the bonds, as well as, issuance costs and other costs.

MVFT/VRF bonds have low borrowing costs as they are also backed by the state's GO pledge. However, continued growth in the issuance of MVFT/VRF bonds has the potential to negatively affect Washington's strong credit rating. This could significantly increase borrowing costs for the state.

PUBLIC PRIVATE PARTNERSHIPS

Table of Contents

PUBLIC PRIVATE PARTNERSHIPS 253

Public Private Partnerships in Transportation 254

Public Private Partnerships in Washington State..... 256

Chronology of Washington’s Public Private Partnerships Programs 258

Public Private Partnerships in Transportation

The traditional means of contracting for infrastructure projects uses a design-bid-build (DBB) model. Under this model, the public sector designs the project, bids out each phase of the project, and uses public funds to pay a private contractor to build the project. Subsequent operations and maintenance costs are typically the public agency's responsibility, either performed by public employees or contracted out. In this traditional delivery model, the public sector bears most project risks, including the need for upfront 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 in the delivery of projects. The agreements usually involve a government agency contracting with a private company to design, renovate, construct, operate, maintain, finance, and/or manage a facility or system." In P3s, the private sector performs all or some of the functions normally undertaken by the government, but the public sector retains legal ownership of the facility.

P3 projects create a risk-sharing arrangement between public and private parties. The P3 delivery approach includes a range of potential partnership structures, which transfer risk to the private partner to 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. In addition, the private party is incentivized to innovate and value engineer to drive down costs and mitigate risks. The right structure for a particular project may depend on project complexity, public policy goals, private sector interest, and a Value for Money analysis (see definition below).

P3 delivery is not suitable for all infrastructure projects. Many believe that P3s 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 upfront cost savings through alternative delivery;
- that could show cost savings through operating and maintenance efficiencies;
- and/or that may lack funding.

While P3s can offer alternative project delivery methods or financing mechanisms, they do not provide new money for infrastructure – they are a method of financing, not funding mechanisms. Revenues to repay the private investment must come from the same sources of public funding – tolls, fees or taxes.

How do Public Private Partnerships Add Value? Isn't Tax-Exempt Financing Cheaper?

In order to decide if a P3 structure could benefit the public partner, a Value for Money (VfM) analysis is typically 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.

Because municipal tax-exempt interest rates are generally lower than corporate taxable interest rates, other savings stemming from a project's cost and financing structure are necessary for a P3 to show a positive VfM. 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.

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 private financing, a P3 may allow some projects to be delivered without affecting the State's debt capacity.
- 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, state infrastructure banks which provide access to low-interest or tax-exempt debt to private sector entities for transportation projects, and the ability of private investors to depreciate various capital costs over the long-term – a tax benefit available to private investors but not to public entities.
- 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 upfront capital than a publicly-financed approach under equivalent or comparable project scope and assumptions.

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 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

Sources:

- AECOM, 'Evaluation of Public Private Partnerships,' Joint Transportation Committee, January 2011. <https://leg.wa.gov/media/ioti12wg/p3-2012-combo.pdf>.
- [Building-Up: How States Utilize Public-Private Partnerships for Social & Vertical Infrastructure \(ncsl.org\)](https://www.ncsl.org/public-works/infrastructure/FHWA's-Public-Private-Partnerships-page.aspx)
FHWA's Public Private Partnerships page

Public Private Partnerships 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. However, The project could not proceed as a P3 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 the 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.

No P3 projects for toll facilities have been undertaken since the enactment of the 2005 Transportation Innovative Partnerships Act.

In 2011, the Legislature directed the Joint Transportation Committee to study whether P3s can benefit the state's delivery of transportation projects. As part of the 2011 study, the consultant team recommended a number of statutory changes that would be needed if the state were to pursue the development of a viable transportation P3 program. It would require a complete rewrite of the P3 statute to allow private financing of transportation projects, to improve public interest protections, and other revisions.

In 2023, the Legislature directed the Joint Transportation Committee to study and recommend a new statutory framework that included a review of the Committee's 2011 study. Pursuant to the 2023 study, the Committee formed a working group. With assistance from a consultant team, the working group drafted and delivered a preliminary report, with recommendations and draft legislation, to the office of the governor and the transportation committees of the Legislature in December of 2023. The working group then delivered its final report with draft legislation to the same in July of 2024.

Source: <https://leg.wa.gov/JTC/Pages/P3workgroup.aspx>

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

WSDOT's Innovative Partnerships Office administers the Transportation Innovative Partnership (TIP) program, 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 ensure 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 Responsibilities for the TIP Program

WSDOT's Innovative Partnerships Office (IPO) 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 \$704,000 in operating funds, with 2 FTEs, and is overseen by the Principal Financial Officer for the agency.

The IPO relies on short-term contracts with consultants to conduct specialized research and due diligence on potential projects. Typically, funding is provided specifically for this purpose and is not part of the program's ongoing budget.

Since 2012, the IPO has worked with the Transportation Commission on the [Washington Road Usage Charge Pilot Project](#).

The Innovative 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 the 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.
- A feasibility study to finance a portion of the Colman Dock Ferry Terminal as a P3.
- A feasibility study to pilot the use of Transit Oriented Developments on agency-owned Park-and-Ride facilities.
- Appropriated \$2.05 million to coordinate with cities, counties, ports, and private entities to develop recommendations that could mitigate truck parking issues around the state. A deployment of at least \$1 million in grant funds via the Zero Emissions Vehicle Program (ZEVIP).
- A deployment of at least \$130 million incentive funds for medium and heavy-duty vehicles and equipment infrastructure and incentive programs.
- A deployment of at least \$71 million in federal grant funds under the National Electric Vehicle Infrastructure program, as authorized under the Infrastructure Investment and Jobs Act (2021).

Sources:

[Washington State Transportation Commission Innovative Partnerships Program](#)

[WSDOT's Electric Vehicle Infrastructure Plan](#)

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 (dropped in 1994 due to lack of public involvement and support)
 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
- 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 was 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 Bechtel Infrastructure and Kiewit Pacific joint venture, 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, which is also a joint venture of Bechtel and Kiewit.
- 1998** The Legislature passed legislation to provide sales tax deferrals on the 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 are required to fully finance the construction of the new bridge.
- 2002** The Legislature authorizes the use of state-issued bonds and public financing for the Tacoma Narrows Bridge Project. 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 the management of the construction and operation of the project, reimbursing UIW for its development efforts to date. Also, the Legislature directed a study of barriers to public private partnerships and 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), phasing out the prior P3 law. 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.
- 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 (TPO) completed analyses of potential P3s 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.
- 2009** The Legislature authorized the TPO 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 a business analysis on whether advertising on WSDOT's website could generate revenue for the state.
- 2010** The Legislature provided \$75,000 in seed funding for a pilot project to generate revenue from digital advertising on WSDOT's website. Separately, the TPO was awarded \$1.6 million from U.S. Department of Energy funds for a public private partnership to develop a network of fast-charging stations for electric vehicles in Washington State. This funding was further leveraged through a partnership with AeroVironment, a private company providing the services.
- 2011** The TPO solicited conceptual proposals from the private sector for joint development at the Anacortes Ferry terminal. The conclusion of the development community was that a year-round business is not financially viable at the Anacortes terminal location. WSDOT drops the Anacortes terminal from further joint-development consideration.
- 2012** The Legislature authorized the TPO to develop a pilot project allowing retail amenities at state-owned Park-and-Ride lots. An RFP was issued for providing food and beverage services at specific locations that were not over parking capacity. No responses were received due to the lack of sales potential outside of the weekday commute period at Park-and-Ride lots. The TPO created and trademarked the tri-state branding for the West Coast Electric Highway and oversaw the installation of a network of electric vehicle charging in 12 communities and two highway safety rest areas.
- 2013** The TPO successfully implemented the digital advertising pilot project and transferred project oversight to WSDOT's Communications Office.
- 2014** Supported the Washington State Legislature's Joint Transportation Committee's study on Business Models for Financially Sustainable EV Charging Networks.
- 2015** The Legislature directed the TPO to develop a pilot program to support the deployment of EV charging infrastructure that is supported by private financing.
- 2016** Conducted public outreach and rulemaking for WSDOT's Electric Vehicle Infrastructure Program.
- 2017** Implemented WSDOT's Electric Vehicle Infrastructure Partnerships Program with \$1M in grant funding to leverage an additional \$1.5M in public/private match to deploy electric vehicle fast-charging in 15 communities along highway corridors in western and eastern Washington.
- 2019** HB 2042 Expanded WSDOT's Zero-Emission Vehicle Infrastructure Partnerships (ZEVIP) Program with an \$8.9M appropriation and provided \$2.4M in funding for WSDOT's Zero Emissions Access Program (ZAP) to develop a pilot focused on developed opportunities to extend the benefits of Electric Vehicle ownership and/or operations to underserved communities and low to moderate income members of the workforce.

- 2021** HB 1287 WSDOT, in consultation with Ecology, Commerce, and the Office of Equity, were directed to develop and maintain a publicly-available mapping and forecasting tool that provides locations and essential information on charging and refueling infrastructure to support forecasted levels of EV adoption, travel, and usage across Washington.
- 2022** SB 5975 Directed to develop the Washington State Plan for Electric Vehicle Infrastructure Deployment for National EV Infrastructure (NEVI) Program to unlock \$71 million in federal IIJA formula funds. SB 5974 (Section 428) created an Interagency EV Coordinating Council (IEVCC), co-led by WSDOT and the Commerce Energy Office, with participation from eight other state agencies. IEVCC is responsible for coordinating the state's transportation electrification efforts to ensure the state is leveraging state and federal resources to the best extent possible and to ensure zero emissions incentives, infrastructure, and opportunities are available and accessible to all Washingtonians.
- 2023** ESHB 1125 Directed to implement a zero-emission commercial vehicle infrastructure and incentive programs for the replacement of fossil-fueled school buses and to facilitate funding for zero-emission commercial vehicles. Directed to assist in the development of truck parking sites. In collaboration with the Department of Transportation, the Legislature also directed the Joint Transportation Committee to convene a work group to study and recommend a new statutory framework for the department's public-private partnership program.

TOLLING

Table of Contents

TOLLING	261
Background	262
Tolled Lanes	263
Governance.....	263
Current Tolling Authority	263
Approval of Toll Increases	264
Limitations on Use of Toll Revenue	264
Duration of Toll Collection	264
18th Amendment to Washington State Constitution.....	265

Background

The Legislature has authorized the collection of tolls on the following facilities:

- Tacoma Narrows Bridge ([RCW 47.46.100](#));
- SR 520 floating bridge ([RCW 47.56.870](#));
- Interstate 405 and SR 167 express toll lanes ([RCW 47.56.880](#));
- SR 99 deep bore tunnel ([RCW 47.56.862](#)); and
- Puget Sound Gateway Facility ([RCW 47.56.895](#))
- The authorization to toll the bridge portion of the Columbia River Crossing (CRC) project failed to take effect ([RCW 47.56.890](#)).¹
- Tolls authorized for the Interstate 5 Bridge Replacement Project ([RCW 47.56.902](#)).

Washington collects most tolls using 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 has toll booths available for individuals who want to stop and pay the toll, but it is the only tolled facility still with 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. Those who do not pay toll charges by the due date will get a second bill with a reprocessing fee.

Registered vehicle owners with unpaid tolls after 80 days receive a notice of civil penalty from WSDOT and a \$40 fine for each unpaid toll transaction, in addition to all accumulated tolls and fees ([RCW 46.63.160](#)). At least ten days before issuing civil penalty notices to vehicle owners with active pre-paid toll accounts, WSDOT must provide email and telephone notification of unpaid pay-by-mail tolls to all vehicle owners with accounts who have elected to provide email and/or telephone contact information. WSDOT may offer first-time toll violators forgiveness of penalties. A person's annual vehicle registration hold may occur if the civil penalty is not paid, and the unpaid tolls, penalties, and fees may be sent to a collection agency.

WSDOT has established an administrative adjudication process, allowing people to appeal a civil penalty imposed when a toll bill is unpaid. During the adjudication process, the alleged violator has the opportunity to present evidence of certain mitigating circumstances as to why the toll bill was not paid ([RCW 46.63.160](#)). In response, the adjudicator may reduce or dismiss the civil penalty and associated administrative fees.

Additional general information on tolling—

- WSDOT's Good.to.Go* Toll Bill Guide website provides troubleshooting information for toll bill payers: <https://mygoodtogo.com/EN/bill-payments/toll-bills/landing>.
- WSDOT's official Good to Go! website provides information about the types of payment options, links to hours of operation, and other information about using Washington's tolled facilities: <https://mygoodtogo.com/EN/>
- WSDOT's Tolling Division Reports and Resources website provides tolling annual reports, each toll facility's financial and performance reports, and other publications regarding tolling in Washington: <https://wsdot.wa.gov/about/accountability/tolling-reports-policy>

¹ For the CRC, the authority to toll was conditioned on certain events occurring by December 31, 2015, as set out in Chapter 36, Laws of 2012 (ESSB 6445).

Tolled Lanes

Express toll lanes (ETLs) and High Occupancy Toll (HOT) lanes are a road pricing mechanism that gives motorists in single-occupant vehicles access to High Occupancy Vehicle (HOV) lanes. ETLs and HOT lanes may be used as a congestion management tool to adjust the traffic balance between general purpose and HOV lanes to maximize the vehicle throughput (number of vehicles traveling). Other goals for these facilities include increased trip reliability and raising revenue to fund future improvements in the tolled corridor.

The 2011 Legislature authorized express toll lanes on Interstate 405, and the 2019 Legislature incorporated the SR 167 corridor between Renton and SR 512 to create a combined Interstate 405 and SR 167 ETL corridor ([RCW 47.56.880](#)). WSDOT launched 15 miles of express toll lanes on I-405 between the cities of Bellevue and Lynnwood on September 27, 2015. An SR 167 HOT lane pilot project was originally authorized in 2005 and was repealed in 2019. WSDOT continues to operate separate I-405 ETLs and SR 167 HOT lanes while projects enable tolling of the full corridor progress.

More information on I-405 and SR 167 ETL Corridor tolling can be found at:

- <https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/i-405-express-toll-lanes>
- <https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-167-high-occupancy-toll-hot-lanes>

A 2017 Joint Transportation Committee study of I-405 Traffic Data and Performance Measures may be found at: <http://leg.wa.gov/JTC/Pages/I405TrafficDataStudy.aspx>

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, but not limited to, transportation corridors, bridges, crossings, interchanges, on-ramps, off-ramps, approaches, bi-state facilities, and interconnections between highways" ([RCW 47.56.810](#)). Any proposal for establishing eligible toll facilities must consider specified policy guidelines, which include: overall direction (purpose for the toll); when to use tolling; appropriate use of toll revenue; setting toll rates; and the duration of toll collection ([RCW 47.56.830](#)).

The Legislature has designated the Transportation Commission as the state tolling authority responsible for setting toll rates, including variable pricing, and reviewing toll operations ([RCW 47.56.850](#) and [47.46.100](#)). 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 ([RCW 47.56.855](#)).

Certain local jurisdictions may impose tolls on some 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](#)). Local jurisdictions need authorization from the Legislature if tolling a state route, and any toll rates 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. Currently, no local jurisdictions impose tolls on roads in the state. (For more information, refer to the Local Jurisdictions section of this manual.)

Local governments along a bordering state (currently Oregon) may form a bi-state commission to finance, construct, and operate a new replacement interstate bridge. ([Chapter 47.87 RCW](#)).

In general, federal law prohibits tolling on federal-aid highways. However, there are four federal tolling programs for which a facility can qualify if federal funds have been used or will be used on a highway. More information about federal tolling programs can be found at:

https://www.fhwa.dot.gov/ipd/tolling_and_pricing/tolling_pricing/federal_tolling_programs.aspx.

Approval of Toll Increases

A series of initiatives related to the Legislature's approval of new fees passed between 2007 and 2012. During this time period, the Legislature, typically in the transportation budget, reaffirmed the Transportation Commission's authority to set toll rates. In 2014, the Attorney General provided advice to the Legislature indicating that the Legislature did not need to continue to reaffirm the delegation of fee-setting authority to the Transportation Commission. (For more information on the Attorney General Opinion see the Initiative 1185 portion of the Recent Initiatives section of this manual.)

Limitations on Use of Toll Revenue

The current statutes confine permissible uses of toll revenue to the following purposes: 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 ([RCW 47.56.820](#) and [47.46.110](#)). In addition to the statutes of general applicability that limit the use of toll revenue, the Legislature has enacted specific restrictions on the use of toll revenue for each of the five currently authorized toll facilities.

Duration of Toll Collection

As noted above, current policy guidelines state 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](#)). The applicable guideline notes 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 optimization of system performance. The Legislature may determine the duration of the tolls, which may vary by toll facility.

The 2002 legislation that authorized the Transportation Commission to impose tolls on the Tacoma Narrows Bridge required that the bridge be operated as a toll-free facility after satisfying the debt requirements of the financing ([RCW 47.46.110](#)).

18th Amendment to Washington State Constitution

In 1944, statewide voters approved the 18th Amendment to the Washington State Constitution, which restricts the use of certain transportation revenues exclusively to ‘highway purposes.’ See a complete description of restrictions put in place by the 18th Amendment in the 18th Amendment section of this manual.

Toll revenue is not explicitly included in the 18th Amendment. However, in some instances, the Legislature has deposited toll revenues into an account within the Motor Vehicle Fund, which has resulted in 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 the 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 ([RCW 47.56.165](#));
- 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 ([RCW 47.56.875](#));
- Tolls from the SR 167 ETLs/HOT lanes are deposited into the ‘Interstate 405 and State Route Number 167 Express Toll Lanes Account,’ within the Motor Vehicle Fund ([RCW 47.56.884](#));
- Tolls from the I-405 express toll lanes will be deposited into the ‘Interstate 405 and State Route Number 167 Express Toll Lanes Account,’ within the Motor Vehicle Fund ([RCW 47.56.884](#));
- 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 are deposited into the ‘Alaskan Way Viaduct Replacement Project Account’ outside the Motor Vehicle Fund ([RCW 47.56.864](#));
- Tolls from the Puget Sound Gateway facility will be deposited into a special account, the ‘Puget Sound Gateway Facility Account,’ within the Motor Vehicle Fund ([RCW 47.56.897](#));
- Tolls from the Interstate 5 Bridge Replacement facility will be deposited into a special account known as the ‘Interstate 5 Bridge Replacement Project Account’ created in the state treasury ([RCW 47.56.904](#));

INFRACTIONS

Table of Contents

INFRACTIONS.....	266
Infractions: Traffic, Parking, and Tolling Violations	267
Traffic Infractions	267
Parking Infractions	267
Tolling Violations	268

Infractions: Traffic, Parking, and Tolling Violations

There are three basic types of infractions in state law related to the operation of a motor vehicle: traffic infractions, parking infractions, and a civil penalty related to a toll violation. The differences between the three are discussed below, including differences in where the infraction revenue is deposited.

Traffic Infractions

A traffic infraction occurs generally when an individual violates a rule of the road or another state law related to the operation of a vehicle. The rules of the road are generally found in [Chapter 46.61 RCW](#).

Under state law, with some exceptions, traffic infractions are civil and not criminal offenses ([RCW 46.63.020](#)). Civil traffic infractions are not punishable by imprisonment; rather, they can result in a monetary fine or penalty.

A traffic infraction is issued to the driver of the vehicle at the time the infraction occurs. A parking infraction, an infraction captured by a traffic camera, and a civil infraction for a toll violation are issued to the registered owner of the motor vehicle, regardless of who was operating the motor vehicle at the time the parking infraction, traffic camera-captured infraction, or toll violation occurred.

For some traffic infractions, the Legislature has provided a specific monetary penalty in statute, but for all others, the Legislature has delegated the authority to set the base penalty amount for the infraction to the Supreme Court. IRLJ 6.2 contains the [infraction penalty schedule](#) adopted by the court. A number of additional penalty amounts and fees assessed for all infractions are set by state law ([RCW 46.63.110](#) and [3.62.090](#)).

The \$145 traffic ticket is the most common infraction total penalty amount assessed. It is the sum of a base penalty level of \$48 (set by IRLJ 6.2) and \$97 for various legislative assessments for general government purposes at the state and local government levels, with approximately half going towards public safety and education, and the remainder directed to a variety of other purposes.

In most cases, only a small portion of traffic infraction revenue (approximately 6 percent) is deposited into state transportation accounts.

In some local jurisdictions, the ticketed person may attend a traffic safety course instead of paying a fine for a traffic infraction. Attendance at such a program also clears the violation from the person's record. Within a seven-year period, a person may not receive more than one deferral for traffic infractions for moving violations and one deferral for traffic infractions for non-moving violations ([RCW 46.63.070](#)).

Parking Infractions

In general, parking infractions are established by city and county governments, and the applicable local government pays the proceeds from those fines. However, penalties for infractions related to parking for persons with disabilities are divided between local jurisdictions and state government, with \$100 of the \$450 penalty deposited to the state Multimodal Transportation Account to be used to supplement a grant program for special needs transportation provided by transit agencies and nonprofit providers of transportation that WSDOT administers and \$100 deposited in the Accessible Communities Account to be used to promote greater awareness of disability issues and improved access for, and inclusion and acceptance of, persons with disabilities ([RCW 46.19.050](#)).

Traffic infractions detected by traffic safety cameras and school bus safety cameras are processed similarly to parking infractions (see [RCW 46.63.180](#) and [46.63.220](#)). Revenues from certain types of traffic safety camera fines generally remain with the local government, with a certain percentage of revenues directed to state government under certain circumstances; revenues from school bus safety camera fines (less operating and administrative costs of the cameras) are remitted to school districts for school zone safety projects.

Highway work zone safety cameras are authorized through June 30, 2030, and are also processed in the same manner as parking infractions (see [RCW 46.63.200](#)). Revenues from these cameras, less operating

and administrative costs, are deposited into the state Highway Safety Fund for traffic safety purposes, including driver education and DUI emphasis patrols.

Tolling Violations

Failure to pay a toll on a tolled facility in Washington is a civil infraction ([RCW 46.63.160](#)). WSDOT issues a fine of \$40 for each unpaid toll transaction, in addition to the original toll amount and associated fees. Photo toll customers have 80 days from the time they use the toll facility to pay the toll before non-payment of the toll charge becomes a violation subject to a civil penalty. WSDOT offers first-time forgiveness of penalties. A hold on a person's vehicle registration may occur if the civil penalty is not paid.

The state administers proceeds from tolling violations as part of the transportation budget and are currently used to defray the construction and operating costs of the tolled facility on which the violation occurred.

For more information on toll violations, please see the tolling section.

SALES AND USE TAX ON ROAD CONSTRUCTION

Table of Contents

SALES AND USE TAX ON ROAD CONSTRUCTION 269

 Sales & Use Tax on WSDOT Projects on State-Owned Highways..... 270

 Public Road Construction Exemption: local jurisdictions and federal government 270

 Taxation of federal projects..... 270

 Sales Tax Deferrals 271

 Connecting Washington 271

 Move Ahead Washington 271

Sales and Use Tax on WSDOT Projects on State-Owned Highways

Washington State sales and use taxes are generally applied to construction contracts. Contractors working on WSDOT projects on state-owned highways are taxed in two ways:

1. **Contractor purchased materials consumed during construction.** When WSDOT contractors purchase materials that will be utilized or consumed by the contractor during construction (i.e., temporary striping, barricades), the contractor is charged sales tax at the point of purchase. This contrasts with materials like asphalt that become part of the final product; the contractor does not pay sales tax at the time of purchase.
2. **Contractor gross receipts.** Sales and use tax is applied to the contractor's total billing, including charges for labor, services, sub-contractor costs, and materials, including both consumed materials and materials that become part of the final product. Because the materials consumed are normally part of the overall billing, sales tax is applied a second time to such materials.

Public Road Construction Exemption: Local Jurisdictions and Federal Government

Road construction paid for by local jurisdictions and the federal government is partially exempt from sales and use taxes.

[RCW 82.04.050\(10\)](#) exempts construction labor and services from sales and use tax when construction occurs on highways owned by cities, counties, special districts or the federal government. When first adopted in 1943, the exemption applied to construction on highways owned by the state. In 1971, the RCW was amended to remove construction on highways owned by the state from the exemption.

Under the Public Road Construction Exemption, sales and use tax is not paid on the full contract price. Contractors pay for all materials (and services associated with the provision of those materials) purchased or used for the work, whether they are installed as part of the construction or consumed during construction.

The Washington Department of Revenue [2016 Tax Exemption Study](#) identifies the purpose of the exemption as: 1) taxing contractors who do work for the federal government on the value of the materials they incorporate into the project; and 2) reducing costs for local jurisdictions. The study's estimated savings to taxpayers from the 2017-19 biennium exemption is \$256 million in state tax and \$97 million in local taxes.

Taxation of federal projects

Under the Supremacy Clause of the United States Constitution, the state cannot directly tax the federal government. On construction projects, the state only imposes sales and use tax on materials purchased by federal contractors.

The United States Supreme Court, in a 5-4 decision, upheld Washington's taxation of federal contractors in *Washington v. United States*, 460 U.S. 536 (1983). The important question, according to the Supreme Court, is whether the tax is discriminatory with regard to the economic burdens that result. "The important consideration is not whether the State differentiates in determining what entity shall bear the legal incidence of the tax, but whether the tax is discriminatory with regard to the economic burdens that result. The State does not discriminate against the Federal Government and those with whom it deals unless it treats someone else better than it treats them. Here, Washington has not singled out contractors who work for the United States for discriminatory treatment. It has merely accommodated for the fact that it may not impose a tax directly on the United States as the project owner."

The Department of Revenue has expressed concern that creating new exemptions and deferrals for construction projects presents "a significant legal risk that the federal government or federal contractors will seek to re-litigate *Washington v. United States*. Sales/use tax exemptions pose the greatest legal risk because they plainly treat the beneficiaries of the exemption more favorably than federal contractors are treated. Sales/use tax deferrals also pose a significant legal risk."

Sales Tax Deferrals

Sales and use tax deferrals have been specifically granted by legislation for three tolled facilities:

- **SR 520.** [RCW 47.01.412](#) defers state and local sales and use taxes on the SR 520 improvements until the 24th year after the date certified by the Department of Revenue as the date on which the project is operationally complete, which was in 2017. The deferred tax, totaling \$159.5 million, is to be repaid over 10 years. Interest is not charged on the deferred sales and use taxes.
- **SR 520 – West end project.** [RCW 47.01.419](#), passed in 2024, defers state and local sales and use taxes on the SR 520 West end project until the 24th year after the project is operationally complete. Interest is not charged on the deferred sales and use taxes. The total estimated deferred state and local sales and use taxes are \$140 million.
- **Tacoma Narrows Bridge SR 16.** [RCW 47.46.060](#), as amended in 2015, defers state and local sales and use taxes on the Tacoma Narrows Bridge SR 16 corridor improvements until 2032. (Prior to the amendment, state and local sales and use tax were to be repaid in 2019.) The deferred tax totals \$57.6 million and will be repaid over 10 years. The statute includes a provision that permits the Department of Revenue to authorize an accelerated repayment schedule upon the request of the Department of Transportation. No interest is charged.
- **I-405/SR 167 Corridor.** [RCW 47.56.878](#), passed in 2022, defers state and local sales tax on I-405 and SR 167 Corridor projects until the 10th year after the project is operationally complete. Payments are due in 10 equal payments, beginning in the 10th year. Interest is not charged on the deferred sales and use taxes. The total estimated deferred state and local sales and use taxes are \$112 million.

Connecting Washington

Chapter 44, Laws of 2015, 3rd Special Session authorized fund transfers from the General Fund—State to the Connecting Washington Account for six biennia ending in 2031 ([RCW 82.32.385](#)). The \$518 million required to be transferred represents refunds of sales taxes paid on the state highway projects authorized by the Connecting Washington transportation revenue package.

Move Ahead Washington

[RCW 82.32.385](#) was updated in ESSB 5974 during the 2022 session. For fiscal years 2026 through fiscal year 2038, the state treasurer must make annual transfers of \$31 million from the general fund to the Move Ahead WA Flexible Account. This represents an estimate of the state sales and use tax generated from the Move Ahead WA transportation package construction projects over sixteen years.

Source: Joint Transportation Committee, “Efficiencies in the Construction and Operation of State Transportation Projects, [Appendix A](#).” January 13, 2014.

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.

Table of Contents

REPEALED TAXES AND FEES.....	272
Aircraft Pilot Registration Fee	273
Airman/Airwoman Registration Fee.....	274
Centennial License Plates	275
Clean Air Excise Tax	276
Mobile Home/Travel Trailer Dealer Excise Tax.....	277
Motor Vehicle Excise Tax (MVET), Statewide and Local.....	278
Motor Vehicle License Fee (local)	283
Travel Trailer and Camper Excise Tax	284
Vehicle Dealer Excise Tax.....	285

REVENUE SOURCE:	Aircraft Pilot Registration Fee
RCW:	47.68.233
WHO PAID:	Pilots residing in Washington or who regularly operate any aircraft in the state; applies to each pilot who are a resident of this state and each nonresident pilot who regularly operates aircraft in this state.
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 pilot safety and education activities.
EXEMPTIONS:	A pilot who operates an aircraft exclusively in the service of the 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).
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 PAID:	Any airperson 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.
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 pilot safety and education activities.
EXEMPTIONS:	Airperson 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 their own aircraft (RCW 47.68.020(9)).
HISTORY:	1993 Not to exceed \$10 2003 \$15 2005 Effective July 1, 2005, the airperson registration fee was repealed by SSB 5414 (C 341, Laws of 2005)

REVENUE SOURCE:	Centennial License Plates
RCW:	46.16.650
WHO PAID:	Consumers who purchase new plates.
RATE:	\$1 per plate
ADMINISTERED BY:	Department for Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	As appropriated for highway-related purposes
EXEMPTIONS:	State/local government vehicles (RCW 46.16A.170)
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 PAID:	Owners of motor vehicles, campers, travel trailers, trailers, and semitrailers.
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 70.94)
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)
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:	82.50.410	
WHO PAID:	Mobile home and travel trailer dealers.	
RATE:	\$2 per dealer license plate or duplicate.	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	General Fund	
DISTRIBUTION & USE:	Appropriated for general government.	
EXEMPTIONS:	None	
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) 81.104.160 (local authority – regional transit authorities)	
WHO PAID:	Owners of certain motor vehicles	
RATE:	Statewide rate: Annual rate of 2.2 percent of vehicle value: 2.0 percent of value base 0.2 percent of value dedicated to state transportation Vehicle value was determined according to valuation schedules repealed when the statewide MVET was repealed. Trucks over 40,000 pounds G.V.W. used in combination with trailers pay rate of 2.78 percent; MVET eliminated for commercial trailers used in combination with trucks paying the 2.78 percent 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 percent of vehicle value - For Regional Transit Authorities and other transit agencies financing high-capacity transportation: 0.3 percent of vehicle value (for Sound Transit; expires when the bonds to which the 0.3 percent tax was pledged are retired, in 2028); and - A rate not to exceed 0.8 percent 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	
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)	
HISTORY:	1937 1.5 percent of value, dedicated to common schools 1943 Dedication changed: 15 percent to cities and towns, 5 percent to General Fund, 80 percent to common schools. House trailers included 1945 Dedication changed: 17 percent to cities and towns, 5 percent to General Fund, 78 percent to common schools. 1955 House trailers deleted 1959 2.0 percent of value 1961 Dedication changed: 2.0 percent for admin, 17 percent to cities and towns, 5 percent to General Fund, 78 percent to common schools. Of city and town distribution, 4¢ per capita directed to fund municipal research 1965 House trailers added 1969 Local 1.0 percent tax authorized for transit as a credit against the state tax; municipal research increased to at least 7¢ per capita. 1971 Mobile homes exempt 1975 Transit bonds limited (only 10 percent of MVET may be used as pledge against bonds issued after 7/1/75). 1977 2.2 percent (.2 percent to ferry construction) 1979 Transit bonds limited (MVET may not be used as pledge against bonds issued after 5/14/79) 1982 2.288 percent (4 percent surtax added) 1983 2.354 percent (increased surtax to 7 percent) 1987 2.454 percent (increased 0.1 percent dedicated to ferry operations and 1 percent transit match reduced in four counties to fund Rail Development Account). 1988 Joint committee established to study MVET 1990 Changes vehicle valuation schedules and base rate; new 2.0 percent base rate revenue neutral with prior 2.454 percent rate (effective 9/1/90). • Adds 0.2 percent 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 percent (under new law) to 0.725 percent (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 percent vehicle value from General Fund to Transportation Fund (effective 7/1/93).	

	• Voter-approved local option MVET in King, Pierce, and Snohomish counties of up to 15 percent of basic state rate for HOV lanes • Voter-approved local option MVET of up to 0.8 percent for transit agencies for funding high capacity transportation	
1992	Consumers required to pay 5.9 percent sales tax on vehicle rentals in lieu of dealer paying MVET (effective 1/1/93). Transit residual goes to General Fund instead of Transportation Fund for 1993–95 Biennium. • 0.1 percent 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 percent to 2.78 percent; MVET eliminated trailers used in combination with such trucks.	
1994	Transit systems receiving less than 80 percent 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 percent of vehicle value eliminated; MVET rate consolidated at 2.2 percent. • 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 from making 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 percent 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. 2015 The Legislature enacted Chapter 44, Laws of 2015, which provided certain Regional Transit Authorities (Sound Transit) with an additional 0.8 percent MVET authority (RCW 81.104.160(1)). 2019 Voters approved Initiative 976, which repealed the 0.8 percent MVET authority, contingent on whether Sound Transit retired, defeased, or refinanced its existing MVET bonds by March 31, 2020; Sound Transit did not do so by this date. 2020 In October 2020, the State Supreme Court invalidated I-976 in its entirety.	
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 (local)
RCW:	82.80.020 (Authorized in 1990)
WHO PAID:	Owners of motor vehicles
RATE:	Up to \$15 maximum per vehicle registered in the county.
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 the 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 <i>Background Information</i>, page 132).
EXEMPTIONS:	• Exempts all trucks above 6,000 pounds (unladen), buses, for-hire vehicles, commercial trailers, and converter gears. • Allows the county to exempt senior citizens with incomes below the level set by the county and persons with physical disabilities.
DISTRIBUTION & 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
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
WHO PAID:	Travel trailer and camper owners
RATE:	The annual rate of 1.1 percent 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 percent of value: • 13.64 percent to cities • 13.64 percent to counties • 63.64 percent to General Fund; appropriated for schools • 9.08 percent to Transportation Fund; appropriated for general transportation purposes
EXEMPTIONS:	Dealer inventory held for sale (RCW 82.50.520(1)) Government agency (RCW 82.50.520(2)) Nonresidents (RCW 82.50.520(3))
HISTORY:	1943 1.5 percent (travel trailer) 1955 1.0 percent (travel trailer) 1971 2.0 percent (camper) 1972 1.0 percent (camper) 1990 1.1 percent (changed vehicle valuation schedules; added 0.1 percent surtax to base rate to be deposited in Transportation Fund) 1.1 percent (eliminated 0.1 percent surtax and consolidated tax rate at 1.1 percent; distribution changed to maintain revenue neutrality) 2000 Repealed by Chapter 1, 1 st Special Session, Laws of 2000

REVENUE SOURCE:	Vehicle Dealer Excise Tax	
RCW:	82.44.030	
WHO PAID:	Vehicle Dealers	
RATE:	One-time fee of \$2 per set of vehicle dealer license plates; for the 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.	•
EXEMPTIONS:	None	
HISTORY:	1943 \$2 per set of plates 2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000	

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 statutorily set aside from collections from the motor fuel tax, motor vehicle registration fee, the combined licensing fee, and ferry fares. By statute, this revenue can only be spent on ferry operations.

Expenditures from accounts created 'in the motor vehicle fund' are subject to the restrictions of the 18th Amendment. Expenditures from other accounts may also be restricted to the extent that the source of funds includes gas tax and vehicle license fees. A list of accounts organized by whether expenditures from the account are restricted to highway purposes can be found immediately following this introduction.

Accounts in this section are arranged alphabetically. Each account profile includes revenue estimates, excluding administrative transfers between accounts, and bond proceeds and costs carried forward from prior periods for the 2023-25 and 2025-27 biennia.

The Office of Financial Management maintains an online [Fund Reference Manual](#) with information about all authorized accounts for use by state agencies.

Table of Contents

ACCOUNTS	286
State transportation accounts: Restricted to 'highway purposes'?	289
Abandoned Recreational Vehicle Disposal Account	291
Advanced Environmental Mitigation Revolving Account	292
Advance Right-of-Way Revolving Account	293
Aeronautics Account	294
Agency Financial Transaction Account	295
Alaskan Way Viaduct Replacement Project Account	296
Capital Vessel Replacement Account	297
Carbon Emissions Reduction Account	298
Clean Fuels Transportation Investment Account	299
Climate Active Transportation Account	300
Climate Transit Programs Account	301
Complete Streets Grant Program Account	302
Connecting Washington Account	303
Cooper Jones Active Transportation Safety Account	304
County Arterial Preservation Account	305
CRAB Emergency Loan Account	306
Department of Licensing Services Account	307
Driver Licensing Technology Support Account	308

Electric Vehicle Charging Infrastructure Account	309
Essential Rail Assistance Account.....	310
Federal Local Rail Service Assistance Account/Local Rail Federal Assistance	311
Ferry Bond Retirement Account	312
Freight Mobility Investment Account	313
Freight Mobility Multimodal Account	314
Grade Crossing Protective Account.....	315
High Occupancy Vehicle Account	316
Highway Infrastructure Account.....	317
Highway Safety Account	318
Ignition Interlock Device Revolving Account.....	319
Impaired Driving Safety Account	320
Interstate 405 and State Route Number 167 Express Toll Lanes Account.....	321
License Plate Technology Account	322
Marine Fuel Tax Refund Account	323
Miscellaneous Transportation Programs Account	324
Motor Vehicle Account	325
Motorcycle Safety Education Account	327
Move Ahead WA Account.....	328
Move Ahead WA Flexible Account	329
Multimodal Transportation Account	330
Multiuse Roadway Safety Account	331
Pilotage Account	332
Produce Railcar Pool Account.....	333
Public Use General Aviation Airport Loan Revolving Account	334
Puget Sound Capital Construction Account.....	335
Puget Sound Ferry Operations Account	336
Puget Sound Gateway Facility Account.....	337
Recreation Resources Account.....	338
Recreational Vehicle Account	339
Regional Mobility Grant Program Account.....	340
Rural Arterial Trust Account	341
School Zone Safety Account	342
Small City Pavement and Sidewalk Account	343
Special Category C Account.....	344
State Patrol Highway Account	345
State Route Number 520 Civil Penalties Account	346
State Route Number 520 Corridor Account	347
State Vehicle Parking Account	348
Tacoma Narrows Toll Bridge Account	349

Toll Collection Account	350
Toll Facility Bond Retirement Account	351
Transportation 2003 Account (Nickel Account)	352
Transportation Equipment Account.....	353
Transportation Improvement Account	354
Transportation Improvement Board Bond Retirement Account	355
Transportation Infrastructure Account.....	356
Transportation Innovative Partnership Account.....	357
Transportation Partnership Account.....	358
Vulnerable Roadway User Education Acct	359

State transportation accounts: Restricted to 'highway purposes'?

The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees into the motor vehicle fund for 'highway purposes.' As a result of this language, the restriction of expenditures to highway purposes may be a result of either: 1) the revenue source being a gas tax or vehicle license fee, or 2) the revenue source being deposited into the motor vehicle fund. Historically, the motor vehicle fund has been an umbrella fund for many state accounts, including the Motor Vehicle Account. Expenditures from state accounts that receive gas taxes/vehicle license fees or are created 'in the motor vehicle fund' are thus considered to be subject to the restrictions of the 18th Amendment.

State Accounts Restricted to Highway Purposes

Capital Vessel Replacement Account, [RCW 47.60.322](#)

Connecting Washington Account, [RCW 46.68.395](#)

County Arterial Preservation Account, [RCW 46.68.090 \(2\)\(i\)](#)

County Road Administration Board (CRAB) Emergency Loan Account, [RCW 36.78.135](#)

Department of Licensing Services Account, [RCW 46.68.220](#)

Ferry Bond Retirement Account, [RCW 47.60.600](#)

Freight Mobility Investment Account, restricted by virtue of TPA transfer, [RCW 46.68.300](#), [RCW 46.68.295](#)

Highway Infrastructure Account, [RCW 46.68.240](#)

Interstate 405 and State Route Number 167 Express Toll Lanes Account, [RCW 47.56.884](#)

Motor Vehicle Account, [RCW 46.68.070](#)

Move Ahead WA Account, [RCW 46.68.510](#)

Puget Sound Capital Construction Account, [RCW 47.60.505](#)

Puget Sound Ferry Operations Account, [RCW 47.60.530](#)

Puget Sound Gateway Facility Account, [RCW 47.56.897](#)

Recreational Vehicle Account, [RCW 46.68.170](#)

Rural Arterial Trust Account, [RCW 36.79.020](#)

Small City Pavement and Sidewalk Account, restricted by virtue of TPA transfer, [RCW 47.26.340](#), [RCW 46.68.295](#)

Special Category C Account, [RCW 46.68.090\(2\)\(b\)](#)

State Patrol Highway Account, [RCW 46.68.030\(2\)\(a\)](#)

Tacoma Narrows Toll Bridge Account, [RCW 47.56.165](#)

Transportation 2003 Account (Nickel Account), [RCW 46.68.280](#)

Transportation Improvement Account, [RCW 47.26.084](#)

Transportation Partnership Account, [RCW 46.68.290](#)

State Accounts Not Restricted to Highway Purposes

Abandoned Recreational Vehicle Disposal Account, [RCW 46.68.175](#)

Advanced Environmental Mitigation Revolving Account, [RCW 47.12.340](#)

Advance Right-of-Way Revolving Account, [RCW 47.12.244](#)

Aeronautics Account, [RCW 82.42.090](#)

Agency Financial Transaction Account, [RCW 46.01.385](#)

Alaskan Way Viaduct Replacement Project Account, [RCW 47.56.864](#)

Carbon Emissions Reduction Account, [RCW 70A.65.240](#)

Complete Streets Grant Program Account, [RCW 47.04.325](#)

Cooper Jones Active Transportation Safety Account, [RCW 46.68.480](#)

Clean Fuels Transportation Investment Account, [RCW 70A.535.160](#)

Climate Active Transportation Account, [RCW 46.68.490](#)

Climate Transit Programs Account, [RCW 46.68.500](#)

Driver Licensing Technology Support Account, [RCW 46.68.067](#)

Essential Rail Assistance Account, [RCW 47.76.250](#)

Federal Local Rail Service Assistance Account/Local Rail Federal Assistance, [RCW 43.88.195](#), (account authorized by OFM)

Freight Mobility Multimodal Account, [RCW 46.68.310](#)

Grade Crossing Protective Account, [RCW 81.53.281](#)

High Occupancy Vehicle Account, [RCW 81.100.070](#)

Highway Safety Account, [RCW 46.68.060](#)

Ignition Interlock Device Revolving Account, [RCW 46.68.340](#)

Impaired Driving Safety Account, [RCW 46.68.260](#)

License Plate Technology Account, [RCW 46.68.370](#)

Miscellaneous Transportation Programs Account, [RCW 47.04.220](#)

Motorcycle Safety Education Account, [RCW 46.68.065](#)

Move Ahead WA Flexible Account [RCW 46.68.520](#)

Multimodal Transportation Account, [RCW 47.66.070](#)

Pilotage Account, [RCW 88.16.061](#)

Produce Railcar Pool Account, [RCW 47.76.450](#)

Public Use General Aviation Airport Loan Revolving Account, [RCW 47.68.490](#)

Regional Mobility Grant Program Account, [RCW 46.68.320](#)

School Zone Safety Account, [RCW 46.61.440 \(5\)](#)

State Route Number 520 Civil Penalties Account, [RCW 47.56.876](#)

State Route Number 520 Corridor Account, [RCW 47.56.875](#)

Toll Collection Account, [RCW 47.56.167](#)

Toll Facility Bond Retirement Account, [RCW 47.10.905](#)

Transportation Equipment Account, [RCW 47.08.120](#)

Transportation Improvement Board Bond Retirement Account, [RCW 43.99M.080](#)

Transportation Infrastructure Account, [RCW 82.44.190](#)

Transportation Innovative Partnership Account, [RCW 47.29.230](#)

Vulnerable Roadway User Education Acct, [RCW 46.61.145](#)

ACCOUNT NAME:	Abandoned Recreational Vehicle Disposal Account
ACCOUNT NUMBER:	22J
AUTHORIZING RCW:	RCW 46.68.175 (Created in 2018–Chapter 287, Laws of 2018; Effective May 1, 2019)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

For cost reimbursement to authorized entities for towing, transporting, storing, dismantling, and disposing of abandoned recreational vehicles, as defined by [Chapter 46.55 RCW](#), from public property.

Sources Of Funds

Fund transfers and appropriations, gifts, grants, and endowments.

Uses of the Account

- Reimburse registered tow truck operators and licensed dismantlers for up to one hundred percent of the total reasonable and auditable administrative costs for transport, dismantling, and disposal of abandoned recreational vehicles under [RCW 46.53.010](#) when the last registered owner is unknown after a reasonable search effort. (Reimbursement is limited to \$10,000 per vehicle.)
- Up to fifteen percent of the expenditures from the account may be used for DOL's administrative expenses to implement the chapter.

Agencies/Governments Operating Out of the Account

The Department of Licensing may reimburse registered tow truck operators and licensed dismantlers for costs related to abandoned vehicle disposal and may use up to fifteen percent of the expenditures in the account for DOL's administrative expenses implementing the chapter.

Estimated Revenue

Includes sources of funds listed above. Estimated revenue for this account is not part of the November 2024 Transportation Revenue Forecast. Does not include carryover from prior biennium, administrative or statutory transfers. Does not include federal or local revenues.

2023-25 \$ 2,991,000

2025-27 \$ 3,031,000

ACCOUNT NAME:	Advanced Environmental Mitigation Revolving Account
ACCOUNT NUMBER:	789
AUTHORIZING RCW:	RCW 47.12.340 (Created in 1997)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated/Non-allotted 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 non-budgeted and non-appropriated account.

Sources of Funds

- 80% of treasury deposit earnings
- Sales tax on leaded racing fuel ([RCW 82.32.394](#))
- The sale of property or environmental mitigation rights (e.g., for highway construction purposes).

Uses of the Account

- Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast mitigation.
- 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

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Advance Right-of-Way Revolving Account
ACCOUNT NUMBER:	880
AUTHORIZING RCW:	RCW 47.12.244 (Created in 1969)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated/Non-allotted Account

Description

Provides funds used to purchase property in advance of highway construction right of way requirements. This is a non-budgeted and non-appropriated 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

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Aeronautics Account
ACCOUNT NUMBER:	039
AUTHORIZING RCW:	RCW 82.42.090
18TH AMENDMENT?:	Not restricted
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 percent of gross gasoline tax collections, less amounts transferred to satisfy nonhighway refunds) [RCW 82.38.183](#)
- Aircraft fuel tax (11.0 cents per gallon)
- Aircraft excise tax
- 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 with 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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25 \$14,822,556

2025-27 \$14,301,545

ACCOUNT NAME:	Agency Financial Transaction Account
ACCOUNT NUMBER:	24K
AUTHORIZING RCW:	RCW 46.01.385 (Created in 2019)
18TH AMENDMENT?:	Not Restricted
BUDGET TYPE:	Appropriated Account

Description

To be used for credit card, financial transaction fees, and other related costs incurred by state agencies.

Sources of Funds

- Cost recovery charges for credit card and other financial transaction fees.

Uses of the Account

- For paying credit card, financial transaction fees, and other related costs incurred by state agencies.

Agencies/Governments Operating out of the Account

- Department of Licensing
- Department of Transportation.

Estimated Revenue

(Does not include federal or local revenues)

2023-25	\$18,183,000
2025-27	\$18,02,000

ACCOUNT NAME:	Alaskan Way Viaduct Replacement Project Account
ACCOUNT NUMBER:	535
AUTHORIZING RCW:	RCW 47.56.864
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

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
- Sale of surplus real property acquired for the purpose of building the AWW replacement project
- Damages, liquidated or otherwise, collected under any contract involving the construction of the AWW replacement project.

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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25 \$97,739,607

2025-27 \$81,956,000

ACCOUNT NAME:	Capital Vessel Replacement Account
ACCOUNT NUMBER:	18J
AUTHORIZING RCW:	RCW 47.60.322
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

For the construction or purchase of ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.

Sources of Funds

- Vessel replacement surcharge under [RCW 47.60.315](#)(7), and service fees
- Vehicle Transaction Service fees under [RCW 46.17.040](#).

Uses of the Account

- Construction or purchase of ferry vessels
- Pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.

Agencies/Governments Operating out of the Account

- Department of Transportation

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$55,719,239
2025-27	\$58,720,300

ACCOUNT NAME:	Carbon Emissions Reduction Account
ACCOUNT NUMBER:	26A
AUTHORIZING RCW:	RCW 70A.65.240 (Created in 2021)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Contains a portion of the cap and invest revenues generated from the Climate Commitment Act (E2SSB 5126) enacted in 2021. Expenditures from the account are intended to affect reductions in transportation sector carbon emissions through a variety of carbon-reducing investments. Expenditures from the account may only be made for transportation carbon emission reduction purposes and not for highway purposes authorized under the 18th Amendment of the Washington State Constitution other than specified in the fund creation statute. When allocating funds or administering grants funded by the Climate Commitment Act, agencies are required to conduct an environmental justice assessment and establish a minimum of not less than 35 percent, and a goal of 40 percent, of total investments to provide direct and meaningful benefits to vulnerable populations within overburdened communities.

Sources of Funds

A specified portion of cap and invest revenues.

Transfers from other accounts

Treasury deposit earnings.

Uses of the Account

Uses include, but are not limited to:

- Transportation alternatives to single occupancy passenger vehicles;
- Reductions in single occupancy passenger vehicle miles traveled;
- Reductions in per-mile emissions in vehicles, including through the funding of alternative fuel infrastructure and incentive programs;
- Emission reduction programs for freight transportation, including motor vehicles and rail, as well as for ferries and other maritime and port activities.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Clean Fuels Transportation Investment Account
ACCOUNT NUMBER:	28F
AUTHORIZING RCW:	RCW 70A.535.160 (Created in 2023)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

It contains clean fuels credit revenue generated by state agencies from transportation investments funded by the Omnibus Transportation Appropriations Act. The Department of Ecology established the Clean Fuels Program pursuant to E3SHB 1091 passed in 2021. Expenditures from the account can only be used for activities and projects that reduce greenhouse gas emissions and decarbonize the transportation sector.

Sources of Funds

- A portion of clean fuels credit revenue generated by state agencies
- Treasury deposit earnings.

Uses of the Account

Uses are limited to activities and projects that reduce greenhouse gas emissions and decarbonize the transportation sector.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Not forecasted yet

ACCOUNT NAME:	Climate Active Transportation Account
ACCOUNT NUMBER:	26M
AUTHORIZING RCW:	RCW 46.68.490 (Created in 2022)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Contains a portion of the revenues deposited into the Carbon Emissions Reduction Account (CERA) generated from cap and invest program under the Climate Commitment Act (E2SSB 5126) enacted in 2021. Beginning July 1, 2023, the Climate Active Transportation Account will receive 24 percent of the revenues accruing each year to the CERA.

When allocating funds or administering grants funded by the Climate Commitment Act, agencies are required to conduct an environmental justice assessment and establish a minimum of not less than 35 percent, and a goal of 40 percent, of total investments to provide direct and meaningful benefits to vulnerable populations within overburdened communities.

To be used for active transportation grant programs identified as Move Ahead AW projects, including safe routes to schools, school-based bike program, bicycle and pedestrian grant program, Complete Streets Grant Program, connecting communities grant program, and other pedestrian and bicycle or active transportation projects.

Sources of Funds

- Transfers (24 percent of the revenues accruing annually to the Carbon Emissions Reduction Account)
- Treasury deposit earnings.

Uses of the Account

Safe routes to schools; School-based bike program; Bicycle and pedestrian grant program; Complete Streets grants program; Connecting Communities grant program; Pedestrian and bicycle or other active transportation projects identified in an omnibus transportation appropriations act as Move Ahead WA projects

Agencies/Governments Operating out of the Account

- Department of Transportation
- Transportation Improvement Board.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Climate Transit Programs Account
ACCOUNT NUMBER:	26N
AUTHORIZING RCW:	RCW 46.68.490 (Created in 2022)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Contains a portion of the revenues deposited into the Carbon Emissions Reduction Account (CERA) generated from cap and invest program under the Climate Commitment Act (E2SSB 5126) enacted in 2021. Beginning July 1, 2023, the Climate Transit Programs Account will receive 56 percent of the revenues accruing each year to the CERA.

When allocating funds or administering grants funded by the Climate Commitment Act, agencies are required to conduct an environmental justice assessment and establish a minimum of not less than 35 percent, and a goal of 40 percent, of total investments to provide direct and meaningful benefits to vulnerable populations within overburdened communities.

To be used for transit grant programs identified as Move Ahead AW projects, including transit support grant program, tribal transit mobility grants, transit coordination grants, special needs transit grants, bus and bus facility grant program, green transit grants, transportation demand management grants, and other transit projects

Sources of Funds

- Transfers (56 percent of the revenues accruing annually to the Carbon Emissions Reduction Account)
- Treasury deposit earnings.

Uses of the Account

Transit support grant program; Tribal transit mobility grants; Transit coordination grants; Special needs transit grants; Bus and bus facility grant program; Green transit grants; Transportation demand management grants; and other Transit projects identified in an omnibus transportation appropriations act as Move Ahead WA projects.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Complete Streets Grant Program Account
ACCOUNT NUMBER:	17N
AUTHORIZING RCW:	RCW 47.04.325 (created in 2011)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Provides funds for the Transportation Improvement Board (TIB) to implement the Complete Streets Grant Program. Grants are for local governments to make improvements that provide all users safe access. Grants apply to city streets, county roads, and local roads that are part of the state highway system.

Sources Of Funds

- Gifts, grants, and endowments from private and other sources.

Uses of the Account

- For the Complete Streets Grant Program ([RCW 47.04.320](#)).

Agencies/Jurisdictions Operating out of the Account

- No appropriations from the account (program funded by Multimodal Account appropriation to TIB).

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Connecting Washington Account
ACCOUNT NUMBER:	20H
AUTHORIZING RCW:	RCW 46.68.395 (created in 2015)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

For projects or improvements identified as Connecting Washington projects or improvements in the Omnibus Transportation Appropriations Act, including any principal and interest on bonds authorized for the projects or improvements.

Sources of Funds

- Motor Fuel Tax (7¢ per gallon beginning August 1, 2015, and 4.9¢ per gallon beginning July 1, 2016)
- Treasurer's transfers
- Treasury deposit earnings
- Bond proceeds.

Uses of the Account

- Expenditures from the account must be used only for projects or improvements identified as Connecting Washington projects or improvements in the Omnibus Transportation Appropriations Act.
- Moneys in the account may not be expended on the SR 99 Alaskan Way viaduct replacement project.
- Debt service on bonds.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$713,325,200
2025-27	\$681,175,800

ACCOUNT NAME:	Cooper Jones Active Transportation Safety Account
ACCOUNT NUMBER:	24Q
AUTHORIZING RCW:	RCW 46.68.480 (Created in 2020)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

To be used only to fund grant projects or programs for bicycle, pedestrian, and nonmotorist safety improvement administered by the Washington Traffic Safety Commission.

Sources of Funds

- Penalties.

Uses of the Account

- Expenditures from the account may be used only to fund grant projects or programs for bicycle, pedestrian, and nonmotorist safety improvement administered by the Washington Traffic Safety Commission.

Agencies/Governments Operating out of the Account

- Traffic Safety Commission.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	County Arterial Preservation Account
ACCOUNT NUMBER:	186
AUTHORIZING RCW:	RCW 46.68.090 (2)(i) (Created in 1990)
18TH AMENDMENT?:	Restricted
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.

Sources of Funds

- Motor fuel tax (1.9565 percent of 23-cent gas tax collections)
- Treasury deposit earnings
- Statutory transfer from Transportation Partnership Account ([RCW 46.68.295](#)).

Uses of the Account

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

Agencies/Governments 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 2024 Forecast. It does not include carryover from prior biennium, American Rescue Plan Act distributions, or administrative or statutory transfers.

2023-25	\$29,971,600
2025-27	\$28,620,700

ACCOUNT NAME:	CRAB Emergency Loan Account
ACCOUNT NUMBER:	23M
AUTHORIZING RCW:	RCW 36.78.135 (Created in 2019)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Budgeted (Non-appropriated/Allotted)

Description

Used only for emergency loans to qualifying counties for emergency road and bridge reconstruction and related administrative costs.

Sources of Funds

- Receipts for loan repayments; transfers, gifts, grants, or bequests for emergency projects.

Uses of the Account

- Counties with a population of less than 800,000 (as of April 1, 2019) are eligible for loans to address emergency projects that are either temporary or permanent to restore roads and bridges; the emergency must be the result of a sudden natural or man-made event, and the road or bridge must be damaged to the degree that it would be closed or restricted in use if not repaired.

Agencies/Governments Operating out of the Account

- County Road Administration Board.

Estimated Revenue

(Revenue noted is loan repayments)

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Department of Licensing Services Account
ACCOUNT NUMBER:	201
AUTHORIZING RCW:	RCW 46.68.220 (Created in 1992)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Created in 1992 (Chapter 216, Laws of 1992) to provide funding for the Department of Licensing's information and service delivery systems and for reimbursement of county licensing activities.

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
- Reimbursement of county licensing activities
- County auditor or other agent and subagent support, including, but not limited to, the replacement of department-owned equipment in the possession of county auditors or other agents and subagents.

Agencies/Governments Operating out of the Account

- Department of Licensing
- Counties.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25	\$ 7,274,000
2025-27	\$ 7,492,000

ACCOUNT NAME:	Driver Licensing Technology Support Account
ACCOUNT NUMBER:	25W
AUTHORIZING RCW:	RCW 46.68.067 (Created in 2021)
18TH AMENDMENT?:	Not Restricted
BUDGET TYPE:	Appropriated Account

Description

To be used for certain administrative costs of the Department of Licensing.

Sources of Funds

- Assessments on traffic infractions
- Fees on driver's license and identicards.

Uses of the Account

- The account must be used only to support information technology systems used by the Department of Licensing to communicate with the judicial information system, manage driving records and implement court orders.

Agencies/Governments Operating out of the Account

- Department of Licensing.

Estimated Revenue

2023-25	\$ 3,686,000
2025-27	\$ 3,746,000

ACCOUNT NAME:	Electric Vehicle Charging Infrastructure Account
ACCOUNT NUMBER:	20J
AUTHORIZING RCW:	RCW 82.44.200 (created in 2015)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

For a pilot program to deploy electric vehicle charging infrastructure supported by private financing.

Sources of Funds

- Proceeds from the principal and interest payments made on loans from the account
- One-time treasurer's transfer of \$1,000,000 from the Multimodal Transportation Account in 2015
- Treasury deposit earnings.

Uses of the Account

- Identify corridors for installing electric vehicle infrastructure
- Solicit bids for projects with private sector partners for installation and operation of the infrastructure; projects must be profitable and sustainable for the owner-operator and the private partner
- Issuance of grants or loans to successful proposers.

Agencies/Governments Operating out of the Account

- Department of Transportation Economic Partnerships Office.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Revenue Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$57,399,000

2025-27 \$0

Starting July 1, 2025, the transportation electrification fee must be deposited in the Motor Vehicle Account.

ACCOUNT NAME:	Essential Rail Assistance Account
ACCOUNT NUMBER:	02M
AUTHORIZING RCW:	RCW 47.76.250 (Created in 1996)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

May be used by WSDOT or distributed to cities, county rail districts, counties, economic development councils, port districts, and privately or publicly owned railroads for rail purposes. Currently supporting the rehabilitation and maintenance of the state's Palouse and Coulee City Railroad.

Sources of Funds

- Repayment of loans by local jurisdictions (must be repaid within 15 years)
- Franchise fees, trackage rights fees
- 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/Governments Operating out of the Account

- Department of Transportation (Rail, Freight and Ports Division).

Estimated Revenue

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Federal Local Rail Service Assistance Account/Local Rail Federal Assistance
ACCOUNT NUMBER:	688
AUTHORIZING RCW:	RCW 43.88.195 (Authorized by OFM)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated Account

Description

Contains federal funds used to address the impacts of rail line abandonments on light-density lines. Provides funds on a 70 percent federal to 30 percent 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 percent 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 services 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/Governments 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

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Ferry Bond Retirement Account
ACCOUNT NUMBER:	304
AUTHORIZING RCW:	RCW 47.60.600 (Created in 1977)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Bond/Debt Service Withholding Account

Description

Repository for motor fuel tax revenues to be used by the State Treasurer to pay principal and interest on ferry construction bonds authorized in 1977 and 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/Governments Operating out of the Account

- State Treasurer.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Freight Mobility Investment Account
ACCOUNT NUMBER:	09E
AUTHORIZING RCW:	RCW 46.68.300 (Created in 2005) RCW 46.68.295 (statutory transfer from Transportation Partnership Account)
18TH AMENDMENT?:	Restricted by virtue of TPA transfer
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
- Administrative transfers from the Connection WA and Motor Vehicle Accounts
- 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 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$6,000,000

2025-27 \$6,000,000

ACCOUNT NAME:	Freight Mobility Multimodal Account
ACCOUNT NUMBER:	11E
AUTHORIZING RCW:	RCW 46.68.310 (Created in 2006) RCW 46.68.415 (distribution of motor vehicle weight fee)
18TH AMENDMENT?:	Not restricted
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 motor vehicle weight fee revenue
- Administrative transfers from the Multimodal Transportation Account
- \$3,700,000 one-time contribution in 2006 Supplemental Transportation budget (Chapter 370, Laws 2006, Section 406 (12)) 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.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$6,000,000

2025-27 \$6,000,000

ACCOUNT NAME:	Grade Crossing Protective Account
ACCOUNT NUMBER:	080
AUTHORIZING RCW:	RCW 81.53.281 (Created in 1969)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Provides funds for installing or upgrading signals or other warning devices at railroad grade crossings.

Sources of Funds

- Commission may transfer funds from Public Service Revolving Fund's Miscellaneous Fees and Penalties accounts as needed for these purposes
- 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
- For the 2015-17 and 2017-19 biennia, the Commission was permitted to waive rules regarding local matching fund requirements, maximum awards for individual projects, and other application requirements as necessary to expedite funding of under-protected grade crossings identified by the Commission.

Agencies/Governments Operating out of the Account

- Utilities and Transportation Commission.

Estimated Revenue

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	High Occupancy Vehicle Account
ACCOUNT NUMBER:	737
AUTHORIZING RCW:	RCW 81.100.070 (Created in 1990)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated Account

Description

To collect and distribute excise taxes that class AA and certain Class A counties may impose, subject to voter approval, as follows: (a) A fifteen percent surcharge on the state motor vehicle excise tax paid under [RCW 82.44.020](#)(1), to be collected by the Department of Licensing; (b) An excise tax of up to two dollars per employee per month on all employers or any class or classes of employers, public and private. If both taxes are imposed, the total proceeds from both tax sources each year shall not exceed the maximum amount which could be collected under the motor vehicle surcharge. 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 the construction of HOV lanes
- To support programs that encourage or monitor the use of HOV lanes.

Agencies/Governments Operating out of the Account

- King, Pierce, and Snohomish counties are eligible to impose the HOV local option tax but have not done so to date.

Estimated Revenue

Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25	Not Available
2025-27	Not Available

ACCOUNT NAME:	Highway Infrastructure Account
ACCOUNT NUMBER:	096
AUTHORIZING RCW:	RCW 46.68.240 (Created in 1996)
18TH AMENDMENT?:	Restricted
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.

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

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Highway Safety Account
ACCOUNT NUMBER:	106
AUTHORIZING RCW:	RCW 46.68.060 (Created in 1961)
18TH AMENDMENT?:	Not restricted
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, traffic safety, and regulation of limousines and for-hire vehicles.

Sources of Funds

- Driver license fees
- Motor vehicle fees, fines and forfeitures
- Copies of records and driving record abstracts
- Treasury deposit earnings
- Federal grants.

Uses of the Account

Administrative costs for the Department of Licensing to carry out the purposes of the Washington Traffic Safety Commission.

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 2024 Forecast. Does not include carryover from prior biennium, American Rescue Plan Act distributions, administrative or statutory transfers. Does not include federal or local revenues.

2023-25 \$293,996,970

2025-27 \$351,270,500

ACCOUNT NAME:	Ignition Interlock Device Revolving Account
ACCOUNT NUMBER:	14V
AUTHORIZING RCW:	RCW 46.68.340 (Created in 2008)
18TH AMENDMENT?:	Not restricted
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 and implementing Target Zero strategies.

Agencies/Governments Operating out of the Account

- Department of Licensing.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$ 7,732,000

2025-27 \$ 7,897,000

ACCOUNT NAME:	Impaired Driving Safety Account
ACCOUNT NUMBER:	281
AUTHORIZING RCW:	RCW 46.68.260 (Created in 1998)
18TH AMENDMENT?:	Not restricted
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 (56 percent of the \$175 reinstatement fee).

Uses of the Account

- 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 local governments based on population, crime rate, and superior court filings.

[Revenue Distribution Impaired Driving DUI](#)

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25	\$2,660,000
2025-27	\$3,099,000

ACCOUNT NAME:	Interstate 405 and State Route Number 167 Express Toll Lanes Account
ACCOUNT NUMBER:	595
AUTHORIZING RCW:	RCW 47.56.884
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated

Description

Used to construct, improve, preserve, maintain, manage, or operate the express toll lanes on Interstate 405 and State Route 167; to cover operating costs of toll facilities; to meet obligations for repayment of debt and interest.

Sources of Funds

- Toll charges collected from Interstate 405 and State Route 167 express toll lane users
- Treasury deposit earnings
- Proceeds of bonds and loans
- Proceeds from the sale of surplus real property.

Uses of the Account

- Provides funds for the I-405 and SR 167 Express Toll Lanes program.
- Debt service on bonds.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$76,724,092
2025-27	\$94,014,000

ACCOUNT NAME:	License Plate Technology Account
ACCOUNT NUMBER:	06T
AUTHORIZING RCW:	RCW 46.68.370 (Created in 2003)
18TH AMENDMENT?:	Not restricted
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 current and future license plate technology and system integration upgrades for the Department of Licensing and the Department of Correctional Industries.
- May be used to reimburse the Motor Vehicle Account for any appropriation made to implement the digital license plate system.

Agencies/Governments Operating out of the Account

- Department of Licensing
- Department of Correctional Industries.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25	\$ 3,637,000
2025-27	\$ 3,764,000

ACCOUNT NAME:	Marine Fuel Tax Refund Account
ACCOUNT NUMBER:	048
AUTHORIZING RCW:	RCW 79A.25.040 (created in 1965)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

For payment of claims submitted for refunds of taxes on marine fuel.

Sources of Funds

- Statutory transfer of one percent of the motor fuel tax moneys collected monthly, except that the Treasurer may not place in the account more than the greater of the following: (1) an amount equal to two percent of all money paid as motor vehicle fuel tax for such period or (2) an amount necessary to meet all approved claims for refund of tax on marine fuel for such period.

Uses of the Account

- Refunds to marine users of fuel who have submitted claims, which the Department of Licensing administers.
- Account deposits attributable to time-limited, unclaimed refunds of tax on marine fuel are transferred to the Recreation Resource Account per RCW 79A.25.070.

Agencies/Governments Operating out of the Account

- Department of Licensing.

Estimated Revenue

This account is not forecasted. Minimal funds reside in this account; only those monies needed to pay approved claims are transferred here.

2023-25: Minimal

2025-27: Minimal

ACCOUNT NAME:	Miscellaneous Transportation Programs Account
ACCOUNT NUMBER:	784
AUTHORIZING RCW:	RCW 47.04.220 (Created in 1997)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated/Non-allotted Account

Description

Created to account for federal funds administered by the Department of Transportation and 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

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Motor Vehicle Account
ACCOUNT NUMBER:	108
AUTHORIZING RCW:	RCW 46.68.070 (Created in 1961)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Support the Department of Licensing and highway programs' vehicle services programs, including construction and maintenance of state, city, and county roads administered by the Department of Transportation.

Major Sources of Funds

- Motor vehicle fuel tax (44.387 percent 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 nonhighway uses of motor fuel and tax-exempt highway uses
- Cost of fuel tax collection
- Debt service on bonds
- Statutory distribution of motor fuel tax revenues to other transportation accounts and cities and counties for road programs
- Support of Department of Transportation operating and capital highway programs (includes highway construction and maintenance, ferries, and support services)
- Facilities for pedestrians, bicyclists, and equestrians as described in [RCW 47.30.030](#)
- 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
- 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
- Department of Fish and Wildlife.

Estimated Revenue

Includes motor vehicle fuel tax, LPFs (excluding Capron) and miscellaneous revenues before statutory fuel tax distributions to other accounts and local governments. This includes sources of funds listed above based on the November 2024 forecast. Does not include bond proceeds or carryover from prior biennium, American Rescue Plan Act distributions, or administrative or statutory transfers. Does not include federal or local revenues.

2023-25	\$1,267,203,94
2025-27	\$1,366,449,704

ACCOUNT NAME:	Motorcycle Safety Education Account
ACCOUNT NUMBER:	082
AUTHORIZING RCW:	RCW 46.68.065 (Created in 1982)
18TH AMENDMENT?:	Not restricted
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
- Treasury deposit earnings.

Uses of the Account

- Support administrative costs of the Department of Licensing 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 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$ 4,759,000

2025-27 \$ 5,673,500

ACCOUNT NAME:	Move Ahead WA Account
ACCOUNT NUMBER:	26P
AUTHORIZING RCW:	RCW 46.68.510
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated

Description

To be used only for projects or improvements identified as Move Ahead WA projects or improvements in an omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

Sources of Funds

- Fees
- Treasury deposit earnings
- Transfers.

Uses of the Account

Expenditures from the account must be used only for projects or improvements identified as Move Ahead WA projects or improvements in the Omnibus Transportation Appropriations Act.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Transportation Revenue Forecast.

2023-25	\$ 210,302,000
2025-27	\$ 227,525,000

ACCOUNT NAME:	Move Ahead WA Flexible Account
ACCOUNT NUMBER:	26Q
AUTHORIZING RCW:	RCW 46.68.520
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated

Description

To be used only for the transportation projects, programs, or activities identified as Move Ahead WA projects, programs, or activities in an omnibus transportation appropriations act.

Sources of Funds

- Fees
- Treasury deposit earnings
- Transfers.

Uses of the Account

- Provides support for Move Ahead WA Flexible transportation projects and programs.

Agencies/Governments Operating out of the Account

- Department of Transportation

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Transportation Revenue Forecast.

2023-25 \$ 28,998,000

2025-27 \$ 35,372,000

ACCOUNT NAME:	Multimodal Transportation Account
ACCOUNT NUMBER:	218
AUTHORIZING RCW:	RCW 47.66.070 (Created in 2000)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

This account provides funds for both highway and nonhighway transportation expenditures.

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/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include bond proceeds or carryover from prior biennium, American Rescue Plan Act distributions, administrative or statutory transfers. Does not include federal or local revenues.

2023-25	\$689,528,605
2025-27	\$721,107,114

ACCOUNT NAME:	Multiuse Roadway Safety Account
ACCOUNT NUMBER:	571
AUTHORIZING RCW:	RCW 46.09.540 (created in 2013)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

For impacts of wheeled all-terrain vehicles (WATVs) on roadways: safety engineering analysis by counties, signage that WATVs may be present, enforcement and accident investigation by law enforcement.

Sources of Funds

- \$12 annual fee for a WATV' road legal' decal
- Treasury deposit earnings.

Uses of the Account

- Provides support for local jurisdictions with WATVs operating on roadways.

Agencies/Governments Operating out of the Account

- Department of Transportation, Local Programs.

Estimated Revenue

Includes sources of funds listed above. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$ 572,000

2025-27 \$ 634,000

ACCOUNT NAME:	Pilotage Account
ACCOUNT NUMBER:	025
AUTHORIZING RCW:	RCW 88.16.061
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Until July 1, 2019: Budgeted (Non-appropriated/Allotted) Beginning July 1, 2019: Appropriated

Description

Provides funds for the Board of Pilotage Commissioners to ensure the maintenance of safe and efficient, compulsory marine pilot service in the Puget Sound and Grays Harbor Pilotage Districts, and the Utilities and Transportation Commission for setting pilotage tariffs.

Sources of Funds

- Pilots license fees
- Pilotage Commission training program; performance/disciplinary fines
- Miscellaneous revenues
- Treasury deposit earnings.

Uses of the Account

- Provides funds to support the activities of the Board of Pilotage Commissioners and the Utilities and Transportation Commission.

Agencies/Governments Operating out of the Account

- Board of Pilotage Commissioners
- Utilities and Transportation Commission.

Estimated Revenue

Includes sources of funds listed above. The Transportation Revenue Forecast Council does not forecast estimated revenue for this account. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Produce Railcar Pool Account
ACCOUNT NUMBER:	07N
AUTHORIZING RCW:	RCW 47.76.450 (created in 2003)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Budgeted (Non-appropriated/Allotted)

Description

Used to account for the operation of the 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 the Produce Railcar Pool Program operations and pay expenditures for operation and maintenance, and rail car replacement.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Public Use General Aviation Airport Loan Revolving Account
ACCOUNT NUMBER:	22L
AUTHORIZING RCW:	RCW 47.68.490 (created in 2021)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Budgeted (Non-appropriated/Allotted)

Description

To provide direct loans to political subdivisions of the state and privately owned airports for the purpose of improvements at public-use airports that primarily support general aviation activities.

Sources of Funds

- Appropriations, loan repayments.

Uses of the Account

Washington State public use airports may utilize the account for the purpose of airport improvements that primarily support general aviation activities.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25 Not Available

2025-27 Not Available

ACCOUNT NAME:	Puget Sound Capital Construction Account
ACCOUNT NUMBER:	099
AUTHORIZING RCW:	RCW 47.60.505 (Created in 1970)
18TH AMENDMENT?:	Restricted
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.

Sources of Funds

- Motor fuel tax (2.3726 percent 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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$32,710,900
2025-27	\$31,236,700

ACCOUNT NAME:	Puget Sound Ferry Operations Account
ACCOUNT NUMBER:	109
AUTHORIZING RCW:	RCW 47.60.530 (Created in 1972)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Provide tax support for operations and maintenance of Washington State Ferries.

Sources of Funds

- Motor fuel tax (2.3283% of 23-cent gas tax collections)
- Capron act redistributions (RCW 46.080.68(5))
- 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
- During the 2017-19 biennium, transfers to the Connecting Washington account.

Agencies/Governments Operating out of the Account

- Department of Transportation (Washington State Ferries).

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25 \$431,029,222

2025-27 \$474,029,600

ACCOUNT NAME:	Puget Sound Gateway Facility Account
ACCOUNT NUMBER:	23S
AUTHORIZING RCW:	RCW 47.56.897 (Created in 2019)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated

Description

Authorized bond proceeds shall be used to make progress toward completion of the Puget Sound Gateway facility and to provide noise mitigation on specified areas of SR 509.

Sources of Funds

- Toll charges
- Treasury deposit earnings
- Proceeds of bonds and loans
- Proceeds from the sale of surplus real property.

Uses of the Account

- Provides funds for the Puget Sound Gateway program
- Debt service on bonds.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Recreation Resources Account
ACCOUNT NUMBER:	267
AUTHORIZING RCW:	RCW 79A.25.200
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

To be used to benefit watercraft recreation.

Sources of Funds

- Marine fuel tax
- Grants and gifts
- Motor Vehicle Fuel Tax
- Federal Grants
- Miscellaneous Revenue.

Uses of the Account

The Department of Fish and Wildlife use this account for activities related to aquatic and marine enforcement.

Agencies/Governments Operating out of the Account

- Department of Fish and Wildlife.

Estimated Revenue

Includes sources of funds listed above based on the November 2024 Forecast. It does not include carryover from prior biennium, administrative or statutory transfers.

2023-25 Not Available

2025-27 Not Available

ACCOUNT NAME:	Recreational Vehicle Account
ACCOUNT NUMBER:	097
AUTHORIZING RCW:	RCW 46.68.170 (Created in 1980)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Provides funds to the Department of Transportation to construct and maintain recreational vehicle sanitary disposal systems at rest areas on federal-aid highways. Revenue is transferred into the Motor Vehicle Account for these purposes.

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, construction, and maintenance of sanitary disposal systems at roadside rest areas. During the 2011-13 and 2013-15 biennia, the Legislature authorized transfers from the account to the Motor Vehicle Account to reflect excess fund balance in the account.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Estimated revenue for this account is based off the November 2024 TERFC forecast. Estimated revenue does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$1,481,600
2025-27	\$1,484,200

ACCOUNT NAME:	Regional Mobility Grant Program Account
ACCOUNT NUMBER:	11B
AUTHORIZING RCW:	RCW 46.68.320 (Created in 2006)
18TH AMENDMENT?:	Not Restricted
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 \$50 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

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Rural Arterial Trust Account
ACCOUNT NUMBER:	102
AUTHORIZING RCW:	RCW 36.79.020 (Created in 1983)
18TH AMENDMENT?:	Restricted
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.

Sources of Funds

- Motor fuel tax (2.5363 percent 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

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	School Zone Safety Account
ACCOUNT NUMBER:	780
AUTHORIZING RCW:	RCW 46.61.440 (5) (Created in 1996)
18TH AMENDMENT?:	Not restricted
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 community organizations to improve safety near school zones.

Agencies/Governments Operating out of the Account

- Washington Traffic Safety Commission
- Community organizations.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium, American Rescue Plan Act distributions, or administrative or statutory transfers.

2023-25	\$444,630
2025-27	\$397,200

ACCOUNT NAME:	Small City Pavement and Sidewalk Account
ACCOUNT NUMBER:	08M
AUTHORIZING RCW:	RCW 47.26.340 (Created 2005)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

A grant program to aid small cities in funding pavement and sidewalk projects.

Sources of Funds

- 1% of cities' 2.96 cents gas tax distribution ([RCW 46.68.110](#))
- \$1,000,000 annual statutory transfer from the Transportation Partnership Account ([RCW 46.68.295](#))
- Treasury deposit earnings.

Uses of the Account

Used for small city pavement and sidewalk projects of improvements selected by the Transportation Improvement Board, to pay principal and interest on bonds authorized for these projects of improvements, to make grants or loans, or to pay for engineering feasibility studies.

Agencies/Governments Operating out of the Account

- Transportation Improvement Board.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$1,774,400

2025-27 \$1,694,400

ACCOUNT NAME:	Special Category C Account
ACCOUNT NUMBER:	215
AUTHORIZING RCW:	RCW 46.68.090(2)(b) (Created in 1990)
18TH AMENDMENT?:	Restricted
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.

Sources of Funds

- Motor fuel tax (3.2609 percent of 23¢ gas tax collections)
- Bond proceeds
- Treasury deposit earnings.

Sources of Funds

- To finance high-priority, high-cost Department of Transportation capacity improvement projects.
- Debt service on bonds.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$44,957,800
2025-27	\$42,931,600

ACCOUNT NAME:	State Patrol Highway Account
ACCOUNT NUMBER:	081
AUTHORIZING RCW:	RCW 46.68.030(2)(a) (Created in 1981)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Used solely to fund highway activities of the Washington State Patrol.

Major Sources of Funds

- Passenger vehicle registration fee, \$23.60 per registration ([RCW 46.68.030](#))
- License Fee by Weight, 22.36 percent of each collection ([RCW 46.68.035](#))
- Copy of records/driving abstract, \$6.50 per each \$13 fee ([RCW 46.52.130\(4\)](#))
- Other permit, review, access and penalty fees
- Terminal safety inspection fees from Utilities and Transportation Commission
- 100 percent 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 2024 Forecast. It does not include carryover from prior biennium, American Rescue Plan Act distributions, or administrative or statutory transfers. Does not include federal or local revenues.

2023-25	\$468,806,890
2025-27	\$487,222,332

ACCOUNT NAME:	State Route Number 520 Civil Penalties Account
ACCOUNT NUMBER:	17P
AUTHORIZING RCW:	RCW 47.56.876 (Created in 2010)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

To help fund any project within the state route number 520 bridge replacement and HOV program, including mitigation, funds must be used to fund legal obligations associated with bond and loan payments and certain other costs associated with SR 520 when toll revenues are insufficient to cover legal obligations.

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 ([RCW 46.63.160](#)(8))

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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$7,221,075
2025-27	\$7,765,000

ACCOUNT NAME:	State Route Number 520 Corridor Account
ACCOUNT NUMBER:	16J
AUTHORIZING RCW:	RCW 47.56.875 (Created in 2009)
18TH AMENDMENT?:	Not restricted
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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25 \$172,591,176

2025-27 \$193,339,000

ACCOUNT NAME:	State Vehicle Parking Account
ACCOUNT NUMBER:	045
AUTHORIZING RCW:	RCW 43.01.225 (Created in 1993)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Part-Appropriated Account

Description

Funds the costs of operating, maintaining, and enforcing regulations in state parking facilities; supports lease and capital investment costs of state vehicle parking facilities; and supports state agency commute trip reduction programs.

Sources of Funds

Parking rental income from parking fees established by the Department of Enterprise Services at state-owned or leased property.

Uses of the Account

- Construction, operations, and maintenance of state parking facilities
- Appropriated to WSDOT to pay program costs of the Commute Trip Reduction program.

Agencies/Governments Operating out of the Account

- Department of Enterprise Services
- Department of Transportation.

Estimated Revenue

Includes sources of funds listed above and payment of debt service. The Transportation Revenue Forecast Council does not forecast estimated revenue for this account. It does not include carryover from prior biennium or administrative or statutory transfers.

2023-25 \$ 0

2025-27 \$ 0

ACCOUNT NAME:	Tacoma Narrows Toll Bridge Account
ACCOUNT NUMBER:	511
AUTHORIZING RCW:	RCW 47.56.165 (Created in 2002)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Funds the construction, toll operation, and debt service payments necessary to build the second Tacoma Narrows Bridge.

Sources of Funds

- Bond proceeds
- Toll charges, transponder equipment, violations (only in 09-11 biennium), civil penalties
- Treasury deposit earnings, including interest on unearned revenue, held in account 495 for customer-prepaid Tacoma Narrows Bridge tolls.
- Other miscellaneous revenue.

Uses of the Account

- Provides funds for the second Tacoma Narrows Toll Bridge project
- Debt service on bonds.

Agencies/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$163,862,428
2025-27	\$162,231,000

ACCOUNT NAME:	Toll Collection Account
ACCOUNT NUMBER:	495
AUTHORIZING RCW:	RCW 47.56.167 (Created in 2008)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated/Non-allotted account

Description

Special revenue treasury trust to hold prepaid customer tolls.

Sources of Funds

- 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/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25	Not available
2025-27	Not available

ACCOUNT NAME:	Toll Facility Bond Retirement Account
ACCOUNT NUMBER:	389
AUTHORIZING RCW:	RCW 47.10.882 (Created in 2009)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Bond Retirement/Debt Service Withholding Account

Description

To be used for the payment of principal and interest on toll facility bonds. The State Treasurer administers this account.

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

2023-25	\$ 53,000
2025-27	\$ 53,000

ACCOUNT NAME:	Transportation 2003 Account (Nickel Account)
ACCOUNT NUMBER:	550
AUTHORIZING RCW:	RCW 46.68.280 (Created in 2003)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Support of highway programs, including construction and maintenance of state, city, and county roads.

Major Sources of Funds

- Motor fuel tax (100 percent of net 5-cent gas tax collections)
- Motor vehicle licenses, permits, and fees
 - 5.237% of the License Fee by Weight ([RCW 46.17.355](#), [RCW 46.68.035](#))
 - Various Vehicle Title Fees ([RCW 46.68.020](#))
- 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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25 \$390,767,000

2025-27 \$382,242,900

ACCOUNT NAME:	Transportation Equipment Account
ACCOUNT NUMBER:	410
AUTHORIZING RCW:	RCW 47.08.120 (Created in 1961)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Non-appropriated Account (in practice)

Description

Commonly called the Transportation Equipment Fund (TEF). Provides vehicles and equipment necessary to carry out the Department of Transportation (DOT) responsibilities. Costs associated with the purchase and provision of equipment are paid through rental rates charged to the DOT divisions using the equipment. In practice, the account is not appropriated but created in the state treasury, which generally designates an appropriated 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/Governments Operating out of the Account

- Department of Transportation.

Estimated Revenue

Since this is a non-appropriated account, WSDOT is not projecting revenue for it.

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Transportation Improvement Account
ACCOUNT NUMBER:	144
AUTHORIZING RCW:	RCW 47.26.084 (Created in 1988)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

Funds support the Transportation Improvement Board (TIB).

Sources of Funds

- Motor fuel tax (7.5597 percent and 5.6739 percent of 23-cent gas tax collections) [RCW 46.68.090\(2\)\(e\) & \(f\)](#)
- Statutory transfer of \$2.5m per year from the Transportation Partnership Account ([RCW 48.68.295](#))
- 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/Governments Operating out of the Account

- Transportation Improvement Board
- State Treasurer.

Estimated Revenue

Includes sources of funds listed above based upon the November 2024 Forecast. It does not include bond proceeds or carryover from prior biennium, American Rescue Plan Act distributions, or administrative or statutory transfers.

2023-25	\$184,225,600
2025-27	\$175,922,400

ACCOUNT NAME:	Transportation Improvement Board Bond Retirement Account
ACCOUNT NUMBER:	305
AUTHORIZING RCW:	RCW 43.99M.080 (Created in 1997)
18TH AMENDMENT?:	Not restricted
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 Transportation Improvement Account.

Uses of the Account

- Debt service on bonds issued.

Agencies/Governments Operating out of the Account

- Transportation Improvement Board.

Estimated Revenue

2023-25 \$ 48,000

2025-27 \$ 48,000

ACCOUNT NAME:	Transportation Infrastructure Account
ACCOUNT NUMBER:	094
AUTHORIZING RCW:	RCW 82.44.190 (Created in 1996)
18TH AMENDMENT?:	Not restricted
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 ([RCW 82.44.195](#)).

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

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Transportation Innovative Partnership Account
ACCOUNT NUMBER:	08T
AUTHORIZING RCW:	RCW 47.29.230 (Created in 2005)
18TH AMENDMENT?:	Not restricted
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.

Moneys in the Transportation Innovative Partnership Account may only be expended upon evidence of approval by the Washington State Legislature, either upon appropriation of supporting state funds or other statutory direction.

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

Since this is a non-appropriated account, WSDOT is not projecting revenue for it

2023-25 Not available

2025-27 Not available

ACCOUNT NAME:	Transportation Partnership Account
ACCOUNT NUMBER:	09H
AUTHORIZING RCW:	RCW 46.68.290 (Created in 2005)
18TH AMENDMENT?:	Restricted
BUDGET TYPE:	Appropriated Account

Description

For projects or improvements identified as 2005 transportation projects or improvements in the Omnibus Transportation Appropriations Act, including any principal and interest on bonds authorized for the projects or improvements.

Sources of Funds

- Motor Fuel Tax (83.3334 percent of 6¢ in FY 2007, and 100% of 2¢ in FY 2008 and 1.5¢ in FY 2009)
- Licenses, permits and fees distribution
 - License Fee by Weight ([RCW 46.17.355](#))
 - Proportional Registration ([RCW 46.87.140](#))
 - Farm Vehicle Reduced Gross Weight ([RCW 46.17.330](#)) and Trip Permit Fees ([RCW 46.17.400](#))
 - Private, Single Axle Trailer Fee ([RCW 46.17.350\(1\)\(k\)](#))
- 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

Estimated revenue for this account is based on the November 2024 TERFC forecast, but it does not include any additional sources of revenue that the account may receive outside of the forecast.

2023-25	\$579,724,600
2025-27	\$558,899,000

ACCOUNT NAME:	Vulnerable Roadway User Education Acct
ACCOUNT NUMBER:	23G
AUTHORIZING RCW:	RCW 46.61.145 (Created in 2019)
18TH AMENDMENT?:	Not restricted
BUDGET TYPE:	Appropriated Account

Description

Used to provide education of law enforcement officers, prosecutors, and judges about opportunities for enforcement of traffic violations committed against vulnerable roadway users; to increase awareness by the public of the risks and penalties associated with these traffic violations.

Sources of Funds

- Fees and assessments imposed for traffic violations related to vulnerable roadway users, as well as interest earnings.

Uses of the Account

- For education and programs supporting awareness of vulnerable roadway users, primarily for law enforcement, officers, prosecutors, and judges.

Agencies/Governments Operating out of the Account

- Traffic Safety Commission.

Estimated Revenue

2023-25	Not Available
2025-27	Not Available

STATE AGENCIES

OVERVIEW AND TABLE OF CONTENTS

This section includes background, program, and funding information about state agencies whose missions relate to the oversight, maintenance, or improvement of the State's transportation system. The agencies described in this section receive appropriations from the transportation budget bill. The Department of Licensing, the State Patrol, and the Utilities and Transportation Commission receive funding from 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 2023-25 biennium, these agencies included: Archaeology and Historic Preservation, Utilities and Transportation Commission, Office of Financial Management, State Parks and Recreation Commission, Department of Agriculture, Legislative Evaluation and Accountability Program Committee, The Evergreen State College, Office of Minority and Women's Business Enterprises, The Board of Pilotage Commissioners, House of Representatives, Senate, Department of Fish and Wildlife, Joint Legislative Audit and Review Committee, Department of Ecology, Office of the Governor, and Washington State University.

Table of Contents

STATE AGENCIES.....	360
Board of Pilotage Commissioners.....	361
County Road Administration Board.....	362
Department of Commerce	365
Department of Licensing	367
Department of Transportation	372
Freight Mobility Strategic Investment Board	376
Joint Transportation Committee	377
Public Employment Relations Commission, Marine Division.....	378
Transportation Improvement Board	379
Traffic Safety Commission	382
Transportation Commission	383
Utilities and Transportation Commission	384
Washington State Patrol.....	386

AGENCY:	Board of Pilotage Commissioners
AGENCY NUMBER:	205
RCW:	88.16 RCW

Background

- The Pilotage Act was enacted in 1888 to regulate state-licensed marine pilots (see page 219 of the [1887 Chapter Laws](#)). The Board of Pilotage Commissioners was established to oversee the act in 1935.
- This regulatory Board includes a designee 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 goal of the Board is protection against the loss of lives, loss of or damage to property and vessels, and protection of 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.
- Until June 30, 2019, the Board set annual pilotage service rates for the Puget Sound Pilotage District and reviewed the rates for the Grays Harbor Pilotage District, which the UTC now sets.
- Washington State Board of Pilotage Commissioners 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
- 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
- In 2018, the Joint Transportation Committee conducted a study of pilotage best practices relating to diversity, tariff setting and governance. Study materials: [JTC Marine Pilotage Study](#)

Transportation Funding – 2023-25 Biennium

- Total 2023-25 appropriation for general operating expenditures: \$3,577 million.

AGENCY:	County Road Administration Board
AGENCY NUMBER:	406
RCW:	36.78 RCW , RCW 46.68.120

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 maintaining the statewide county roadlog (inventory of all county road systems) and allocating the county motor vehicle fuel tax. In 1990, the 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 that meets quarterly and comprises 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 150,000 or more, four from counties with a population from 30,000 to 150,000, and two from counties with a population of less than 30,000. 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.
- Washington State County Road Administration Board Website: 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 (see [RCW 46.68.122](#) and [46.68.124](#)).
- 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 improving and preserving arterial road systems.

Rural Arterial Program (RAP)

- Available funds are apportioned by statutory formula to five regions; within each region, funds are distributed on a competitive basis based on priority (see [RCW 36.79](#)).
- 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 directly resulting from natural or manmade disasters.

County Arterial Preservation Program (CAPP)

- 1.965 percent of statewide fuel taxes are deposited into the CAP Account ([RCW 46.68.090 \(2\)\(i\)](#)). Funds are distributed to counties based on pro-rata shares of county paved arterial lane miles.
- Program funds are used to improve county paved arterials, sustain structural, safety, and operational integrity, and preserve 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 (see [RCW 47.56.725](#)).

Emergency Load Program (ELP)

- Provides financial assistance to counties with a population of less than 800,000 to repair roads and bridges during natural and manmade disasters (see [RCW 36.78.130](#)).

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 that 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 – 2023-25 Biennium

- Total appropriation: Operating \$6.978 million; Capital \$109.776 million
- Revenue appropriated from the following Motor Vehicle Fund accounts:
 - Motor Vehicle Account (State)
 - Rural Arterial Trust Account

- County Arterial Preservation Account
- County Road Administration Board Emergency Loan Account
- Move Ahead WA Account

AGENCY:	Department of Commerce
AGENCY NUMBER:	103
RCW:	Chapter 43.330 RCW

Background

- The Department of Commerce (Commerce) administers more than 100 programs addressing local planning, infrastructure, energy, transportation, public facilities, housing, public safety and crime victims, international trade, business services, along with several state boards and commissions.
- Within Commerce, the State Energy Office develops the State Energy Strategy to meet the State's greenhouse gas reduction requirements and administers the Clean Energy Fund, the Energy Efficiency and Solar Fund, and other federal programs for smart grid, energy efficiency, renewable energy, and clean energy research, development, and deployment.
- Washington State Department of Commerce website: www.commerce.wa.gov

State Energy Office Programs – Transportation-Related Programs

Within Commerce's State Energy Office, the Clean Transportation Unit is responsible for staffing and co-chairing the Interagency Electric Vehicle Coordinating Council (IEVCC) and administering designated electric vehicle (EV) charging infrastructure grants and an alternative fuel vehicle incentive program. [Grid modernization](#) and [transportation electrification system grants](#) are administered through the Clean Energy Fund by Commerce's Energy Programs in Communities Unit, and local and community project grants are administered by Commerce's Local Government Division.

Transportation Policy Activities

- **Interagency Electric Vehicle Coordinating Council** - Jointly led by Commerce and WSDOT, with participation from at least eight state agencies, is tasked with developing a statewide transportation electrification strategy, identifying all EV infrastructure grant-related funding, coordinating grant funding criteria across agency grant programs, developing a public/private outreach plan, creating an EV advisory committee, and ensuring that transportation electrification programs and activities benefit vulnerable and overburdened communities ([RCW 43.392](#)).

Transportation Electrification Funding - 2023-25 Biennium

- Funding for transportation-related programs from the biennial and supplemental transportation budgets is appropriated from the following accounts:
 - Electric Vehicle Account (State): \$220,000 – utility side of the meter electric vehicle supply equipment (EVSE) costs study
 - Carbon Emissions Reduction Account (State): \$5M – tribal electric boat program.
- Funding for transportation-related programs not funded through transportation accounts is appropriated from the following accounts:
 - General Fund (State):
 - \$4M – EV charging mapping/forecasting tool
 - Electric Vehicle Incentive Account (State) - \$50M – programs/incentives to purchase alt-fuel vehicles
 - Climate Commitment Account (State):
 - \$105M – community EV charging infrastructure

- \$20M – grid modernization, including for EV charging
- \$250,000 – low and zero emissions vessel technology strategic framework
- \$500,000 – Muckleshoot tribe/Highway 164 high-speed EV charging stations
- State Building Construction Account (State):
 - \$5.5M – transportation electrification grants

AGENCY:	Department of Licensing
AGENCY NUMBER:	204
RCW:	Chapter 43.24 RCW , Chapter 46.01 RCW

Background

- Created in 1921 as the Department of Licenses.
- Changed to the Department of Motor Vehicles in 1965 after it assumed vehicle licensing responsibilities from the State Patrol.
- The name changed to the Department of Licensing (DOL) in 1977 after it assumed business licensing responsibilities.
- Almost 88 percent of the Department's functions are related to transportation and are funded through the transportation budget.
 - The remaining funding, including the licensing of many businesses and professions, is appropriated by the Omnibus Operating Budget. 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.
- Collects more than \$2.8 billion in gross revenue and \$1.8 billion in fuel tax revenue (transportation and general fund revenue) annually.
- Washington State Department of Licensing website: www.dol.wa.gov

Programs

The Department of Licensing provides public safety and consumer protection through licensing, regulation, and education and collects revenue that supports the State's transportation system. More information may be found at this website: <http://www.dol.wa.gov/about/whatwedo.html?footer>

Customer Relations Division

- **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; administering the Motor Voter and Organ Donor programs; and conducting re-examinations.
- **Customer Service Center** - answers phone calls and email inquiries regarding driver and vehicle licensing. Through the Self Service Channel Unit, phone calls and email inquiries regarding driver and vehicle transactions over the internet are answered.
- **Vehicle and Vessel Operations** - provides support to all 39 county offices and approximately 140 contracted sub-agent offices throughout Washington State. Services include providing technical assistance, identifying and delivering training, maintaining vehicle and vessel records, and managing the policy and contractual agreements for those offices that collect revenues and process applications for all vehicle and vessel title and registration transactions statewide.

Programs and Services Division

- Administration
 - Undercover/confidential vehicle license program.
 - 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-jurisdictional and intergovernmental agreements, and the monitoring and documentation of compliance with all applicable state and federal regulations.
 - Administering, developing and maintaining strategic business planning, establishing key performance indicators and workload measurements for relevant core business activities, and setting performance and data standards.
 - Indigent Drivers Program – fee waiver program for eligible indigent drivers involved in a Driving Under the Influence (DUI) hearing or applying for an ignition interlock driver's license.
- Special Licenses and Endorsement Program
 - 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.
- **Hearings and Interviews** - This program administers state laws that provide drivers with the right to due process whenever the Department proposes to suspend, revoke, or restrict driving privileges administratively. Hearing examiners are responsible for presiding over formal administrative hearings subject to superior court review when a driver contests a proposed driver's license suspension.
- **Driver and Vehicle 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, cancelation and disqualification sanctions resulting from DUI arrests, convictions, nonpayment 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.
 - Acts as custodian of records for the courts.
 - Issue 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 vehicle and vessel records maintenance, 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, 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.
- **License Integrity Unit** - Provides driver information to law enforcement for criminal investigations and ID theft cases, administers the Undercover Driver License Program, performs facial recognition analysis, takes administrative action against fraudulent drivers, investigates address fraud allegations, and partners with local and federal law enforcement to prosecute those individuals.
- **Field and Licensing Support** – Develops and maintains policies and procedures, and conducts operational training for department staff, county agents, and subagents who collect revenue and process applications for driver and vehicle/vessel licensing purposes. Provides customer service and scheduling of residency verification appointments for the DOL technical consultants. Performs driver/vehicle document imaging.

Business and Professions Division

The Business and Professions Division performs licensing and regulation of businesses and professions, as well as fuel tax collections. There are 39 business and professional licensing programs funded by the Omnibus Budget and five programs funded by the transportation budget. Transportation-funded activities include:

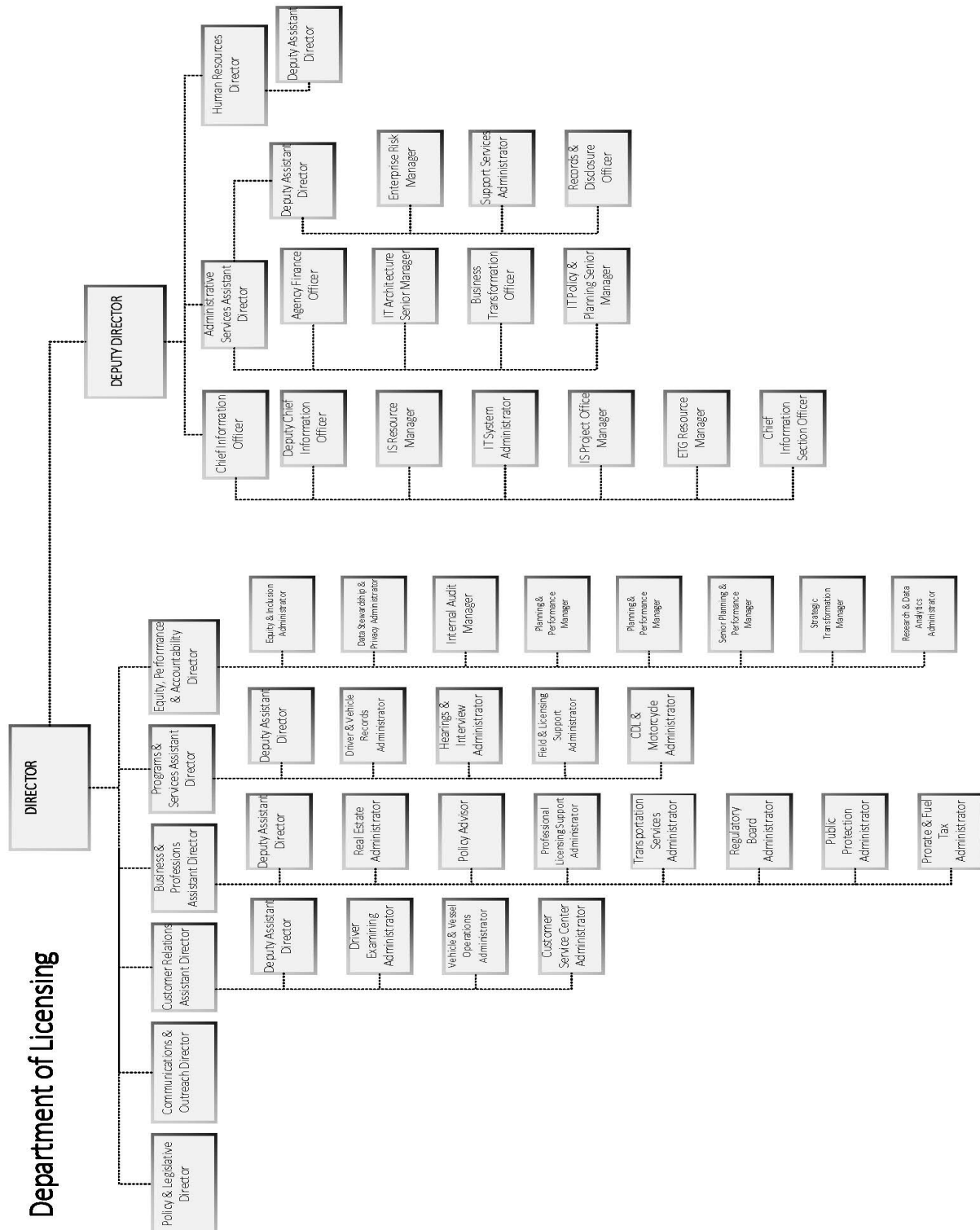
- Regulation of commercial driving schools and traffic safety instructors serving persons under the age of 18 years. The licensed schools may contract with DOL to provide written and skills examinations to driver license candidates.
- Vehicle sales industry licensing, including vehicle manufacturers, new and used vehicle dealers, off-road vehicle (ORV) and trailer dealers, and vessel dealers.
- Licensing of vehicle-transportation services: registered tow truck operators, wreckers, and vehicle hauliers and processors.
- Licensing of the passenger-carrying taxi (for hire) and limousine services.
- Administration of fuel tax collection from motor vehicle, special, and aviation fuel.
- Administration of the State's participation in both the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) – these two agreements provide for one-stop vehicle licensing and fuel tax filing services for Washington-based interstate motor carriers.

DOL Management/Supporting Divisions

- The Director's Office contains the Communications and Education office, Policy and Legislative Unit and Special Projects Manager.
- The Office of Accountability and Performance provides auditing, strategic planning, performance management, continuous process improvement, and research and analysis;
- Program Management Office oversees and manages large-scale, enterprise-wide projects and initiatives, including Business and Technology Modernization.
- Administrative Services consist of facilities and procurement, emergency management and safety, and records disclosure.
- Information Services Division manages computer hardware, network technology, and business application software that support the agency's business functions and statutory programs.

Transportation Funding – 2023-25 Biennium

- Total appropriation for transportation programs: \$378 million.
- Funding to support DOL's transportation programs was appropriated from the following accounts:
 - Highway Safety Fund (State, Federal)
 - Motor Vehicle Fund (State, Federal, Local)
 - DOL Services Account (State)
 - DOL Technical Improvement Account
 - Move Ahead WA Flexible Account
 - Motorcycle Safety Education Account (State)
 - Limited Fish and Wildlife Account (State)
 - License Plate Technology Account (State)
 - Ignition Interlock Device Revolving Account (State)
 - Marine Fuel Tax Refund Account (State)
 - Abandoned RV Account (State)
 - Driver Licensing Technology Support Account (State)
 - Limousine Carriers Account
 - Electric Vehicle Account
 - Agency Financial Transaction Account
- Total appropriation for non-transportation programs (Omnibus Operating Budget): \$55 million.



AGENCY:	Department of Transportation
AGENCY NUMBER:	405
RCW:	Chapter 47.01 RCW

Background

- Washington State Department of Transportation (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.
- Washington State Department of Transportation website: www.wsdot.wa.gov

Agency Overview

- WSDOT operates and maintains approximately [18K lane miles of state highways](#); owns, operates, and maintains approximately 3,893 bridge structures across the State; runs the largest ferry system in the nation with around 24 million passengers and 9.4 million vehicles moved per year; sponsors the Amtrak Cascades intercity passenger rail service along with the Oregon Department of Transportation; and owns the Palouse River and Coulee City short line freight rail system in eastern Washington.

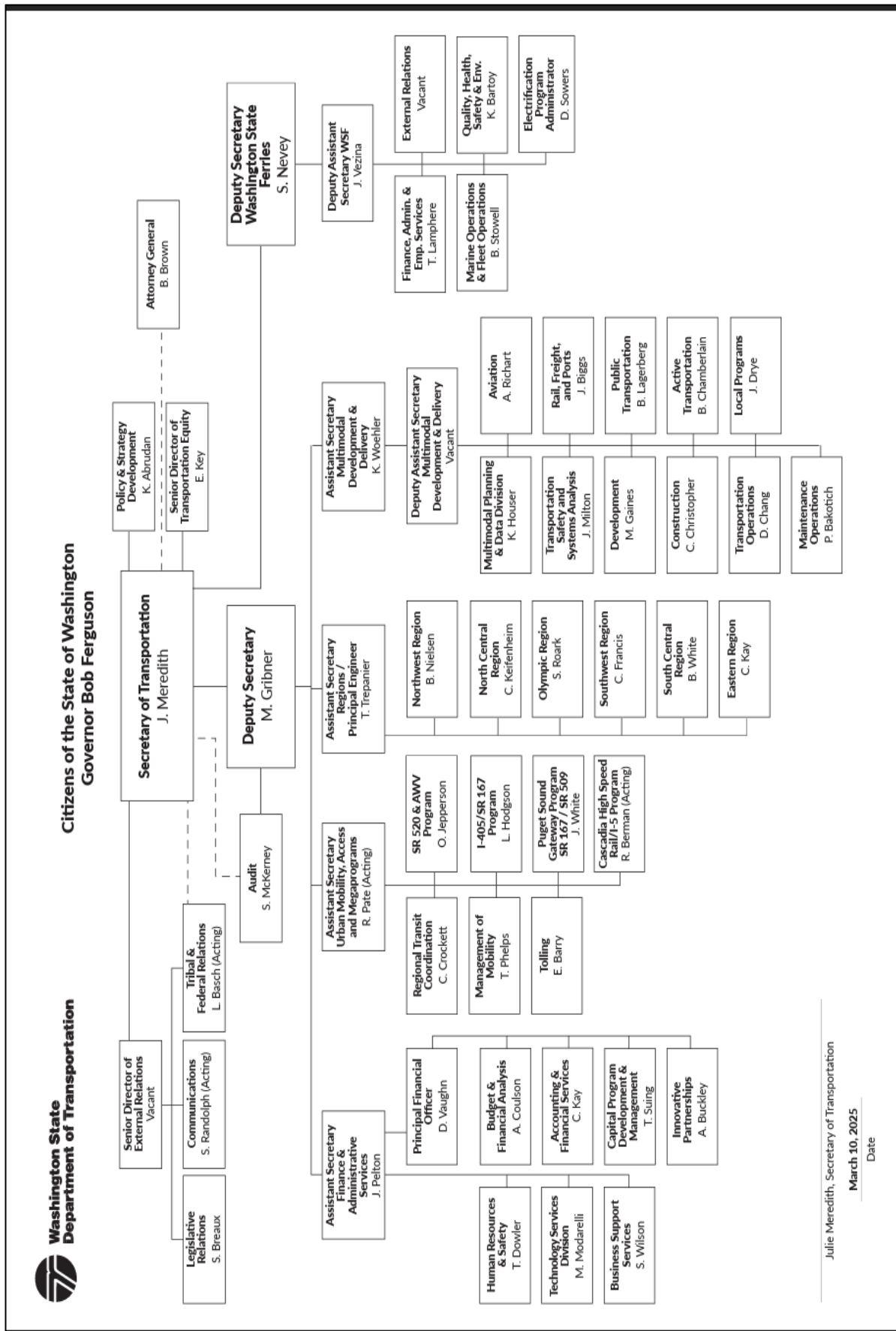
WSDOT delivers its services via five major organizations:

- **Regions/Chief Engineer:**
 - Executive managers provide day-to-day oversight, direction and policy support within the Department and include the Chief Engineer, and six Region Administrators;
 - The Regional Administrators lead the operations of six WSDOT geographical regions statewide in implementing the Capital and Operating Programs.
- **Multimodal Development & Delivery:**
 - Oversees statewide planning, including the Multimodal Planning and Data Division and WSDOT's Practical Solutions Initiative;
 - Oversees the majority of WSDOT's modal divisions, including Public Transportation, Active Transportation, Aviation, Local Programs, and Rail, Freight, and Ports;
 - Also oversees the Maintenance Operations Division, Transportation Operations Division, Construction Division, Development Division, and the Transportation Safety and Systems Analysis Division;
 - Oversees and promotes an integrated approach to projects and the transportation system as a whole, ensuring all modes of transportation are considered in the planning and design of transportation systems and projects;

- Engages with communities across the State to form a shared understanding of the performance needs of our multimodal transportation system; and
- Gathers and analyzes transportation-related data, and reports performance through the Gray Notebook and Corridor Capacity Report.
- **Washington State Ferries:**
 - Oversees fleet of 21 auto-passenger ferries serving 20 terminals on 10 routes;
 - Almost 1800 full-time equivalent positions;
 - Largest ferry system in the United States and one of the largest in the world for a number of vehicles carried (9.4 million expected in Fiscal Year 2023);
 - Third largest transit system in Washington (#1 King County, #2 Sound Transit); and
 - Part of the state highway network, serving eight counties. Service to British Columbia is expected to resume no sooner than 2030.
 - The Joint Transportation Committee conducted a study of the ferries workforce, completed in December 2022; study materials can be found at: [Washington State Ferries Workforce Plan](#)
- **Finance & Administrative Services:**
 - Provides core technology services that support WSDOT business functions;
 - Handles a variety of claims management, insurance and property damage recovery issues, as well as the coordination of all agency records management activities;
 - Supports WSDOT employees and managers by providing information and services such as: recruitment, classification, organizational development, compensation, labor relations, benefits, staff development, Diversity/ADA Affairs, and training;
 - Provides training, coaching and project support to foster a Lean culture at WSDOT where customer value is maximized and waste is minimized.
 - Provides budget development, advocacy, allotment, monitoring, economic data, revenue forecasting, and financial analysis services for WSDOT and its partners;
 - Develops and implements the agency's biennial and multi-year capital improvement and preservation program (CIPP);
 - Prioritizes and programs highway construction projects;
 - Tracks, measures, monitors, and reports on capital program and project delivery;
 - Manages the agency federal aid highway programs;
 - Provides accounting and financial services for WSDOT;
 - Engages the private sector in innovative partnerships that can help advance important transportation projects, programs, or policies.
- **Mega-programs and Urban Mobility and Access:**
 - Oversees WSDOT's mega projects/programs (the SR 520 and Alaskan Way Viaduct Replacement Program, the I-405 Program, and the Puget Sound Gateway SR 167/SR 509 Program);
 - Oversees tolling of five facilities in Washington: Tacoma Narrows Bridge, SR 520 Bridge, SR 167 HOT Lanes, I-405 Express Toll Lanes, and SR 99 Tunnel; and
 - Ensures a system approach in investments and coordinates with other transportation agencies in Central Puget Sound.

Transportation Funding – 2023-25 Biennium

- Total Appropriation: \$11.1 billion



Source: <https://wsdot.wa.gov/about/secretary-transportation/wsdot-organization-chart>

AGENCY:	Freight Mobility Strategic Investment Board
AGENCY NUMBER:	411
RCW:	Chapter 47.06A RCW

Background

- Created in 1998 to prioritize freight investments that reduce barriers to freight movement.
- Responsible for providing strategic guidance to the Governor and the Legislature regarding the State's highest priority freight mobility needs.
- The Board is comprised of 17 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 package delivery industry, environmental protection interests, interests of overburdened communities, labor representing the freight sector, the heavy highway construction industry the Governor's office, the Secretary of Transportation and the general public.
- Staff consists of an executive director hired by the Board and an executive secretary. All other technical support is contracted from the public and private sectors.
- The Freight Mobility Investment Account and the Freight Mobility Multimodal Account receive \$29 million each biennium from the Motor Vehicle Account, the Transportation Partnership Account and the Multimodal Transportation Account.
- Washington State Freight Mobility Strategic Investment Board website: www.fmsib.wa.gov

Program

- Recommends a six-year investment program for the highest priority freight projects after seeking input from local governments, transportation planning organizations, Indian tribes and other public entities.
- Coordinates with the WSDOT throughout the periodic update of the State's freight mobility plan and reviews and provides feedback on the plan.
- Designates the State's strategic freight corridors and recommends policies to address operational improvements to the freight system.

Transportation Funding – 2023-25 Biennium

- Total transportation appropriation: Operating - \$1.995 million;
- Revenue is appropriated from the following accounts:
 - Freight Mobility Investment Account (State)
 - Multimodal Transportation 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, Chapter 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 ten permanent agencies of the legislative branch of government.
- 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.
- Washington State Legislature Joint Transportation Committee (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 biennially before the 105 day legislative session, and maintains periodic updates online.
- In the 2023-25 biennium, the JTC conducted the following studies and projects:
 - Vehicle Registration Payment Options Workgroup
 - Hood River Bridge Bi-State Authority
 - Broadband Infrastructure in Highway Rights-of-Way Assessment of State Support for Short Line Rail Infrastructure, Truck Parking Action Plan, Washington State Ferries Workforce Plan, Car Tabs Payment Options Workgroup, Evaluation of Washington State Patrol, Cessna Aircraft Fleet RFP Nondrivers: Population, Demographics, and Analysis
 - Encouraging High Consumption Fuel Users to Use Electric Vehicles
 - Independent Review of Ultra-High-Speed Rail Corridor
 - Recommendations for a State Program for Micromobility Libraries
 - Workgroup on Distribution of Federal Funds from the Infrastructure Investment and Jobs Act (IIJA)
 - Transportation Equity in Cities.

Transportation Funding – 2023-25 Biennium

- Total appropriation: \$9.22 million.
- Revenue appropriated from the Motor Vehicle Account (State), the Multimodal Account (State), the Carbon Emissions Reduction Account (State), and the Puget Sound Ferries Operations Account (State).

AGENCY:	Public Employment Relations Commission, Marine Division
AGENCY NUMBER:	408
RCW:	RCW 41.58.010, 47.64 RCW

Background

- Following a ferry employee strike in 1981, 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 re-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 from the operation of Washington State Ferries.
- In 2011, 2ESSB 5742 (Chapter 16, 2011 Laws 1st Special Session PV) merged the MEC into the Public Employment Relations Commission (PERC). During a transition period, the MEC heard 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 was disbanded, and its functions were transferred to PERC.
- Public Employment Relations Commission (PERC) website: <http://perc.wa.gov/marine-clientele/>

Program

- Adjusts grievances and complaints
- Provides for clarification of bargaining units representing ferry employees
- Certifies fair representation organizations
- Provides impasse mediation.

Transportation Funding – 2023-25 Biennium

- None

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 and other appropriated funds to administer the Urban Arterial Program, Small City Arterial Program, Sidewalk Program (urban and small city), Arterial Preservation Program, Small City Preservation Program, the Road Transfer Program (City Hardship Assistance Program), Complete Streets Program and Relight Washington 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.
- Transportation Improvement Board (TIB) website: www.tib.wa.gov

Urban Area Programs

- Urban Arterial Program
 - Funds projects that enhance arterial safety, support growth and development, and improve mobility and physical condition.
 - Eligible agencies are counties with urban areas and cities with a population of 5,000 or greater.
 - Grants provide up to 90 percent of project costs.
 - Funds are distributed across five regions based on population and arterial lane miles.
- Sidewalk Program (Urban Cities)
 - Funds projects that establish a highly connected pedestrian network in downtowns and activity centers.
 - Funding available for cities with a population 5,000 or greater.
 - Grants provide up to 80 percent of project costs.
 - Funds are distributed across three regions based on population and arterial lane miles.

Small Cities Programs

- Small City Arterial Program
 - Seeks to balance the integrity of the small city street system while minimizing costs.
 - Funding available for cities with a population of less than 5,000.
 - Projects address structural condition of the roadway, rehabilitation, geometric deficiencies, and safety.
 - Grants provide up to 95 percent of costs for cities with a population between 1000 and 4,999 and up to 100 percent for cities with a population of 1000 or less.

- Sidewalk Program (Small Cities)
 - Funds projects to establish a highly connected pedestrian network in central business districts. It focuses on connecting pedestrian generators, maintaining sidewalk conditions, and ensuring ADA accessibility.
 - Funding is available for cities with a population of less than 5,000.
 - Grants provide up to 95 percent of costs for cities with a population between 1000 and 4,999 and up to 100 percent for cities with a population of 1000 or less.

Complete Streets Program – New in 2015

- Flexible funding available to any city or county with an adopted complete streets ordinance that demonstrates a commitment to planning and building context-sensitive streets that accommodate all users, including pedestrians, transit riders, cyclists, and motorists.

Relight Washington Program – New in 2014

- Seeks to lower the city's street light costs by helping cities convert to more energy-efficient LED streetlights and negotiate low power rates.
- Eligible cities include all small towns (population of less than 5,000) and urban cities with a total assessed value of less than \$2 billion.

Road Maintenance Programs

- Arterial Preservation Program
 - Funds projects that enable larger-scale preservation projects at lower unit costs.
 - To be eligible, cities must have a population of 5,000 or greater and less than \$2 billion in total assessed property value.
 - Grants provide up to 90 percent of project costs, depending on the city's property-assessed valuation.
 - Projects are chosen based on pavement ratings, economies of scale, and use.
- Small City Preservation Program
 - Goal: bring small city pavement condition ratings (PCR) to 70.
 - Provides overlay and chip seal 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 of less than 5,000.
 - Grants range from 90 percent to 100 percent 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 of fewer than 20,000.
 - The list of eligible routes is in [WAC 479-10-220](#).
 - CHAP will fund 100 percent of the rehabilitation costs for the eligible section or route.

Other Activities

- Administrative Services: Staff support to the Board, engineering services and consultation to local agencies, TIB GMAP Dashboard
- Technical Assistance: funding workshops, project administration training, small city street inventory, value engineering study participation

Transportation Funding – 2023-25 Biennium

- Total appropriation: Operating - \$4.820 million; Capital - \$287.045 million
- Revenue appropriated from the following accounts:
 - Transportation Improvement Account (State)
 - Small City Pavement and Sidewalk Account (State)
 - Highway Safety Account (State)
 - Multimodal Account (State)
 - Move Ahead WA Account (State)
 - Climate Active Transportation Account (State)
 - Complete Streets Account (State).

AGENCY:	Traffic Safety Commission
AGENCY NUMBER:	228
RCW:	Chapter 43.59 RCW

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 Director of the Health Care Authority, the Secretary of the Department of Health, and one each (appointed by Governor) from judiciary, counties, and cities.
- WA Traffic Safety Commission website: www.wtsc.wa.gov

Program

- Implements programs to reduce traffic crashes and the injuries and deaths resulting from traffic crashes
- Coordinates traffic safety programs at the state and local level
- Administers federal highway safety funds for Washington State
- Promotes uniform enforcement of traffic safety laws
- Adopts the priorities, goals, and strategies identified in the Washington State Strategic Highway Safety Plan, known as Target Zero. For more information, see targetzero.com.
- Coordinates the activities of the Cooper Jones Active Transportation Safety Council ([RCW 43.59.156](#))
- Other program areas include:
 - Coordinating the work of the Traffic Records Committee (example project: [eTrip](#))
 - Motorcycle safety
 - Emergency medical services
 - Pedestrian safety
 - Bicycle safety
 - Community Traffic Safety Task Forces and Corridor Traffic Safety programs
 - Traffic engineering
 - School zone and pupil transportation safety.

Transportation Funding – 2023-25 Biennium

- Total appropriation: \$45.333 million
- Revenue appropriated from the following accounts:
 - Highway Safety Account (State, Federal, Private/Local)
 - School Zone Safety Account (State)
 - Cooper Jones Active Transportation Safety Account (State)

AGENCY:	Transportation Commission
AGENCY NUMBER:	410
RCW:	RCW 47.01.051

Background

- Created in 1977, at the same time as the Department of Transportation was created. The Commission merged the former Toll Bridge Authority (1937) and the former Highway Commission (1951).
- 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, providing detailed administrative oversight of WSDOT and its program delivery, and approving the WSDOT biennial budget and legislative policy packages.
- Seven members are 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.
- Washington State Transportation Commission website: www.wstc.wa.gov

Program

- The Commission provides a public forum for the development and functions of transportation policy. 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 ([RCW 47.01.071](#)).
- Recommends policy changes and areas for improvement in its policy studies and its Annual Report.
- Sets fares and tolls for ferries, bridges and highways ([RCW 47.56.030\(1\)\(b\)](#), [RCW 47.60.315](#), and [RCW 47.56.850](#)).
- Oversees development of the Transportation Innovative Partnerships Program ([Chapter 47.29 RCW](#)).
- Other ongoing policy tasks include:
 - Reviewing possible additions, deletions, or changes to the state highway system and forwarding findings and recommendations to the Legislature ([RCW 47.01.425](#)).
 - Reviewing ferry operational strategies to ensure full utilization of existing assets and, jointly with WSDOT, recommend improvements to the Legislature ([RCW 47.60.327](#)).
 - Naming state transportation facilities ([RCW 47.01.420](#)).
 - Coordinating work on Road Usage Charge research, analysis, and pilot projects in consultation with the Road Usage Charge steering committee.

Transportation Funding – 2023-25 Biennium

- Total appropriation: \$4.273 million, Motor Vehicle Account (State), Multimodal Transportation Account (State), and various state toll accounts.
- An additional \$742,000 in federal funds was appropriated to WSDOT Planning for a road usage charge project.

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 regulates utility and transportation services, focusing on their availability, safety, and pricing.
- Regulates entry and rates of privately-owned utility and transportation companies.
- Enforces public safety standards and resolves consumer complaints.
- Sets marine pilotage service rates for the Puget Sound Pilotage District and reviews port district pilotage service rate recommendations for the Grays Harbor Pilotage District.
- Three full-time members are 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.
- Washing Utilities and Transportation Commission website: www.utc.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** - Works 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 ([RCW 81.53.281](#)).
- **Railroad Crossing Safety** - Inspects railroad crossings for safety. UTC approves opening and closing of crossings and changes to the configuration of crossings ([RCW 81.53.060](#)).
- **Economic and Safety Regulation** - Regulates entry, rates, safety and business practices. Regulated companies include: solid waste collection companies ([Chapter 81.77 RCW](#)), household goods carriers ([RCW 81.80.075](#)), passenger charter and excursion carriers (charter buses) ([Chapter 81.70 RCW](#)), airporters ([Chapter 81.68 RCW](#)), non-profit-buses/transportation for persons with special needs ([Chapter 81.66 RCW](#)), private commercial ferries ([Chapter 81.84 RCW](#)), gas and hazardous liquids pipelines ([Chapter 81.88 RCW](#)), and low-level radioactive waste disposal sites ([Chapter 81.108 RCW](#)). Responsible for vehicle driver and operational safety practices of private intrastate transportation companies regulated by the UTC.
- **Marine pilotage tariff setting** – Regulates rates of Puget Sound Harbor pilots and reviews proposed rates for Grays Harbor pilots ([Chapter 81.116 RCW](#), [RCW 53.08.390](#), and [RCW 88.16.055](#)).
- **Licensing** - Registers interstate and intrastate trucking companies for operation ([Chapter 81.80 RCW](#)). Monitors insurance of intrastate motor carriers, including suspending and canceling operating authority if insurance lapses.

- **Railroads** - Certified by the Federal Railroad Administration to inspect railroad tracks, signals, hazardous material shipments, and railroad operating practices; enforces state and federal rules. Investigates rail incidents and promotes public education about rail safety.
- **Railroad Crews** - Regulates persons providing contract railroad crew transportation with respect to driver qualifications, equipment safety, safety of operations, hours of service by drivers, passenger safety, drug testing requirements, and record retention ([Chapter 81.61 RCW](#)).

Transportation Funding – 2023-25 Biennium

- Total appropriation: \$654,000
- Revenue appropriated from the Grade Crossing Protective Account (State) and Pilotage Account (State).

AGENCY:	Washington State Patrol
AGENCY NUMBER:	225
RCW:	Chapter 43.43 RCW

Background

- In 1921, the Legislature authorized the creation of the Highway Police, composed of six 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 funded by appropriations both from the Transportation Budget and the Omnibus Operating Budget. It receives approximately 75 percent of its budget from the transportation budget and 25 percent 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.
- Washington State Patrol 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 assistance on the interstate and state highway systems. WSP troopers/officers use a data-driven approach to crime and traffic safety, spending their 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 2030.

For more on Target Zero see <http://www.targetzero.com>.

Office of the Chief

The Office of the Chief oversees the agency's statewide operations. Direct reports include government and media relations, the labor and policy office, and budget and fiscal services.

Field Operations Bureau

The Field Operations Bureau is comprised of eight districts responsible for traffic law enforcement, collision investigation, and motorist assistance on 17,254 miles of state and interstate highways.

Commercial Vehicle Enforcement Bureau

The Commercial Vehicle Enforcement Bureau is responsible for promoting and educating the safe travel of commercial vehicles, enhancing the safe transportation of school children and protecting the State's infrastructure.

- **Commercial Vehicle Division** is responsible for ensuring compliance with federal and State regulations while sustaining the safe and efficient movement of commercial motor vehicles throughout Washington State.
- **Motor Carrier Safety Division** conducts in-depth reviews, audits, and inspections of motor carriers. It also oversees commercial vehicle training, hazardous materials, and the school bus inspection program.
- **Property Management Division** is responsible for providing comprehensive facilities management.

Fire Protection Bureau

The State Fire Marshal's Office is dedicated to protecting life, property, and the environment from the devastation of fire.

- **Fire Prevention Division** provides fire and life safety services to the citizens of Washington State, including inspections of state-licensed facilities, plan review of school construction projects, licensing or certification of the fire sprinkler industry, fireworks industry, and fire-safe cigarettes. The Fire Prevention Division also provides hazardous materials training to first responders, certifies fire service personnel in a variety of professional qualifications, collects emergency response data from fire agencies across the State, and administers the All-risk Fire Service Mobilization program.
- **Fire Training Division** provides fire service training through the Washington State Fire Training Academy operation in North Bend, WA. The division also provides regional delivery of recruit academies and training courses across the State of Washington. In addition, the academy hosts a variety of other training related to law enforcement, military, general industry and research and development.

Forensic Laboratory Services Bureau

The Forensic Laboratory Services Bureau provides a wide range of forensic science expertise to city, county, and state law enforcement, medical examiners, and coroners.

- **Crime Laboratory Division** provides forensic science services to local, State, and federal law enforcement agencies throughout the state of Washington. The division's functional areas provide analysis of fingerprint, biological and DNA evidence, controlled substances, arson, and explosives evidence, show and tire impressions, trace evidence, firearms and tool marks analysis, forensic document examination, and crime scene reconstruction.
- **Impaired Driving Section** comprised of three separate impaired driving-related programs, the Breath Test Program, which focuses on evidential breath testing and management of the Mobile Impaired Driving Unit; the Drug Evaluation and Classification Program, which trains and certifies law enforcement on drug impairment; and the Ignition Interlock Program which regulates the ignition interlock industry and investigates related crimes. All programs provide statewide impaired driving enforcement support, training, and services to criminal justice professionals.
- **Toxicology Laboratory Division** provides evidential toxicology services to coroners, medical examiners, law enforcement agencies, prosecuting attorneys, and the Liquor Control Board, regarding death and forensic cases where alcohol or drugs may be involved.

Investigative Services Bureau

The Investigative Services Bureau provides overall administrative and support services to the department's traffic and investigative programs, as well as to other state agencies.

- **Criminal Investigation Division** investigates and provides investigatory assistance for a diverse assortment of crimes. The division is comprised of four sections: Criminal Investigation Unit and the Major Accident Investigation Team; Vehicle Identification Number Section; Special Investigations Unit; and Regional Auto Theft Units.

- **Criminal Records Division** provides criminal justice and non-criminal justice services. It also provides a telecommunications link for all law enforcement agencies in the state and is responsible for maintaining the statewide repository for fingerprint-based criminal history record information, sex and kidnapping offender registration and collision reports.
- **Firearms Background Division** is the centralized point of contact for all firearm-related background checks. The division is comprised of four sections: Firearm Transfer Support Unit, Law Enforcement Support Unit, Research and Appeals Unit, and Quality Assurance and Training Unit.
- **Homeland Security Division** is responsible for the security of the Washington State Ferries, the Washington State Fusion Center, Statewide Emergency Management, Multi-Agency Bomb Teams, and the largest K9 team in the State. The division focuses on counter-terrorism, crime prevention and response, and emergency management.
- **Investigative Assistance Division** provides investigative services, training, and technical support to the Washington State Patrol, allied law enforcement and governmental agencies, and community groups to improve the quality of life in the State of Washington. The division conducts independent investigations, facilitates multi-agency law enforcement operations, participates in local and federal task forces, and responds to tactical and clandestine laboratory requests. The division is comprised of two sections: Narcotics and Special Investigations Section.
- **Office of Professional Standards** provides oversight for the agency's complaint and disciplinary procedures.
- **Special Operations Division** is comprised of the Aviation Section and the Executive Services Section. The Executive Services Section provides security and protection for the Governor, first family, the Lieutenant Governor and the Governor's Mansion; provides contracted law enforcement services and visitor security on the State Capitol Campus. The Aviation Section provides aerial law enforcement, traffic management support, and transportation services for the governor and other state agency personnel.
 - The Joint Transportation Committee conducted a study of the WSP Cessna Aircraft Fleet, completed in December 2022; study materials can be found at: [Evaluation of Washington State Patrol's Cessna Aircraft Fleet](#)

Technical Services Bureau

The Technical Services Bureau provides many diverse support services to the entire department, as well as many other law enforcement and government agencies throughout the state, and members of the general public.

- **Communications Division** provides round-the-clock emergency support to WSP, federal, state, local, and tribal agencies. Its main responsibilities are to answer 911 calls and initiate emergency services to meet the public's and officers' needs in the field.
- **Electronic Services Division** provides statewide public safety telecommunications, land mobile radio, microwave, and engineering services to the WSP, its partner agencies, and customers.
- **Human Resources Division** provides HR-related support to the entire agency through consulting, researching, and interpreting civil service rules, collective bargaining agreements, and agency policies and procedures. As well as processing and maintaining employee health and safety, recruiting, testing, hiring, transfers, and promotional actions for all civil service and commissioned personnel.
- **Information Technology Division** supports all information technology needs of the Washington State Patrol.
- **Risk Management Division** develops strategies and provides analysis and direction to the agency on all risk management issues. It is comprised of the Audit, Public Disclosure, Strategic Planning and Accountability, and Tort sections.

- **Training Division** provides recruit training to trooper cadets, who ultimately become fully commissioned troopers serving the citizens of Washington State. The division also provides various annual training to fully commissioned officers. This includes firearms training, control tactics training, vehicle operation training, and other specialized training related to the trooper job class. The division also provides leadership training, collision investigation training and other training that is beneficial to agency employees and external stakeholders.
- Psychologist services are provided through a contract to all agency employees and their families when their well-being is threatened by vocational stress.

Specialty Teams

The State Patrol also has a number of specialty teams that address specific issues. These include the Aggressive Driving Apprehension Team, Bomb Squad, Chaplaincy Program, High Tech Crime Unit, Honor Guard, Impaired Driving Section, Major Accident Investigation Team, Missing and Exploited Children Task Force, Missing Persons Unit, Motors, Rapid Deployment Force Team, Serious Highway Crime Apprehension Team, SWAT, and Traffic Incident Management Program.

Transportation Funding – 2023-25 Biennium

- Total appropriation: \$660.992 million; Capital - \$7.888 million
- 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)
 - SR #520 Corridor Account (State)
 - Tacoma Narrow Toll Bridge Account (State)
 - I-405 and SR-167 Express Toll Lanes (State).
- Total appropriation for non-transportation programs (Omnibus Operating Budget): \$251.823 million.

TRIBES

Table of Contents

TRIBES 390

 Tribes 391

JURISDICTION:**Tribes**

Background

There are 29 federally-recognized tribes in Washington State. There are 6,040 miles of roadway within or providing access to tribal reservations and communities. Of these, 1,872 miles are owned by each tribe or the Bureau of Indian Affairs (BIA), with the remaining being state, county or city roads. Eighteen tribes operate or partner to provide transit services.

Tribal governments are responsible for planning, constructing, maintaining and managing their transportation and transit facilities. They 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.

Tribal License Plate Compacts

In 2020, the Legislature provided the Governor authority, which has been delegated to the DOL, to enter into compacts with federally recognized tribes in Washington to create tribal license plates for tribal member-owned and government vehicles. DOL has launched plates with two tribes: Confederated Tribes of the Chehalis Reservation and Muckleshoot Indian Tribe.

Fuel Tax Agreements

Washington State has fuel tax agreements with 24 tribes. The two types of agreements are:

- 75 Percent Refund/25 Percent State (75/25) Tax Agreement
 - Fuel is delivered to the reservation with 100 percent of the state fuel tax paid. The tribe applies for a refund of 75 percent.
 - 22 tribes have this type of agreement with the State.
- Per-Capita Agreement
 - Fuel is delivered to the reservation with 100 percent of the state fuel tax paid. The tribe receives a refund based on a formula of tribal members and average fuel consumption rates.
 - 2 tribes have this type of agreement with the State.

RCW [82.38.310](#) gives 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.
- Under the 75/25 agreements, tribes may only expend fuel tax proceeds on planning, constructing and maintaining roads, bridges and boat ramps; transit services and facilities; transportation planning; police services; or other highway-related purposes.
- All agreements negotiated since 2007 must include a provision 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 that are 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 fuel tax revenue retained by Washington State for fuel purchased under the 75/25 agreements from January 1, 2023, through December 31, 2023 was \$22.8 million.
- The annual refund for the per-capita and 75/25 agreements from January 1, 2023, through December 31, 2023 was \$68.4 million.

Funding

IIJA Tribal Transportation Set-asides - Federal transportation funding has greatly increased due to Congress' passage of the Bipartisan Infrastructure Law (BIL or IIJA), including the investment to tribes.

- Tribal Transportation Program (BIA)
 - Distribution by formula
 - Set-asides for Planning, Safety, Bridge, PM&O
- Tribal Transportation Program (DOT)
 - \$3.5B
- Tribal Transportation Facility Bridges (DOT)
 - \$0.8B
- Climate Adaptation and Community Relocation (DOI)
 - \$0.2B
- Tribes are eligible sub-recipients for a variety of funding programs administered by the state, Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Organizations (RTPOs) and local governments.
- General-purpose tribal revenue: funding derived from tribal general-purpose funds varies by tribe.

Sources:

DOL's [Tribal Fuel Tax Agreement Report](#) (August 2023)

WSDOT's Tribal Liaison Office: <https://wsdot.wa.gov/about/contacts/tribal-contacts>

WSDOT phone query to Bureau of Indian Affairs Tribal Transportation Facilities Inventory

WSDOT phone query to Federal Transit Administration Tribal Liaison Office

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.

Table of Contents

LOCAL/REGIONAL JURISDICTIONS.....393

 Tribes 394

 Counties 396

 Local Option Ferry Services 398

 Local Improvement Districts/Road Improvement Districts 400

 Metropolitan Planning Organizations 401

 Ports 403

 Public Transit Systems 405

 Regional Transit Authority (“Sound Transit”) 410

 Regional Transportation Investment District (RTID) 413

 Regional Transportation Planning Organizations..... 414

 Transportation Benefit Districts (TBD) 416

 City Transportation Authority (Monorail Transportation) 417

JURISDICTION:	Tribes
RCW:	Title 35 , including Chapters 35.72–35.79

Background

- Cities and towns are responsible for approximately 17,000 miles of streets and 740 bridges in the 281 incorporated municipalities of the state.
- About 79 percent of cities' transportation funding is generated from local revenue sources, 13 percent from state revenues, and 8 percent 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 30,000.
- Six-year comprehensive transportation programs must be adopted before July 1 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 ensure 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 (MVFT) (Chapter [46.68.090 RCW](#) (2)(g), (4)(a), and (5)(a))
 - Distributed to cities on a per capita basis
- For the the 2023-25 biennium, gas tax distributions are estimated at \$174.7 million. More information on the MVFT can be found in the section *Distribution of the 49.4 cent Gas Tax*.
- The Connecting Washington Act directs the State Treasurer to make regular transfers from the Motor Vehicle and Multimodal accounts to the cities and counties, with funds proportioned evenly between cities and counties ([RCW 46.68.126](#)). In the 2019-21 biennium, cities received \$25.1 million.
- Grants or loans from the Transportation Improvement Board, Freight Mobility Strategic Investment Board (FMSIB), Public Works Board, Community Economic Revitalization Board, and several programs administered by WSDOT, including Safe Routes to Schools and Pedestrian/Bicycle Safety.
- Federal-aid programs (Infrastructure Investment and Jobs Act [IIJA])
 - National Highway Performance Program
 - Surface Transportation Block Grant Program (previously called the Surface Transportation Program)
 - Distribution by Population
 - Bridge Program (off the federal aid system)
 - Statewide
 - Transportation Alternatives.
 - Highway Safety Improvement Program

- Congestion Mitigation and Air Quality
- National Highway Freight Program
- Metropolitan Planning Program
- Formula Bridge Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
- Carbon Reduction Program.
- 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 and occupation tax, residential excise tax, and sales and use tax (limited to public transportation system purposes)
 - Transportation Benefit District Local Option Taxes.

(See the *Local Taxes* section of this manual for information on *Local Option Taxes*.)

Sources: See the Municipal Research and Services Center of Washington for more information on local jurisdictions at www.mrsc.org.

JURISDICTION:	Counties
RCW:	Title 36 , including Chapters 36.75-36.87

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 approximately 39,000 centerline miles of roads and 3,287 bridges in unincorporated areas across the state.
- About 65 percent of counties' transportation funding is generated from local revenue sources, 24 percent from state revenues, and 11 percent 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 before its annual budget and submitted to the Washington State Department of Transportation and CRAB within 30 days of adoption (RCW 36.81.121). Annual programs must be adopted prior to the adoption of the annual road budget. The purpose of the program is to ensure that each county has an advanced plan looking to the future as a guide in carrying out a coordinated transportation program.

Funding

- 4.93 cents per gallon of the 49.4 cent state motor vehicle fuel tax (MVFT) (Chapter [46.68.090 RCW](#) (2)(h), (4)(b), and (5)(b))
 - Distributed to counties using a formula based on mileage, needs, resources, and population
 - For the 2021-23 biennium, gas tax distributions are estimated at \$289.9 million
 - More information on the MVFT can be found in *Distribution of the 49.4 cent Gas Tax*.
- The Connecting Washington Act directs the State Treasurer to make regular transfers from the Motor Vehicle and Multimodal accounts to the cities and counties, with funds proportioned evenly between cities and counties ([RCW 46.68.126](#)). In the 2019-21 biennia, counties received \$25.1 million.
- 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 the percentage of arterial lane miles
 - The 2005 Transportation Partnership account directed an additional yearly deposit of \$1.5 million into the County Arterial Preservation Account ([RCW 46.68.295](#)).
 - 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 (Infrastructure Investment and Jobs Act [IIJA])
 - National Highway Performance Program
 - Surface Transportation Block Grant Program (was the Surface Transportation Program)
 - Distribution by Population
 - Bridge Program (off the federal aid system)
 - Statewide
 - Transportation Alternatives.
 - Highway Safety Improvement Program
 - Congestion Mitigation and Air Quality
 - National Highway Freight Program
 - Metropolitan Planning Program
 - Formula Bridge Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
 - Carbon Reduction Program.
- County road levy (property tax, maximum \$2.25/\$1,000)
- Transportation Local Option Taxes
 - Countywide motor vehicle fuel tax (10 percent 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.

(For information on Local Option Taxes, see the *Local Taxes* section.)

Sources: See the Municipal Research and Services Center of Washington for more information on local jurisdictions at www.mrsc.org.

JURISDICTION:	Local Option Ferry Services
RCW:	Counties: RCW 36.54.010 through 36.54.070 and Chapter 36.150 RCW County Ferry Districts: RCW 36.54.110 through 36.54.200 Public Transportation Benefit Areas: RCW 36.57A.200 through 36.57A.220 Passenger-Only Ferry Service Districts: RCW 36.57A.222 through 36.57A.226 Port Districts: RCW 53.08.295

Background

- **Counties:** Established, operated, and maintained by county legislative authority. Such service may include auto-carrying capacity and may be funded from general county revenues. For counties operating ferry service under this general authority, WSDOT may reimburse for a portion of the deficit incurred operating county ferry service ([RCW 47.56.720](#) and [RCW 47.56.725](#)). Currently, Pierce, Skagit, Wahkiakum and Whatcom Counties operate ferries under this general authority.

The passage of Chapter 51, Laws of 2014 (County Ferries) authorized King County to assume governance of the service that the King County Ferry District had been providing to that point. The King County council took action in the fall of 2014, and the county began providing the service in 2015.

- **County ferry districts:** Established by county legislative authority, which acts independently as the ex officio governing body. The district can be countywide or a portion of a county. The authority is for the operation of passenger-only ferry service. While no county ferry districts are currently in operation, the King County Ferry District provided service between downtown Seattle, Vashon Island, and West Seattle from April 2008 through the end of 2014.
- **Public transportation benefit areas:** Any Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may operate passenger-only ferry service. There is no such service currently in operation.
- **Passenger-only ferry service district:** A PTBA bordering the western side of the Puget Sound, with a population greater than 200,000 and containing at least one state ferry terminal (currently only Kitsap Transit), may also establish one or more passenger-only ferry districts.

Kitsap Transit has operated a passenger-only ferry service to downtown Seattle, originating in Bremerton, Kingston, and Southworth, starting in 2017.

- **Port districts:** Port Districts may acquire, maintain, and operate passenger vessels. The Port of Kingston ran SoundRunner service up until September 2012.

Program

- Maintenance, construction, management, and operation of ferry vessels and terminals.

Funding

- All jurisdictions are authorized to collect tolls (ferry fares). In addition, the following jurisdictions have specific funding authorities:
 - Counties:
 - General county taxing authority (e.g., in Chapters [82.14 RCW](#), [84.52 RCW](#), etc.).
 - County ferry districts:
 - Annual ad valorem property tax levies of up to 75 cents per \$1,000 of assessed valuation (councilmanic) ([RCW 36.54.130](#)).
 - Voter-approved annual excess property tax levies ([RCW 36.54.140](#)).

- Vessel replacement surcharge on every ferry fare sold ([RCW 36.54.200](#)).
- PTBAs:
 - Motor vehicle excise tax of 0.4 percent of vehicle value; requires voter approval ([RCW 82.80.130](#)).
 - Sales and use tax of 0.4 percent; requires voter approval ([RCW 82.14.440](#)).
 - Charges and licensing fees for advertising, as well as other revenue-generating activities.
- Passenger-only ferry districts:
 - Sales and use tax of 0.3 percent; requires voter approval ([RCW 82.14.445](#)).
 - A parking tax for parking in commercial parking facilities; requires voter approval ([RCW 82.80.035](#)).
 - Charges and licensing fees for advertising, as well as other revenue-generating activities.
- Port districts:
 - General port district taxing authority (see Chapter [53.36 RCW](#)).

The [2020 Summary of Public Transportation](#) includes information on a variety of ferry services.

JURISDICTION:	Local Improvement Districts/Road Improvement Districts
RCW:	Chapter 35.43 RCW and chapters following (LID), Chapter 36.88 RCW (RID)

Background

- **LIDs:**
 - Local governments may create a special-purpose financing mechanism to fund improvements in specific areas that 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 districts, and others.
 - LIDs can be initiated by petitioning property owners in an area or by resolution from local governments.
 - Voter approval is not required for LID formation, but property owners may challenge it.
- **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.

JURISDICTION:	Metropolitan Planning Organizations
RCW:	23 USC Section 134 and 23 CFR parts 420 and 450

Background

- Federal Law requires Metropolitan Planning Organizations (MPOs) in urban areas with a population of at least 50,000 for the purpose of regional transportation planning. 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 a population greater than 200,000, MPOs are designated Transportation Management Areas (TMAs), with expanded responsibilities, such as engaging in a process that identifies actions and strategies to reduce congestion. The Federal Highways Administration (FHWA) and Federal Transit Authority (FTA) certify that TMAs follow federal planning requirements every four years.
- In the urbanized areas of Washington, MPOs and RTPOs, which are created under Washington State law, are integrated into the same organization. The exception is Lewis-Clark Valley MPO, because it is a bi-state organization.
- Planning efforts are federally funded and follow federal planning requirements. WSDOT certifies that each MPO follows federal planning requirements as Federal Law requires. 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 on access to services for persons with limited English proficiency;
 - Federal Transit Administration circulars; and
 - Other federal laws, regulations, and guidance.
- There are twelve MPOs in Washington:
 - Benton-Franklin Council of Governments (BFCG) – TMA
 - Chelan-Douglas Transportation Council (CDTC)
 - 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) – TMA
 - Walla Walla Valley Metropolitan Planning Organization (WWVMPO)
 - Whatcom Council of Governments (WCOG)
 - 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).

Program

- MPOs are required to:
 - Carry out a continuing, coordinated, and comprehensive (3C) transportation planning process.
 - Prepare a financially constrained Metropolitan Transportation Plan (MTP) covering at least a 20 year period to serve as the basis for selecting projects in the Transportation Improvement Program (TIP).
 - Develop a four-year TIP, including a prioritized list of projects and a demonstration of financial constraints for the program. The TIP must be updated at least every four years, but MPOs in Washington update their TIPs every one or two years to remain consistent with the Statewide Transportation Improvement Program (STIP) updates.
 - 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 funding from the federal Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) program.

Funding

In Federal Fiscal Year (FFY) 2023 Washington State received a combined \$13.3 million from the FHWA and the FTA to complete planning activities described in federally required work programs. This funding is allocated to WSDOT, which reimburses MPOs for allowable expenses. In FFY 2024, Washington received a combined \$13.9 million.

Certain federal funds are sub-allocated by WSDOT directly to MPOs and RTPOs for project selection at the local and regional levels. The programs include the Surface Transportation program (STP), the Congestion Mitigation and Air Quality (CMAQ), and the Transportation Alternatives Program (TAP). Most federal funds require a non-federal match.

Resources:

[MPO Map](#)

[U.S. Government Accountability Office \(GAO\), Metropolitan Planning Organizations: Options Exist to Enhance Transportation Planning Capacity and Federal Oversight](#)

JURISDICTION:	Ports
RCW:	Title 53 RCW

Background

- Port districts are one of the oldest types of special-purpose districts in Washington State, authorized initially by legislation in 1911.
- Until 1953, port districts could only be formed in maritime areas with 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 are located in two counties (12 - Kitsap County and 10 - Grant County).
- In 2017, \$76.4 billion in total commodity exports and \$49.8 billion in total commodity imports moved through Washington State ports. In 2017, 4.9 percent of total U.S. exports and 2.1 percent of total U.S. imports transited through Washington's gateways. For more information, see the [U.S. Trade Representative](#) and [U.S. Census Bureau, International Trade Data by State](#).

Governance

- Boards of elected commissioners govern port districts. Typically, these are 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 a 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, and 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 8).
 - Port property tax levies are exempt from the one percent limitation (Article VII, section 2).

Sources:

History of Ports on HistoryLink.org

Lundin, Steve. *The Closest Governments to the People: A Complete Reference Guide to Local Governments in Washington State*, Washington State University Press, 2007.

Washington Public Ports Association:

<https://www.washingtonports.org/what-ports-do/>

WPPA Ports [Map](#)

JURISDICTION:	Public Transit Systems
RCW:	See below

Background

- Organized as locally controlled, special-purpose municipal governments to provide public transportation services.
- 32 operating transit systems, each using one of seven different governance structures.
- Public Transportation Benefit Areas (PTBA) ([Chapter 36.57A RCW](#))
 - 21 systems, including Okanogan PTBA approved in 2013, with a 0.4 percent sales tax taking effect on April 1, 2014.
 - Established by a 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 are 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).
- 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 a population of at least 210,000.
- Cities ([RCW 35.92.060](#) and [Chapter 35.95A RCW](#) for city transportation authorities—monorail)
 - Five systems
 - Established by elected city officials
 - Cities: Yakima, Ellensburg, Everett, Pullman, Selah and Union Gap
 - In 2016, voters in Ellensburg approved a 0.2 percent sales tax (using Transportation Benefit District authority) for purposes of financing public transportation. The City of Ellensburg assumed full responsibility for the system as of July 1, 2017.
 - City Transportation Authority (monorail), cities with population over 300,000.
- County Transportation Authority (CTA) ([Chapter 36.57 RCW](#))
 - Two systems: Columbia and Grays Harbor Counties
 - 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 following section)
 - One System: Garfield County
 - Formed by county commission
 - Unincorporated areas only
- Regional Transit Authority ([Chapter 81.112 RCW](#))
 - One created in Central Puget Sound in 1992, Sound Transit
 - The board consists of 18 members: 17 are local elected officials, and the 18th is the State Secretary of Transportation; local elected officials include mayors, city council members, 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](#) and following section)
 - Transit agency in a county with a population of more than 400,000 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

- Public transit agencies offer 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.
- About 27 percent of the state's population resides outside the service boundaries of a public transit agency. Community and brokered transportation providers are private, non-profit or government agencies that provide services to individuals with special needs and the general public in communities with limited or no transit service.

Funding

Public Transit Agencies, Sources and Uses of Funding, CY 2021

Revenues by Source	\$ Millions	Percent
Local	3,600.8	75.1%
State	58.1	1.2%
Federal	1,132.7	23.6%
Total Revenues	4,971.6	

Expenditures		
Operating	1,743.3	40.8%
Local Capital Investment	2,140	50.1%
State Capital Investment	25.6	0.6%
Federal Capital Investment	285.5	6.7%
Other Expenses	79.9	1.9%
Total Expenditures	\$4,274.6	

Local taxes are the single largest revenue source and are described in detail in the *Local Taxes* section.

Fares accounted for the third largest source of local revenues (after local and federal revenues, respectively) at \$113.7 million in 2021, including vanpool and general fare revenue. The average statewide farebox recovery rate in 2021 (percent of operating costs recovered through fares) for fixed route transit service in the state was 7 percent.

In the first year of the COVID-19 pandemic, farebox revenues fell by 65.9 percent between 2019 and 2020. In 2021 the decline continued, but slowed to a loss of 4.9 percent between 2020 and 2021. These declines were due, in part, to a decrease in passenger trips during the pandemic. The drop in farebox revenues can also be attributed to the suspension of fare collection by numerous transit agencies across the state at various points during the pandemic. Fare suspension served as a social distancing measure between vehicle operators and passengers and a means of providing accessibility for people and communities impacted by the pandemic.

Most federal funds for transit projects are distributed directly to transit agencies.

WSDOT Public Transportation also administers state grant programs, distributing funds competitively and on a formula basis as follows (funding amounts for the 2023-2025 biennium, including Move Ahead Washington supplemental):

- \$33 million for Rural Mobility grants
- \$140 million for Special Needs grants
- \$10 million for Public Transit Rideshare Grants
- \$189 million for Transit Support Grants
- \$2 million for Transit Coordination Grants
- \$72 million for Regional Mobility Grants
- \$51 million for Green Transportation Capital Grants
- \$11 million for funding transportation demand management programs
- \$10 million for Tribal Transit Grants .

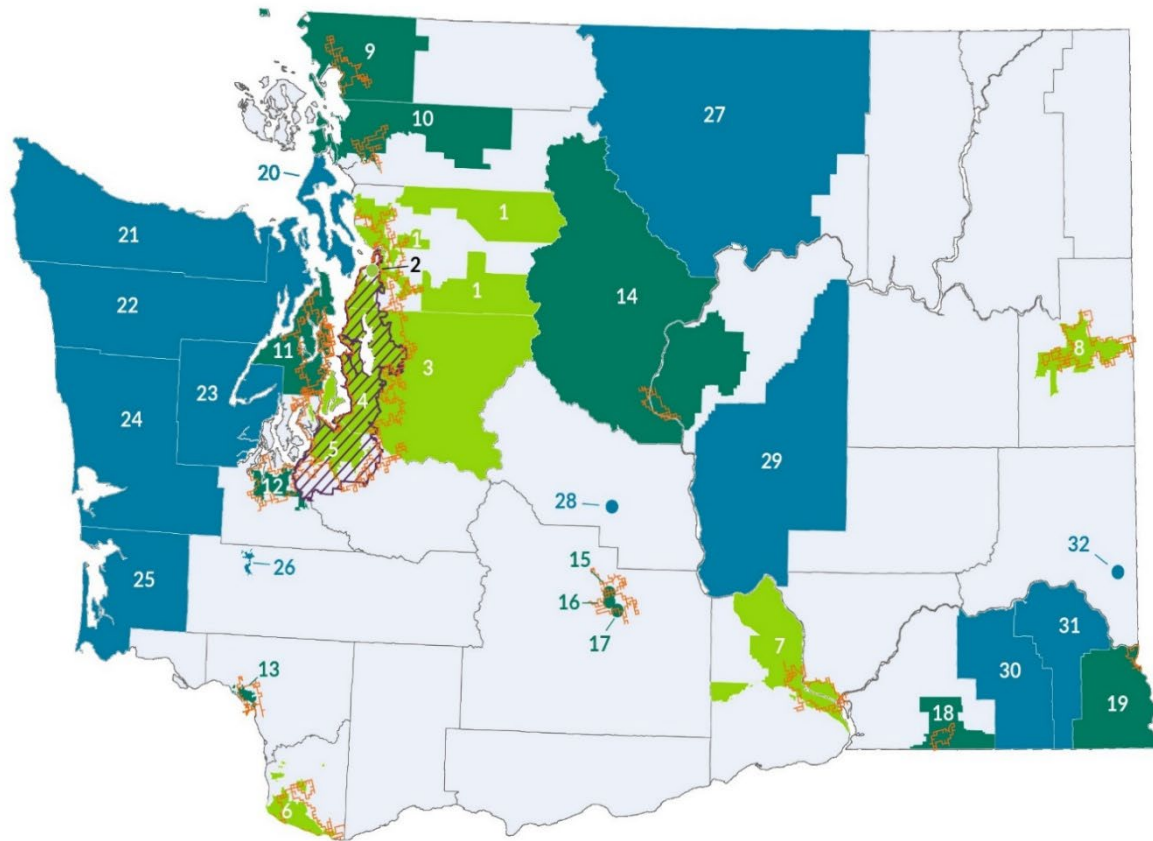
Sources:

WSDOT's [Public Transportation Contacts page](#)

WSDOT's [Summary of Public Transportation](#)

Transit Agencies

- Asotin County Transit – Public transportation benefit area (PTBA) serving Asotin County
- Ben Franklin Transit – PTBA serving Benton and Franklin Counties
- Clallam Transit System – Countywide PTBA serving Clallam County
- Central Transit - City of Ellensburg
- Columbia County Public Transportation – County Transportation Authority (CTA) serving Columbia County
- Community Transit – PTBA serving urban and rural areas of Snohomish County
- RiverCities Transit (formerly CUBS) – PTBA serving Kelso and Longview
- C-TRAN – PTBA serving urban communities and small cities of Clark County
- Everett Transit System – City operation
- Garfield County – Unincorporated county benefit area serving Garfield County
- Grant Transit Authority – Countywide PTBA serving Grant County
- Grays Harbor Transportation Authority – CTA serving entire county
- Intercity Transit – PTBA serving urban portions of Thurston County
- Island Transit – Countywide PTBA serving Island County
- Jefferson Transit Authority – Countywide PTBA serving Jefferson County
- King County Metro Transit – County transportation system serving King County
- Kitsap Transit – Countywide PTBA serving Kitsap County
- Link Transit – PTBA serving Chelan County and a portion of Douglas County
- Mason County Transportation Authority – Countywide PTBA serving Mason County
- Pacific Transit System – Countywide PTBA serving Pacific County
- Pierce Transit – PTBA serving Pierce County
- Pullman Transit – City operation
- Selah Transit – City operation
- Skagit Transit – PTBA serving Skagit County
- Sound Transit – Regional Transit Authority serving urban areas of King, Pierce, and Snohomish counties
- Spokane Transit Authority – PTBA serving Spokane County
- TranGo—Okanogan County Transit Authority
- Twin Transit – PTBA serving Centralia and Chehalis
- Union Gap Transit – City operation
- Valley Transit – PTBA serving Walla Walla County
- Whatcom Transportation Authority – PTBA serving Whatcom County
- Yakima Transit – City operation



Urban

- 1. Community Transit
- 2. Everett Transit
- 3. King County Metro
- 4. Sound Transit
- 5. Pierce Transit
- 6. C-Tran
- 7. Ben Franklin Transit
- 8. Spokane Transit Authority

Small Urban

- 9. Whatcom Transportation Authority
- 10. Skagit Transit
- 11. Kitsap Transit
- 12. Intercity Transit
- 13. RiverCities Transit
- 14. Link Transit
- 15. Selah Transit
- 16. Yakima Transit
- 17. Union Gap Transit
- 18. Valley Transit
- 19. Asotin County Transit

Rural

- 20. Island Transit
- 21. Clallam Transit System
- 22. Jefferson Transit Authority
- 23. Mason County Transportation Authority
- 24. Grays Harbor Transportation Authority
- 25. Pacific Transit System
- 26. Twin Transit
- 27. TranGo
- 28. Central Transit
- 29. Grant Transit Authority
- 30. Columbia County Transportation Authority
- 31. Garfield County Transportation Authority
- 32. Pullman Transit

 Urbanized Area

JURISDICTION:	Regional Transit Authority ('Sound Transit')
RCW:	Chapter 81.112 RCW

Background

- Separate legal entity.
- Formed by a vote of two or more contiguous county councils, each with 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.
- An 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 Lakewood and Everett contracted through BNSF, and maintenance through Amtrak.

Funding

- High-capacity transit tax options (must be voter-approved)
 - Sales and use tax - up to 1.4 percent
 - Sales and use tax on retail car rentals - up to 2.172 percent
 - Motor vehicle excise tax - up to 1.1 percent

0.3 percent of the Motor vehicle excise tax was 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 percent to meet contractual obligations for bond indebtedness. The tax may no longer be imposed after debt service payments are completed. Until bonds issued against the original MVET are repaid, the depreciation schedule remains the same as that currently in use. Once those bonds are repaid, the schedule switches to the one in effect at the time the MVET is approved by the voters ([RCW 82.44.035](#)).
 - Employer tax - up to \$2/month/employee
 - Property tax of 25 cents per \$1,000 of assessed value.
 - Other revenue:
 - Farebox
 - General obligation bonds
 - Revenue bonds
 - Federal grants

- Special assessments on property (Local Improvement District).

(For information on HCT Local Option Taxes, see the *Local Taxes* section.)

Approval of Sound Transit

- In November 1996, voters approved 'Sound Move', which included 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 percent.
- 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 History of Voter-Approved Plans](#).
- Funding plan approved by voters
 - 0.4 percent sales and use tax
 - 0.3 percent 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

- A vote in November 2008 approved the plan and authorized funding within the urban areas of King, Pierce, and Snohomish counties. The vote passed by 57 percent.

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 percent sales and use tax (0.9 percent total)
- Taxes took effect April 1, 2009.

Approval of Sound Transit 3

- A vote in November 2016 approved the plan recommended by the Sound Transit Board, including:
 - \$53.8 billion in investments proposed
 - 62 additional miles of light rail, with stations serving 37 additional areas
 - Replacement of bus routes with rail service
 - Establish bus rapid transit on I-405 (Lynnwood to Burien) and SR 522
 - Expansion of Sounder capacity, with an extension to Joint Base Lewis McChord and Dupont
 - Expansion of Tacoma Link to Tacoma Community College
 - Details available at [Sound Transit 3 The Regional Transit System Plan](#).
- Funding plan approved by voters
 - An additional 0.5 percent sales and use tax (1.4 percent total)
 - Increased the 0.3 percent MVET tax (that expires in 2028) by 0.8 percent (1.1 percent total)

- Establishes a 25 cent per \$1,000 of assessed value property tax.
- An RTA imposing any of these additional taxes is prohibited from receiving state grant funding except for transit coordination grants.
- Enhanced Service Zones ([RCW 81.104.220](#) and [81.104.230](#)):
 - Regional transit authorities may establish one or more enhanced service zones within their boundaries to finance high-capacity transportation system improvements directly benefiting the zone.
 - Regional transit authorities may collect certain additional taxes within an enhanced service zone if a majority of the voters in the zone approve.

JURISDICTION:	Regional Transportation Investment District (RTID)
RCW:	Chapter 36.120 RCW

Background

- The King, Pierce and Snohomish county areas, 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 a vote of the county councils of multiple contiguous counties or by a single county, which then must be approved by voters living within the affected area.
- Authorised 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 a portion of each member county located within a regional transit authority serving that county.

Formation

- Planning Committee formation is required by the county councils proposing an RTID. The committee membership is comprised of county council members of each county proposing an RTID. Decisions are made by a 60 percent majority vote based on proportional representation. The Secretary of Transportation serves as a nonvoting member. It comprises a seven-member executive board. The Planning Committee may be dissolved with a two-thirds weighted vote of the total Planning Committee membership.
- The Planning Committee develops a plan for improvements and submits it to county councils. If a county opts not to participate in the district, but two contiguous counties do proceed, the plan is redefined and submitted back to the participating counties. If counties adopt the plan, the plan is submitted to voters.
- If voters approve RTID, the governing board will be comprised of county council members of the 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 highways of statewide significance (HSS) that add a lane or new lanes or repairs or replace a lane or lanes damaged by the 2001 earthquake;
- Capital improvements to all or portions of an HSS, including an extension, and may include certain multimodal 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 percent of funds may be for capital improvements to all or portions of a city street, county road, existing highway or new highway that intersects with an HSS if: (1) the project is included in a plan that adds capacity to an HSS; (2) the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; (3) 15 percent 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 the 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.
- (For information on RTID Local Option Taxes, see the *Local Taxes* section.)

JURISDICTION:	Regional Transportation Planning Organizations
RCW:	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).
- RTPOs are formed through the voluntary association of local governments within a county or geographically contiguous counties. Each RTPO must meet the following criteria:
 - Encompass at least one complete county.
 - Have a population of at least 100,000; or have a population of at least 75,000 and contain a Washington State Ferries terminal; or a minimum of three counties; or a population of at least 40,000 and cover a geographic area of at least 5,000 square miles.
 - Have as members all counties within the region, and at least 60 percent of the cities and towns within the region, representing a minimum of 75 percent of the cities and towns populations.
- RTPOs containing a county with a population greater than one million include specific state and local entities as voting members on its executive board ([RCW 47.80.060](#)).
- In urbanized areas, RTPOs and MPOs are integrated into the same organization. The exception is Lewis-Clark Valley MPO because it is a bi-state organization.
- RTPOs are encouraged to invite tribal governments to participate in their transportation planning process; to receive state funding, RTPOs must provide a reasonable opportunity for voting membership to federally recognized tribes that hold reservation or trust lands within the planning area of the RTPO (see [RCW 47.80.050](#) for additional details).
- Once formed, a lead planning agency must be designated to coordinate the preparation of the Regional Transportation Plan and carry out the other responsibilities of the RTPO. 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 state legislators with at least some RTPO area as part of their legislative district are ex officio, nonvoting policy board members.
- Sixteen RTPOs have been formed that include 38 of the 39 counties. San Juan is not part of an RTPO.

Program

- Establish guidelines pursuant [RCW 47.80.026](#) that provide specific direction for developing and evaluating 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 element 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 the 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 to develop a 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.
- WSDOTs Transportation Planning Office has the following responsibilities:
 - Establish minimum standards for regional transportation plans ([Chapter 468-86 WAC](#) and requirements defined by the GMA)
 - 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.
- WSDOTs Local Programs Division 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](#).
- The 23-25 biennial transportation budget appropriated \$4.9 million for the RTPO program. RTPOs must submit an annual work program to WSDOT.
- This appropriation was distributed, as agreed to among the WSDOT and RTPOs, according to the following considerations:
 - A base amount of funding according to the lead agency structure of the RTPO (\$860,000 total)
 - Full-time staff dedicated to the RTPO and an independent lead agency structure (Council of Governments, Economic Development District, etc) - \$60,000
 - Half-time RTPO staff housed within RTPO member jurisdiction - \$40,000
 - No staff dedicated to the RTPO above 0.5 FTE - \$0.
 - An allocation per county represented by the RTPO - \$1,400,000 for 38 of the 39 counties in WA
 - \$2,600,000 distributed on a per capita basis
 - \$40,000 reserved by WSDOT to distribute to regional planning efforts on a discretionary basis.

Resources:

[RTPO Map](#)

WSDOT webpage: [MPO/RTPO Reference Materials](#)

FHWA webpage: [What is a RTPO?](#)

[MPO/RTPO Directory](#)

JURISDICTION:	Transportation Benefit Districts (TBD)
RCW:	Chapter 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 an interlocal agreement. Multi-jurisdiction TBDs may include 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. Under certain circumstances, a multi-jurisdictional district may be governed by the district's metropolitan planning organisation.
- Ownership of the facilities reverts to the 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 0.3 percent, may not exceed a ten-year period without voter reauthorization (unless the revenues are dedicated to the repayment of the debt, such as general obligation bonds, in which case the sales tax may exceed a ten-year period). A TBD governing board may impose a sales tax of up to 0.1 percent without a vote of the people.
- An annual motor vehicle fee of up to \$100:
 - up to \$20 may be imposed without voter approval if imposed in a jurisdiction-wide TBD,
 - up to \$40 may be imposed without voter approval if the \$20 fee has been in effect for at least 24 months,
 - up to \$50 may be imposed without voter approval if the \$40 fee has been in effect for at least 24 months (subject to potential referendum),
 - A vehicle fee for passenger-only ferry transportation improvements must be approved by voters, regardless of amount.
- With voter approval, vehicle tolling; however, the state Transportation Commission must approve all tolls potentially impacting state facilities.
- 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) [RCW 82.47.020](#)
- Commercial and industrial development fees related to transportation projects

(See the *Local Taxes* section for information on TBD Local Option Taxes.)

Source: [Municipal Research and Services Center \(MRSC\)](#) on TBDs

JURISDICTION:	City Transportation Authority (Monorail Transportation)
RCW:	Chapter 35.95A

Background

- A separate municipal corporation was 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 percent 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 percent (excludes new vehicles)
 - Sales and use tax on retail car rentals – up to 1.944 percent
 - 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 (formerly 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 percent.
- 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 percent 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 percent for the initial planning year. The full 1.4 percent 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 percent.

- Provisions of the ballot measure required termination of the Seattle Popular Monorail project and dissolution of the Authority after payment of outstanding debt.
- The collection of motor vehicle excise tax was terminated on August 1, 2006.

PASSENGER MODES

Table of Contents

PASSENGER MODES	419
Passenger Vehicles.....	420
Miscellaneous Vehicles	421
Roadways (State Highways, County Roads, City Streets)	423
Ferries.....	426
Transportation Demand Management.....	429
Buses.....	432
Special Needs Transportation	434
Carpooling/Vanpooling	436
High Occupancy Vehicle (HOV) Lanes	439
Intercity Passenger Rail (Amtrak Cascades) and Cascadia High-Speed Rail.....	444
Regional Rail Commuter Service.....	449
Bicyclists, Pedestrians, and Other Active Transportation Users.....	450
Air Transportation	454

Passenger Vehicles

Background

- In FY 2024, 297,239 new original licenses were issued, and 711,905 renewals were issued.
- In FY 2024, Washington State had approximately 6.1 million licensed drivers. Of that amount, 85,970 were intermediate licenses issued to drivers under age 18.
- In FY 2024, there were approximately 8.2 million vehicles registered.
- For FY 2024, gasoline consumption was 2.612 billion gallons, a -0.4 percent decrease from FY 2023 (2.621 billion gallons). For FY 2024, diesel consumption was 691 million gallons, a -8.7 percent increase from FY 2023 volume (757 million gallons).

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, and regulates vehicle safety ([RCW 43.43](#))
- The Traffic Safety Commission coordinates and promotes traffic safety and education programs at the state and local levels ([RCW 43.59](#))

Funding

- Passenger vehicle owners contribute to maintaining state roads and highways through user fees.
 - Motor vehicle and special fuel tax ([RCW 82.38](#))
 - Vehicle licensing/registration fees ([RCW 46.17.350](#))
 - Electric vehicle fees ([RCW 46.17.323](#))
 - Vehicle weight fees ([RCW 46.17.355](#) and [46.17.365](#))
- At the direction of the Legislature, the Washington State Transportation Commission has convened a Road Usage Charge Steering Committee to examine the feasibility of transitioning from the gas tax to a road user charge. More information may be found at: <https://waroadusagecharge.org/>
- Driving-related fees and taxes (including the gas tax) cover 56.7 percent of spending on the statewide network of streets, roads, and highways—with tolls and user fees included, 71.2 percent of spending ([2022 figures](#)). The remaining funds come from various sources, including property taxes, sales tax, federal income tax support for the Highway Trust Fund, and other sources.

Other Relevant Statutes

- Off-road, non-highway, and wheeled all-terrain vehicles ([RCW 46.09](#))
- Certificates of title ([RCW 46.12](#)) and Registration ([RCW 46.16A](#))
- Special License Plates ([RCW 46.18](#))
- Mandatory Liability Insurance ([RCW 46.30](#))
- Vehicle lighting and other equipment ([RCW 46.37](#))
- Size, weight and load ([RCW 46.44](#))
- Rules of the road ([RCW 46.61](#))
- Disposition of traffic infractions ([RCW 46.63](#))

[DOL Motor Vehicle Registration by Class and County Report 2023](#)

Miscellaneous Vehicles

Each of the following categories of vehicles is subject to specific requirements for vehicle registration and driver licensing (administered by the Department of Licensing) and vehicle safety regulation (enforced by the Washington State Patrol).

- Motorcycles
 - Approximately 200,295 motorcycles are registered in the state
 - Definition of motorcycles ([RCW 46.04.330](#)); motor-driven cycles ([RCW 46.04.332](#))
 - Helmet, goggles, and face shield requirements ([RCW 46.37.530](#) and [46.37.535](#))
 - Special endorsement for driver's license ([RCW 46.20.500](#)).
- Mopeds
 - Approximately 4,516 mopeds are registered in the state
 - Definition of mopeds ([RCW 46.04.304](#)); as distinct from motorized foot scooters ([RCW 46.04.336](#))
 - 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 non-motorized trails or fully controlled limited access highways, and must comply with applicable federal motor safety regulations ([RCW 46.61.710](#) and [46.61.720](#)).
- Motor Homes and Travel Trailers
 - Approximately 61,500 motor homes and 169,000 travel trailers are registered in the state
 - Definitions of motor homes ([RCW 46.04.305](#)) and travel trailers ([RCW 46.04.623](#))
 - Fees: registration ([RCW 46.17.350](#)), weight ([RCW 46.17.365](#)), sanitary disposal ([RCW 46.17.375](#)), and starting on 5/1/19, abandoned RV disposal ([RCW 46.17.380](#)) fees.
- Campers
 - Approximately 16,600 campers are registered in the state
 - Definition of campers ([RCW 46.04.085](#))
 - Fees: registration ([RCW 46.17.350](#)), sanitary disposal ([RCW 46.17.375](#)), and starting on 5/1/19, abandoned RV disposal ([RCW 46.17.380](#)) fees.
- Trailers
 - Approximately 126,995 trailers over 2000 pounds and 534,887 private-use trailers are registered in the state
 - Definitions of trailers ([RCW 46.04.620](#)) and private-use trailers ([RCW 46.04.422](#))
 - Registration fees ([RCW 46.17.350](#)).
- Tow trucks
 - Approximately 1,300 tow trucks are registered in the state
 - Towing and impoundment laws, including definitions ([Chapter 46.55 RCW](#))
 - Registration fees ([RCW 46.17.350](#)).
- Electric Vehicles
 - Approximately 167,000 electric-powered vehicles are registered in the state: 159,000 are conventional vehicles operating on electricity; 3,800 are trucks; 800 are motorcycles; and 700 are low-speed electric vehicles that operate under 35 mph.

- As of July 1, 2019, owners of conventional and plug-in hybrid electric vehicles that travel 30 miles or more powered solely by electricity must pay a registration renewal fee of \$150 ([RCW 46.17.323](#)), and a transportation electrification fee of \$75 ([RCW 46.17.324](#)).
- Lower speed (less than 35 mph) electric vehicles are defined in [RCWs 46.04.295](#) and [46.04.357](#), are not subject to the \$150 fee, and are subject to road use requirements and limitations ([RCW 46.61.723](#) and [RCW 46.61.725](#)).
- Off-Road and Wheeled All-Terrain Vehicles
 - Approximately 37,000 off-road vehicles and 65,900 wheeled all-terrain vehicles are registered in the state
 - Off-road vehicles are defined in [RCW 46.04.365](#), and wheeled all-terrain vehicles are defined in [RCW 46.09.310\(19\)](#)
 - Subject to equipment requirements and road use restrictions ([Chapter 46.09 RCW](#))
 - Registration fees ([RCW 46.17.350](#)); temporary use permits ([RCW 46.09.430](#)), decals ([RCW 46.09.400](#)), metal tags ([RCW 46.09.442](#)).
- Collector Vehicles and Horseless Carriages
 - Approximately 28,000 collector vehicles and 300 horseless carriages are registered in the state
 - Collector vehicles are over 30 years old ([RCW 46.04.126](#)), and horseless carriages are vehicles that are over 40 years old ([RCW 46.04.199](#))
 - Horseless carriage and collector vehicle plates are valid for the life of the vehicle, need not be renewed, and only need to be displayed on the rear of the vehicle. These vehicles must be operated primarily as collector vehicles ([RCW 46.18.220](#) and [RCW 46.18.255](#))
 - Special license plate fees apply to both kinds of vehicles ([RCW 46.17.220](#)).
- Recreational Boating
 - Motor fuel tax refund to Marine Fuel Tax Refund Account ([RCW 79A.25.040](#))
 - Approximately 219,000 vessels licensed through the Department of Licensing
 - State Parks and Recreation Commission has regulatory authority ([Chapter 79A.60 RCW](#))
 - Registration fees and taxes ([RCW 88.02.650](#) and [82.49.030](#)) are deposited into the General Fund.
- Snowmobiles, Snow Bikes, and Tracked all-terrain vehicle
 - Approximately 18,000 snowmobiles are registered in the state
 - Registration and restrictions on use ([Chapter 46.10 RCW](#)); concurrent registration for use as a tracked all-terrain vehicle and wheeled all-terrain vehicle is allowed ([RCW 46.09.390](#))
 - 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.
 - Motor fuel tax refund to the Snowmobile Account in the General Fund ([RCW 46.10.510](#)).

Roadways (State Highways, County Roads, City Streets)

Background

- Washington State roadways consist of 79,542 centerline miles of highways, roads, and streets
 - 7,054 miles of state highways (including interstate miles)
 - 39,236 miles of county roads
 - 17,612 miles of city streets
 - 15,640 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 over [60 billion miles](#) during 2023. Washington achieved the 2020 target for statewide per capita VMT reductions set in 2008 ([RCW 47.01.440](#)), with an 18 percent reduction from 75 billion miles traveled annually (less the miles of heavy-duty vehicles). Future goals for 2035 and 2050 are 30 percent and 50 percent reductions, respectively. Washington is currently number one in the country in per capita VMT reduction and the fourth state overall with the lowest per capita VMT behind New York, Rhode Island, and Hawaii. For more information, see WSDOT's '[Implementation of Vehicle Miles Traveled Targets and Supporting Actions – Interim Report](#)' from June 2024.
- State highways carry 59 percent of VMT, while county roads carry 15 percent, city streets 25 percent, and other roadways 1 percent.
- Washington's 764 miles of Interstate highways account for only 1 percent of roadway miles, but carry 29 percent of annual VMT.
- The National Highway System (NHS) is designated by federal law and encourages states to focus federal funds on improving the efficiency and safety of this network. The NHS is 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, the NHS consists of 4,555 miles of roadway, of which 79 percent is state and 21 percent local roadway.
- The [Freight and Goods Transportation System](#) of state highways and local roadways is classified according to the volume of freight traffic using the route.
- The [Scenic and Recreational Highway System](#) includes state highways recognized for their outstanding scenic beauty and recreational opportunities. These routes are designated as State Scenic Byways by the Washington State Transportation Commission.

Governance

- State Highways
 - Owned and operated by the Washington State Department of Transportation (WSDOT).
 - WSDOT is a cabinet agency managed directly by the Secretary of Transportation, subject to the oversight of the Governor.
 - A route jurisdiction transfer is the conversion of a state highway into a local road or the conversion of a local road into a state highway. Requests for transfers are made to the Washington State Transportation Commission, which evaluates the transfer request according to criteria in [RCW 47.17.001](#). The Commission forwards its recommendations to the Legislature for approval. Jurisdiction comes with the responsibility to preserve, maintain, and, when necessary, improve the facility.

- County Roads
 - Each of the 39 counties is responsible for constructing, maintaining, and managing 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 constructing, maintaining, and managing 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
 - 37.44 cents per gallon Motor Fuel Tax (of which Ferries receive 1.08 cents)
 - See *Motor Vehicle Fuel Tax and Special Fuel Tax* section in this manual
 - Motor vehicle licenses, permits, and fees
 - Federal highway grants
 - Bond issue proceeds
 - Transportation Budget Project Lists may be found on the LEAP.leg.wa.gov website.
- 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* section)
 - Federal aid grants
 - The Connecting Washington Act directs the State Treasurer to make regular transfers from the Motor Vehicle and Multimodal accounts to the cities and counties, with funds proportioned evenly between cities and counties ([RCW 46.68.126](http://RCW.46.68.126)). Beginning with the 2017-19 biennium, counties receive \$25.1 million per biennium.
- 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* section)
- Federal aid grants
- The Connecting Washington Act directs the State Treasurer to make regular transfers from the Motor Vehicle and Multimodal accounts to the cities and counties, with funds proportioned evenly between cities and counties ([RCW 46.68.126](#)). Beginning with the 2017-19 biennium, cities receive \$25.1 million per biennium.

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.

Ferries

Background

- In terms of overall ridership, the Washington State Ferries (WSF) division of WSDOT is the nation's largest ferry system:
 - Linking urban areas on the east side of Puget Sound with communities on the Kitsap and Olympic Peninsulas
 - Linking the San Juan Islands and Vashon Island with mainland, and
 - Linking Washington State with Canada through Sidney route.
- WSF is considered part of the state's highway system and is eligible for 18th Amendment funding.
- Private businesses and counties also operate ferries.

Governance

State Ferries

- Operated by the WSDOT – Washington State Ferries.
- System includes 21 vessels providing service on nine routes to 20 terminals. In FY 2023, WSF carried 8.9 million vehicles and 18.2 million riders. This is down from peak ridership in FY 2018 when the Ferry System carried 10.7 million vehicles and nearly 24.6 million riders. WSF is the state's third-largest public transportation agency based on the number of riders carried.
- Current WSF vessel fleet consists of 8 vessel types: Jumbo Mark II Class (3), Jumbo Class (2), Super Class (2), Olympic Class (4), Issaquah (90-Car) Class (1), Issaquah (124-Car) Class (5), Evergreen State Class (1), Kwa-di-Tabil (3).
- WSF currently serves 20 terminals in eight counties in British Columbia; however, the international route has been suspended since the pandemic began in FY 2020. WSF owns 16 of the terminals, and four others are leased. WSF also owns the Eagle Harbor maintenance facility on Bainbridge Island.
- [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, overseen by the Public Employees Relations Commission.
- Fares are set by the Transportation Commission and are used to offset operating costs. (See *Ferry Fares* section)

County Ferries

- Five counties currently operate public ferries:
 - Pierce, Whatcom, Skagit, King, Kitsap and Wahkiakum counties
 - Largely funded with county road funds (property taxes).
 - State support is provided to some counties to offset operating deficits ([RCW 47.56.720](#) and [RCW 47.56.725](#))

Private Ferry Operations

- There are seven 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 MV Sanpoil on SR 21 in Eastern Washington (toll-free).

Funding

- State Ferries
 - Dedicated motor fuel tax distribution for ferry operations (0.54 cents of 23-cent gas tax) ([RCW 46.68.090\(2\)\(c\)](#))
 - Dedicated motor fuel tax distribution for ferry capital construction (0.55 cents of 23-cent gas tax) ([RCW 46.68.090\(2\)\(d\)](#))
 - Transfers from the Highway Safety Account, the Motor Vehicle Account and the Multimodal Transportation Account
 - Combined licensing fee (1.375 percent of collections) for ferry operations ([RCW 46.68.035](#))
 - \$2.02 (initial registration) or \$0.93 (renewal) from the \$30 vehicle license fee for ferry operations ([RCW 46.68.030](#))
 - Ferry fares, concessions, and rent
 - Federal Highway Administration (FHWA) grant programs: Congestion Mitigation and Air Quality Improvement Program, Ferry Boat Program, National Highway Performance Program, Surface Transportation Program
 - Federal Transit Administration (FTA) grant programs—Section 5307 and Section 5337
 - Bond proceeds
 - Transportation Budget Project Lists (including WSF projects) may be found on the LEAP website, <http://leap.leg.wa.gov/>.
- County Ferry Districts and PTBA Ferry Operations
 - See *Local Option Taxes: Ferry Services* section

Sources:

WSF website: <http://www.wsdot.wa.gov/ferries/>

History of WSF: [Historylink article for the Seattle Times, June 2, 2001](#)

Ferry Route Map



Transportation Demand Management

Background

Transportation demand management (TDM) strategies improve the efficiency of the statewide system, helping transportation projects and existing facilities perform closer to optimal levels. The tools and techniques of TDM—such as Commute Trip Reduction, telework, vanpool programs and ride-matching services—help cut road maintenance costs, enhance community safety and livability, and reduce vehicle carbon emissions. TDM also offers low-cost solutions to roadway congestion and capacity needs, allowing resources to be dedicated to other transportation improvements.

State policies governing transportation demand management in the state and local government and private sector, specifically Commute Trip Reduction, are found in Washington's Clean Air Act ([RCW 70A.15.4000](#) through [70A.15.4110](#)). WSDOT's strategic plan, 'Results Washington,' incorporates TDM principles by using the most cost-beneficial approach for solutions to adding capacity, managing demand, and enhancing operational efficiency.

Different public agencies and private organizations in Washington State use several TDM programs and strategies.

- **Commute Trip Reduction.** In 1991, the Washington State Legislature passed the Commute Trip Reduction (CTR) Law to reduce air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made in single-occupant vehicles (SOVs). Participating employers with at least 100 employees must establish a program for reducing employees' SOV trips as well as the vehicle miles traveled during peak commuting periods. For more information on the Commute Trip Reduction program, see [WSDOT's CTR page](#).
- **Tax Credits.** Employers that provide financial incentives to their employees for ridesharing, using public transportation, car-sharing or non-motorized commute options may apply for CTR tax credits against business and occupation or public utility taxes. The total tax credits awarded may not exceed \$2.75 million in any fiscal year. The tax credit program expires July 1, 2025.
- **Transit Pass Programs.** Typically, as part of CTR or other TDM approaches, these programs offer discounted transit fares to certain users for certain periods. In particular, some transit agencies have teamed with universities and large employers to provide transit passes. Examples:
 - Spokane Transit Authority sells monthly passes to employers at a discount, provided that the company or organization agrees to pass those savings on to the employees.
 - King County Metro offers the ORCA Business Passport and ORCA Business Choice programs to employers of all sizes. ORCA Business Programs provide employers a way to purchase, manage, and subsidize ORCA transportation benefits for their employees.
 - The University of Washington's U-PASS program is 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, Seattle Streetcar, Sound Transit's regional bus services, Link light rail and Sounder commuter trains.
- **Shared vehicle services.** For travelers who rely primarily on non-motorized and public transit travel but require a car for special trips, car-sharing or shared vehicle services offer a network of vehicles to users who pay a membership fee and an hourly or daily rate. Private companies or public jurisdictions may offer services. While similar to car rental services, these services are marketed as more accessible and flexible, with vehicles distributed throughout a service area and available 24/7. Names of some popular shared vehicle services include Turo, Zipcar, and car2go.
- **Rideshare Online:** This online service assists commuters by providing free carpool, vanpool and bicycle ride-matching services. Employers also use it to manage their CTR program.

- **Transit Direct Access.** Direct access ramps allow buses, carpools, and vanpools to directly access the HOV lanes in the center of the freeway. This allows these vehicles to avoid the need to weave across the other lanes of traffic and cause congestion.
- **Park and Ride.** Park and ride facilities provide a convenient and safe transfer area for transit, carpool, vanpool passengers, cyclists, and pedestrians to park their vehicles or bikes and catch their ride. Typical users include commuters who live farther away, don't live near a transit route, or need a place to meet their vanpool or carpool.
- **Active Transportation.** Active transportation is a strategy focused on providing people with safe options for getting from one place to another using 'active modes' such as walking and bicycling.
- **Guaranteed Ride Home.** Guaranteed ride-home programs provide rides home for commuters who walk, bike, bus, or carpool to work and who are unable to make their normal commute home for unplanned reasons. King County offers employers a Home Free Guarantee program for a subscription fee.
- **Flexible Schedules and Teleworking.** Many private and public employers offer flexible schedules, compressed work weeks, and support employees working at home to encourage them to manage their commutes. These policies reduce commute trips and peak-time commuting.
- **Congestion/Variable Pricing.** On tolled facilities, pricing that varies based on congestion and/or time of day provides incentives for drivers to make trip choices that help reduce traffic on congested corridors. Automated toll collection also eliminates delays related to queuing up at a toll booth.
- **Real-time Traveler Information.** WSDOT, the City of Seattle, and various third-party providers offer tools that allow travelers real-time access to traffic and transit information. By providing information through a variety of mechanisms—including highway signage, smartphone applications and web maps—travelers can more effectively plan their trips to avoid traffic. Traffic information includes travel times, congestion levels along major routes, visuals of actual road conditions, real-time transit information, and notices of special events that may create traffic issues.
- **Transit-Oriented Development.** [Transit-oriented development](#) (TOD) land use policies are intended to increase convenient access to public transportation by encouraging neighborhood development near transit hubs.

Governance

State. The state Commute Trip Reduction Board (appointed by the Secretary of Transportation and staffed by WSDOT) is responsible for guiding the implementation of CTR. WSDOT Public Transportation provides funding for vanpool and Regional Mobility Grant programs supporting TDM. WSDOT Traffic Operations program provides support for active traffic management and real-time traffic data. WSDOT Tolling is implementing variable pricing on the SR 520 Bridge and the HOT/Express Lanes in the SR 167/I-405 Corridor.

Local Governments. Transit agencies have led the development and implementation of several TDM strategies, including pass programs, guaranteed ride home programs, web-based route planning, and TOD. Regional transportation planning organizations (RTPOs) are required under federal funding rules to develop transportation plans that deploy TDM strategies to help address urban congestion issues.

Funding

- For CTR, WSDOT Public Transportation allocates \$3.9 million for grants to local governments for technical assistance to employers and \$1.8 million for program technical assistance, measurement, and evaluation by WSDOT. In the 2023-25 biennium, an additional \$3.3 million of climate transit programs funds supported statewide transportation demand management (TDM) and commute trip reduction programming.
- In 2023-25, the state General Fund budget provided \$784,000 from the State Parking Account for limited technical assistance and services to state agencies (transit passes and emergency ride home program).

This included \$30,000 to expand the state employee pass program to Mason and Grays Harbor Counties. Other state agency CTR efforts are funded directly by those agencies.

- \$5.5 million in CTR tax credits are awarded each biennium by the Department of Revenue for incentives paid by employers for the purposes of reducing their employees' SOV trips.
- For the support of vanpools, \$11.6 million was authorized for the 2023-25 biennium to purchase additional and replacement vans to support local programs.
- In the 2023-2025 biennium, \$702,000 was awarded through the Operating Budget Program V for the state worker vanpool subsidy, which pays for the vanpool fare of state workers participating in public transit vanpool programs.

Sources:

[*2023 CTR Report to the Legislature \(Public Transportation Mobility Report, pp. 48-55\)*](#)

[*WSDOT's Commute Trip Reduction webpage*](#)

[*WSDOT's TDM webpage*](#)

State TDM Technical Committee and TDM Executive [Board](#)

Traveler Information: [WSDOT](#), [City of Seattle DOT](#)

[*Transit real-time information*](#) (available for eight transit and three other transportation organizations in Western Washington)

Buses

Background

Bus service is the principal public transportation service provided by most transit systems in the state. Transit systems may provide 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 2023, the public transit systems in Washington provided the following services:

(in millions)

Service Type	Revenue Vehicle Hours	Revenue Vehicle Miles	Passenger Trips
Fixed Route	6.6	86.9	126.4
Route Deviated	0.2	3.5	1.5
Demand Response	1.8	25.4	3.7
Vanpool	0.64	21.5	2.9

- Most public transit buses operated in Washington state use diesel fuel. In 2023, public transit agencies used 18.7 million gallons of diesel, 4 million gallons of gasoline, 1.7 million therms of compressed natural gas, 0.98 million gallons of propane, and consumed 20.1 million kilowatt 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 that adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate on its own right-of-way and have shorter headways, low-floor articulated buses, real-time bus arrival information signs, off-board fare collection, and longer stop spacing than traditional bus service. In practice, BRT systems may adopt all or only some of these features. King County Metro, Community Transit, and C-Tran all operate some form of BRT.

Governance

- Currently, 32 public transit agencies in Washington state provide bus service.
- Counties provide public transit, 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* section.
- Travel Washington - the WSDOT Intercity Public Transportation program – provides bus services in rural areas where intercity service had been discontinued by privately owned companies when those services were no longer profitable based on ticket sales only. WSDOT has contracted with private operators to provide the services. The Federal Transit Administration provides WSDOT with an operating subsidy for these services. In partnership with private bus operators, four publicly funded 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

For more information regarding [WSDOT's Intercity Bus program check the website](#).

Funding

- Public transit agencies are primarily funded through voter-approved local taxes. In 2023, local taxes contributed \$3.4 billion to public transit.
- In 2023, public transit agencies collected \$174.8 million in fare revenues. Much of this revenue (\$114.1 million) was collected from users of fixed-route bus services.
- The 2023 average farebox recovery rate (the percent of annual operating costs recovered by passenger fares) for fixed-route service offered by public transit agencies was 7.8 percent.
- In 2023, Washington public transit agencies received \$820.6 million in federal funds.
- During the 2023-25 biennium, the state transportation budget provided \$623,703,000 million in funds to public transit agencies through the Special Needs (\$108,415,000), Regional Mobility ([RCW 47.66.030](#)) (\$120,178,000), Rural Mobility ([RCW 47.66.100](#)) (\$33,077,000), Public Transit Rideshare, formerly Vanpool (\$11,598,000), Connecting Washington Projects (\$16,319,000), Move Ahead Washington projects (\$46,587,000) Transit Coordination grant programs (\$2,000,000), Green Transportation Capital Grant Program ([RCW 47.66.120](#)) (\$58,599,000), State Buses and Bus Facilities Grant Program ([RCW 47.66.130](#)) (\$38,000,000), and Transit Support Grants ([RCW 47.66.140](#)) (\$188,930,000).
- WSDOT uses a public/private partnership to meet federal match requirements in some cases. 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 percent of their federal transit apportionment to support intercity bus service. The federal grant funds require a 50 percent 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, it 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 the lowest life cycle cost methodologies. This requirement applies to public transportation providers receiving federal ([49 CFR Chapter VI Part 625](#)) and state funding. Washington State transit systems established under the following sections of the Revised Code of Washington (RCW) need to complete a plan:
 - [RCW 35.84.060](#) – City Transit Systems (defined in [RCW 47.04.082](#))
 - [RCW 36.56.121](#) – County that has assumed the functions of a metropolitan transportation system (King County)
 - [RCW 36.57A.191](#) – Public Transportation Benefit Areas (PTBAs)
 - [RCW 81.112.086](#) – Regional Transportation Authorities

Sources:

For more in-depth information on public transit service, see WSDOT's [Summary of Public Transportation](#).

See the [Washington State Public Transportation Directory](#) for a list of public and private agencies providing any kind of public transportation service.

Special Needs Transportation

Background

- [RCW 81.66.010](#) defines persons with special transportation needs as 'persons, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or to 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 who cannot take the fixed-route bus because of a functional disability. The FTA requirements include "complementary" paratransit service to destinations within 3/4 mile of all fixed routes.
- In 2023, public transit agencies around the state spent \$253.6 million for demand-response service or about 11.5 percent of total operating costs. Route-deviated service cost public transportation agencies about \$37.9 million, or 1.7 percent of total operating costs.
- In 2023, demand-response service provided by public transit agencies accounted for about 3.7 million passenger trips or about 2.3 percent of all passenger trips. Passenger trips on route-deviated service accounted for about 1.5 million trips or about 0.98 percent of all passenger trips.
- In 2023, about 12.8 percent of the state's population resided outside of the service boundaries of a transit system. For mostly rural residents and other populations unable to use transit systems because of age or abilities, community and backed transportation providers help fill these transportation service gaps. Federal funds primarily pay for community transportation providers.
- 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 the least-cost, most appropriate transportation providers. Brokers are primarily nonprofit organisations that are governed by a Board of Directors. The state is divided into 13 service regions and currently contracts with six brokers. In 2023, the brokers coordinated nearly 1.81 million trips for Medicaid clients. This was a decrease of 2.9 percent from 2022.
- Community Transportation Providers are private, nonprofit, 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, they 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.

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, nonprofits represent slightly more than one-half of the identified providers, and the vast majority of services are door-to-door demand-response services.

- Transit agency authorizing statutes are described in the *Local/Regional Jurisdictions* section of this manual.

Funding

- In 2023, the farebox recovery (the percent of annual operating costs recovered by passenger fares) rate for route-deviated service was 1.14 percent. For demand-response service, the farebox recovery rate was 1.3 percent. 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, the high cost of individualized service, and changes to service models during the COVID-19 pandemic.
- For the 2023-2025 biennium, the state transportation budget appropriated \$67.11 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 \$291.5 million for calendar year 2023.
- In 2023, a paratransit and special needs grant program was created to sustain and expand transit service to people with disabilities ([RCW 47.66.150](#)).

Sources:

[WSDOT public transportation grant programs and awards](#)

For a more in-depth description of Community Transportation Providers and Medicaid Transportation Brokers, see WSDOT's '[Summary of Public Transportation](#)'.

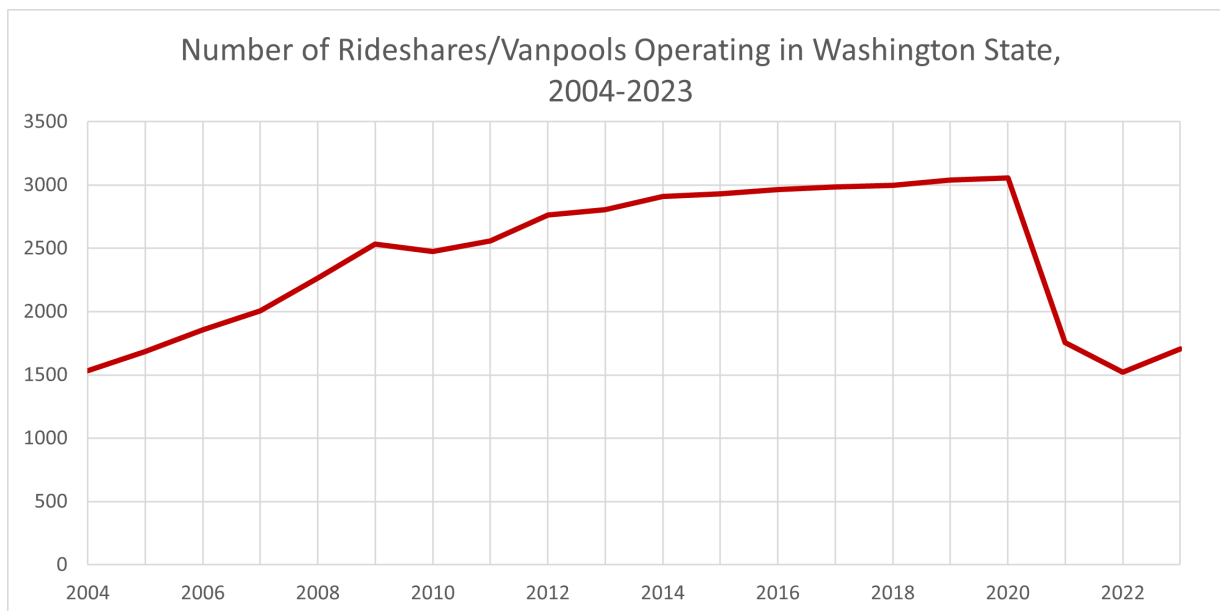
For a list of public and private agencies providing any kind of public transportation service, see the [Washington State Public Transportation Directory](#)

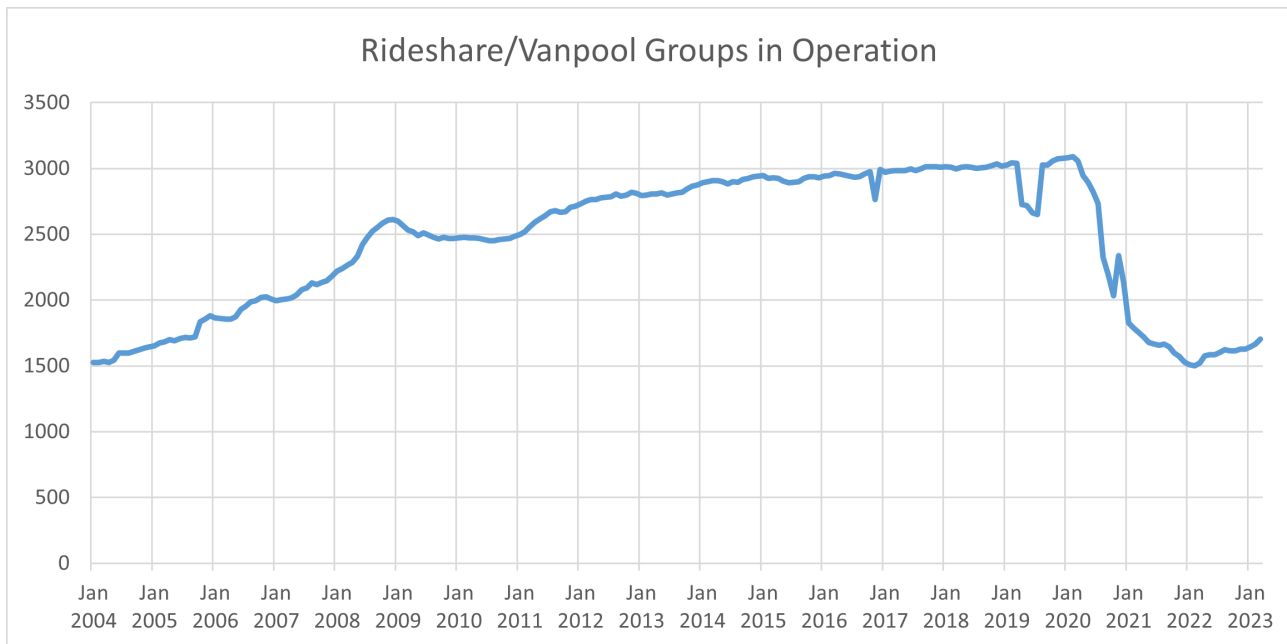
Joint Transportation Committee, 'Special Needs Transportation Study,' [Final Report](#), January 2009

Carpooling/Vanpooling

Background

- Filling empty seats in rideshare/vanpool and personal vehicles is often a cost-effective mobility and congestion reduction strategy. Investments in rideshare/vanpool vehicles, ride-matching technology (e.g. RideshareOnline), park and ride lots, marketing and rider incentives and promotions are tools to capitalize on this asset.
- The State Legislature created the Vanpool Investment Grant Program in 2003 to help public transit agencies expand vanpool programs. In 2023, the Legislature updated the Vanpool Investment Grant Program and renamed it the Public Transit Rideshare Grant Program ([RCW 47.66.160](#)). The updates included increased flexibility for the types of vehicles that could be used for rideshare/vanpool services, specifically allowing for the purchase of vehicles that could accommodate as few as three passengers to 15 passengers. In addition, the update allowed the program to fund incentive projects.
- Since 2023, the state has provided more than \$74.6 million through these grant programs. Agencies have purchased more than 2668 vans; an additional 226 vehicles are expected to be purchased during the 2023-2025 biennium.
- In July 2003, 1,508 rideshare/vanpools were operating in Washington State and transported over 11,000 employees to work each day. As of March 2023, 704 rideshare/vanpools were transporting 11,464 passengers per workday. Rideshare/vanpool numbers were significantly affected by changes in commuting behaviors related to COVID-19. For comparison, in March 2019, 3,040 rideshare/vanpool groups were in operation, transporting about 30,000 passengers per workday.
- Rideshare/vanpool use is closely tied to economic activity and gas prices and has also been significantly impacted by the changes in commuting behavior related to the COVID-19 pandemic. As the following graph demonstrates, the number of operating rideshare/vanpool groups significantly decreased at the beginning of 2020.
- The majority of rideshare vehicles/vans transport employees to employers participating in the Commute Trip Reduction program.





- Carpooling in personal vehicles and rideshare/vanpooling are both supported by investments in [RideshareOnline.com](https://rideshareonline.com). Washington supports RideshareOnline.com as part of a tristate technology partnership with Oregon and Idaho. This system allows commuters to seek carpool and rideshare/vanpool partners through its ride-matching capabilities. In addition, numerous employers, local governments, and other organizations use RideshareOnline.com as a tool to track employee commuting and provide incentives for employees who make more efficient transportation choices.
- [Preferential loading](#) for carpools and rideshare/vanpools is available on Washington State Ferries.
- Similar to taxi, for-hire, and limousine services, transportation network companies (TNCs) such as Lyft and Uber (which are marketed as 'ride share' services) may be subject to regulation at the city level.
- Commuters at Commute Trip Reduction (CTR) worksites increased their use of alternative, non-drive-alone modes from 34.3 percent in 2007/2008 to 58.9 percent in 2021/2023. In contrast, the national non-drive-alone rate increased from 24 percent to 30.8 percent during that same period. For more information on CTR, see the *Transportation Demand Management* section.
- Park and ride lots provide a safe, convenient transfer area for transit, carpool and rideshare/vanpool passengers, cyclists and pedestrians. There are more than 376 park and ride lots around the state. In most cases, local transit agencies operate and maintain park and ride lots. 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 rideshare/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

- Numerous entities, including private individuals and businesses, public transit systems, and city and county governments, conduct the direct formation and management of carpooling and rideshare/vanpooling.
- In Washington State, rideshare/vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate rideshare/vanpools. In addition, private individuals and employers work to form rideshare/vanpool groups.

Funding

- The 2023 transportation budget allocated \$11.6 million to purchase vehicles to expand ridesharing/vanpooling in the state. Most public rideshare/vanpool program costs are recovered from fares paid by riders. Many employers partially or fully subsidize the cost of rideshares/vanpools for their employees. Fare policies vary by operator, as determined by the operator's board or county council.
- Public and private rideshares/vanpools are exempt from retail sales tax on the purchase of the vehicle ([RCW 82.08.0287](#), [82.12.0282](#), [82.44.015](#)).
- The state transportation budget invests in select transit agency park and ride lot projects via the [Regional Mobility Grant program](#) and Connecting Washington funding.
- In 2023, a public transit ride share grant program was created ([RCW 47.66.160](#))

Sources:

WSDOT's Transportation demand management [webpage](#)

WSDOT's Public Transit Rideshare [webpage](#)

WSDOT [Park and ride information](#)

High Occupancy Vehicle (HOV) Lanes

Background

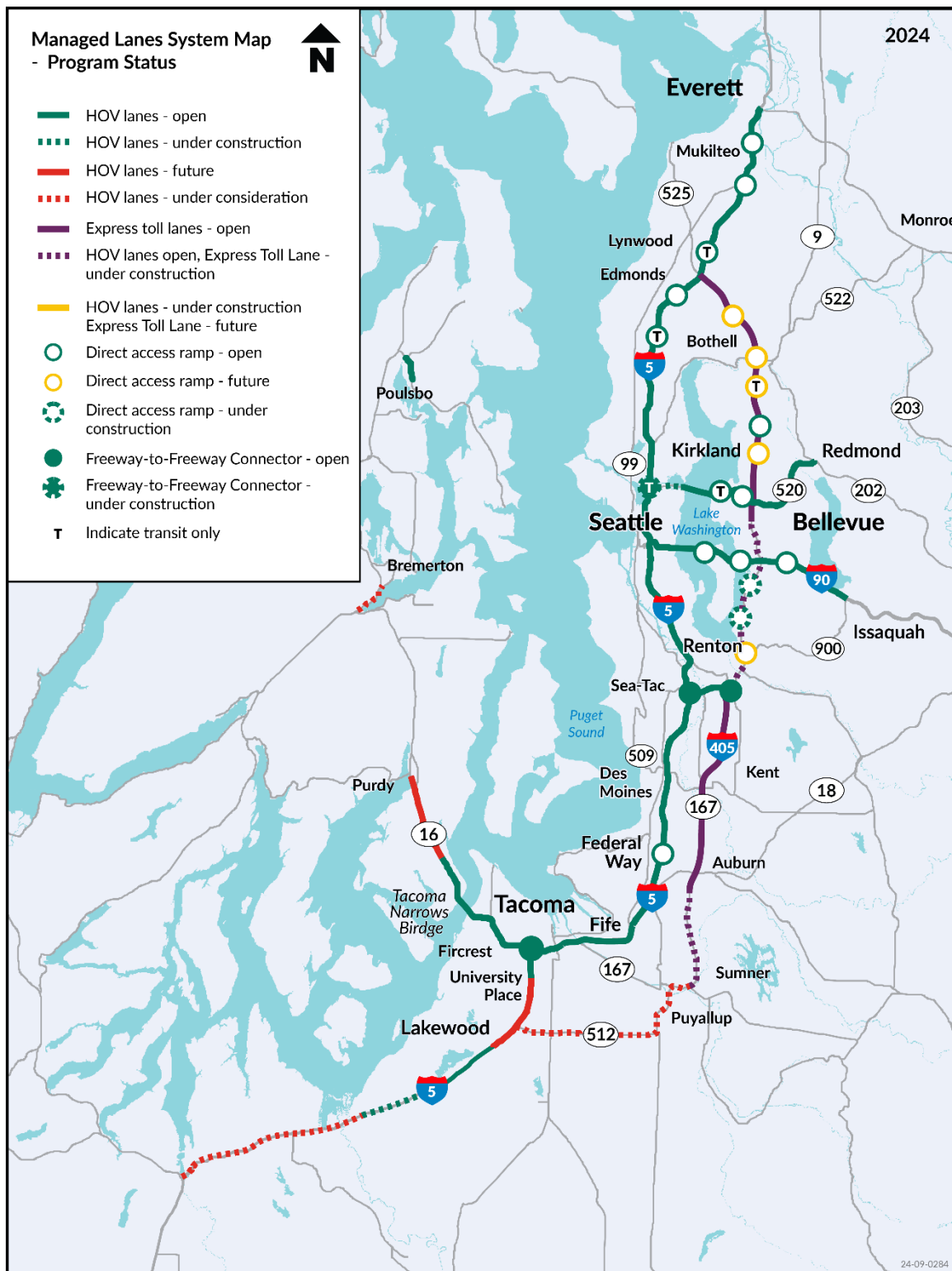
- The HOV system is intended to improve highway efficiency by increasing speed and reliability for buses, vanpools, carpools and motorcycles.
- Elements of the HOV system include HOV lanes on highways, HOV priority treatments on local streets, park and ride lots, enforcement facilities, HOV bypass lanes at ramp meters, and HOV direct access ramps.
- USDOT and WSDOT performance standards call for freeway HOV lanes to provide an average speed of 45 mph or greater at least 90 percent of the time during the morning and afternoon rush hours.
 - In 2023, seven of the 10 HOV commute routes monitored did not meet the HOV standard for speed and reliability performance. This is an increase compared to six corridors in 2022.
 - Average daily person miles traveled increased in 2023 compared to 2022 due to the ongoing recovery of traffic volume in the wake of COVID-19, but were still lower than pre-pandemic levels.
 - Roughly 6.4 million person miles were traveled on the central Puget Sound region freeway HOV network on average weekdays, which is a 6.7 percent increase when compared to 2022.
 - More than half of HOV person miles (3.5 million) were traveled on I-5 in 2023.
- About 255 lane-miles of the planned 369-mile Puget Sound region HOV network have been completed (excluding ramps and arterials). The 2015 Connecting Washington Act included an investment in additional HOV capacity. Additional HOV capacity is currently funded on I-5 in Pierce County through the Joint Base Lewis-McChord corridor and on the southern end of SR 167.
- Puget Sound freeway HOV lanes generally require that carpools have two or more occupants 24 hours per day, seven days a week. Three or more occupants are required on the short segment of SR 520 between I-405 and the floating bridge. East of Lake Washington HOV lanes on I-90, I-405, and SR 520 are open to general-purpose traffic between 7 p.m. and 5 a.m.
- The [I-405 express toll lanes](#) and [SR 167 HOT](#) lanes are a form of HOV lane that can also be used by non-HOV drivers who choose to pay a toll. Drivers who do not qualify as carpool have the choice to pay a toll for a more reliable trip. Toll rates adjust every few minutes based on real-time traffic conditions to keep vehicles in these lanes moving efficiently.
- High Occupancy Toll (HOT) and express toll lanes may have different operating policies: the I-405 express toll lanes require 3+ occupants during peak commute hours and require HOVs to have a Flex Pass set in the carpool position to claim a toll exemption. All vehicles are allowed to use express toll lanes on weekends. Carpools with two or more people can always use the SR 167 HOT lanes for free.
- The SR 167 HOT lanes operate from 5 a.m. to 8 p.m. every day and are free to use overnight (from 8 p.m. to 5 a.m.). Motorcycles and carpools can use the lanes for free at any time without a pass. If the vehicle has a sticker pass or license plate pass, the trip will be tolled regardless of the number of occupants.
- The I-405 express toll lanes operate from 5 a.m. to 8 p.m. Monday through Friday and are free on weekends and overnight (from 8 p.m. to 5 a.m.). Motorcycles and qualifying carpools can use the lanes for free with a *Good To Go!* pass.
- Future policy changes to improve HOV lane performance may involve increasing the occupancy requirements to three or more or converting HOV lanes to manage toll lanes. (For more information on HOT lanes and express toll lanes, see the *Tolling* section.)
- The following vehicles are also allowed under a pilot program: registered blood collection and distribution vehicles, organ transport vehicles, taxicabs that have been modified to carry a person in a wheelchair, and non-emergency medical transportation vehicles displaying a decal issued by the Department of Licensing.

- As of July 23, 2023, WSDOT is authorized to allow organ transplant vehicles to use HOV lanes.

Governance

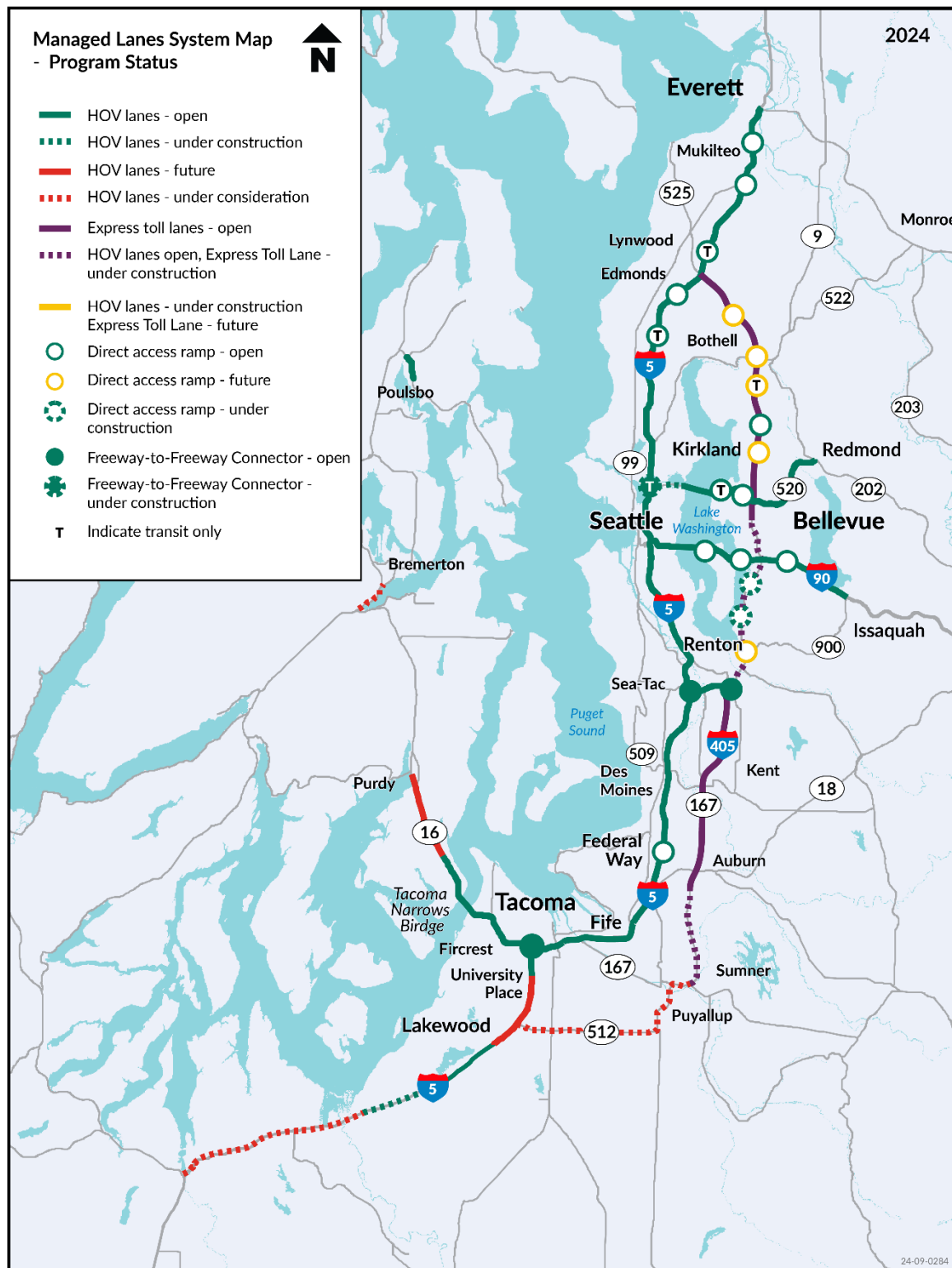
- Federal law currently requires agencies that operate HOV lanes to consider policy changes if average speeds in the HOV lanes drop below 45 mph for 90 percent of the time performance threshold over a consecutive 180-day period during the weekday peak periods ([23 USC 166 \(d\)\(2\)\(B\)](#)).
- State law (RCWs [46.61.165](#) and [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, motorcycles, high occupancy vehicles, and private transportation companies that operate vehicles with a carrying capacity of eight or more passengers.
- WSDOT has the primary responsibility for planning, constructing, and operating HOV lanes on state routes but consults and coordinates with Sound Transit and other local jurisdictions as appropriate.
- The Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and is being designed in coordination with Sound Transit.

Locations of existing and future HOV lanes in the Puget Sound Region



Source: <https://wsdot.wa.gov/travel/roads-bridges/hov-lanes/hov-system-map>

HOV operating rules by location



Funding

- The federal Interstate Completion program included substantial funding for the initial investments in a Puget Sound HOV system on I-5, I-405 and I-90.
- The 2003 nickel package funded substantial portions of the core HOV system, including projects on SR 16 in Tacoma, I-5 in Federal Way and Everett, SR 167 in Auburn, and 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 and improving the I-5/SR 16 interchange, including direct HOV to HOV connections. These projects are finished or currently underway.
- The 1996 Sound Transit plan included 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.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate the 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 the *Local Option Taxes for High Occupancy Vehicle (HOV) Systems* section.

Sources:

[WSDOT's HOV webpage](#)

[WSDOT's HOV Policy](#)

Intercity Passenger Rail (Amtrak Cascades) and Cascadia High-Speed Rail

Amtrak Cascades - Intercity Passenger Rail Service

Background

- The Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) sponsor the intercity passenger rail service known as Amtrak Cascades. The Amtrak Cascades service operates on a 461-mile rail corridor connecting 18 cities spanning from Eugene, OR, through Portland and Seattle to Vancouver, BC. The tracks are owned by the Union Pacific Railroad (Oregon); the BNSF Railway (Washington and British Columbia); and Sound Transit (between Tacoma and Nisqually).
- 294 miles of the corridor are in Washington, 134 in Oregon, and 33 in British Columbia.
- BNSF owns most of the rail network on which Amtrak operates in Washington. Freight, national and regional passenger rail, and local Sounder commuter rail services also use this rail line.
- Amtrak Cascades service includes six daily roundtrips between Seattle and Portland; two between Seattle and Vancouver, BC; and two between Portland and Eugene.
- Ridership on the WSDOT/ODOT-sponsored service in the Pacific Northwest Rail Corridor (Amtrak Cascades) has risen from 94,000 at its induction in 1994 to 824,000 at its peak in 2019 and, most recently, to 746,000 riders in 2023. During the pandemic, there was a significant decrease in ridership, with only 172,000 passengers in 2020 following a reduction in service levels, followed by a steady recovery of both service and ridership, with 251,000 riders in 2021 and 427,000 in 2022. WSDOT anticipates surpassing 1 million riders on Amtrak Cascades in 2025.
- In October 2013, Section 209 of the Federal Railroad Administration's Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was implemented, which eliminated federal operating funding for state-supported trains, including Amtrak Cascades, requiring states to absorb more costs.
- Two additional Amtrak long-distance trains operate daily in Washington: the Empire Builder, which travels from the Pacific Northwest to Chicago, IL, with service from Seattle/Portland to Spokane, WA; and 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](#). In 2019, WSDOT published the [updated State Rail Plan](#), incorporating passenger and freight rail into one strategic plan. This plan will be updated in 2025.
- WSDOT is currently working on the 2025 Amtrak Cascades Service Development Plan, which will summarise possible alternatives to improve the Amtrak Cascades service over the next 20 years. This plan is one of the requirements from the Federal Railroad Administration under its new funding pipeline for capital improvements. A [Preliminary Service Development Plan](#) was published in 2024 and will be used as the foundation for further detailed analysis being undertaken in 2025.
- 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* section.

Funding

The states of Washington and Oregon pay for operating expenses not covered by ticket revenue (which includes food and beverage sales and other related fees). Ticket revenue covered 60 percent of Amtrak Cascades' operating costs in 2023.

Amtrak Cascades Passenger Rail Funding -- Multimodal Account Federal

- Between 2010 and 2017, Washington was awarded a total of \$794.9 million in federal funding to increase the frequency and reliability of the Amtrak Cascades service.
 - January 2010 – Washington was awarded \$590 million in federal ARRA grants for high-speed rail improvements in the Pacific Northwest Rail Corridor.
 - April 2011 – Awarded an additional \$145.5 million in ARRA funds.
 - September 2011 - Awarded an additional \$31.1 million in ARRA funds.
 - Other federal funding sources for high-speed rail totaled \$28.3 million.
- WSDOT completed the construction of the ARRA-funded [Cascades rail program](#) in June 2017. The projects included a new Tacoma Dome Station and a new route between Tacoma and Nisqually (Point Defiance Bypass). All the ARRA improvements, including the move to the Point Defiance Bypass, were undertaken to realize:
 - Two additional daily round trips between Seattle and Portland, for a total of six round trips (the additional trips were finally realized in December 2023, following their cancellation in 2017 after the tragic derailment of the inaugural trip)
 - 10-minute reduction in travel times between Seattle and Portland
 - 88 percent on-time performance throughout the Washington corridor'
- The December 2017 derailment in DuPont, WA, on the inaugural run on the new Point Defiance Bypass route delayed these service outcomes. Immediately after the derailment, Amtrak Cascades returned to its previous route between Tacoma and Olympia and returned to just four daily trips between Seattle and Portland. The return to the new Tacoma station and the Point Defiance Bypass occurred in November 2021, and operations have continued without incident. However, the two additional daily roundtrips were not reinstituted until December 2023, following the multi-year investigation into the incident and the pandemic. WSDOT continues to work with host railroads to realize the goal of 88 percent on-time performance of Amtrak Cascades trains in Washington.
- Current federal funding:
 - WSDOT, in coordination with nine other state-supported routes, is participating in Amtrak's national procurement to acquire new trains that will replace the current aging Amtrak Cascades fleet with new modern trainsets. The new Cascades fleet will be the first to be delivered in the 2026 timeframe and will include eight new trainsets, two locomotives and an extra cab car. These will primarily be paid for through federal IIJA funding totaling some \$225 million for the Amtrak Cascades fleet.
 - Since 2018, WSDOT has applied for and been awarded three separate CRISI grants from the Federal Railroad Administration to address landslides along the railroad tracks north of Seattle. The three grants leveraged \$4.5 million in state funds into more than \$12 million total project funding through federal grants and BNSF Railway contributions. WSDOT administers the grants, and BNSF Railway undertakes the work of installing catchment walls and slope stabilization. Where implemented, the mitigation measures have successfully prevented debris from reaching the tracks and prevented delayed or cancelled Amtrak Cascades and Sounder trains.

- In 2023, WSDOT and its partner BNSF Railway were awarded a \$25 million federal INFRA grant to rehabilitate the Salmon Bay Bridge, a critical rail structure in north Seattle, over the Ballard locks. BNSF is providing the entire match funding for this \$110 million project. This bridge handles Amtrak Cascades, Amtrak long-distance, Sounder, and freight trains daily. It also frequently opens and closes for both commercial and recreational marine traffic between the Puget Sound and Lake Washington.

Multimodal Account – State

• Operating – Cascades Service

- For the 2023-2025 biennium, the Legislature appropriated \$72.5 million from the Multimodal Transportation Account – State, to carry out the following operating activities:
 - Operate four (increased to six in December 2023) round trips between Seattle and Portland; one daily round trip between Seattle and Vancouver, B.C.; and one daily round trip between Portland and Vancouver B.C.
 - State Rail Plan.

• Capital – Passenger Rail

- For the 2023-2025 biennium, the Legislature appropriated \$17.3 million from the Multimodal Transportation Account – State, to carry out the following activities:
 - Cascades Corridor Resiliency and Repair
 - Passenger Rail Equipment Preservation.

Cascadia High-Speed Rail (HSR) (formerly Ultra-High-Speed Ground Transportation)

- WSDOT is studying how high-speed rail could provide a new transportation option to travel between the metropolitan areas of Vancouver, British Columbia, Seattle, Washington, and Portland, Oregon, in just a few hours.
- During the 2022 legislative session, the Legislature allocated \$4 million for additional analysis and development of an expanded framework for future work and \$150 million to be used as matching funds to leverage federal funding opportunities over the next six years, with \$25 million in match funding included in the current biennial budget.
- WSDOT provided a [report to the legislature](#) in June 2023 summarizing progress on advancing the program.
- Consistent with legislative direction, WSDOT integrated Cascadia HSR with the [I-5 Master Planning effort](#) under the new Cascadia HSR and I-5 Program in 2023.

Operating – High-Speed Rail

- For the 2023-2025 biennium, the Legislature reappropriated \$2.25 million from the Multimodal Transportation Account – State for High-Speed Rail planning and CID Program requirements.

Federal Railroad Administration Corridor Identification and Development Program (CID Program)

- In December 2023, WSDOT's Cascadia HSR Corridor application was accepted into Step 1 of FRA's CID Program.
- WSDOT and its partners in Oregon and British Columbia jointly developed the program application.

- For Step 1, FRA provided \$500,000 to develop a statement of work, schedule, and budget for CID Program Step 2, which would fund the delivery of a service development plan for Cascadia HSR.
- Once the statement of work, schedule, and budget are accepted, FRA will provide 90 percent of the funding to support Step 2, alongside a 10 percent state match.

Previous HSR studies

2017 feasibility study

- The 2017-19 Transportation budget appropriated \$300,000 for a study of ultra-high-speed (250 mph or faster) ground transportation, including identifying costs and benefits as well as a north-south alignment in Washington state. Submitted on December 14, 2017, [Ultra-High Speed Ground Transportation study](#) includes an economic impacts addendum submitted on February 1, 2018.

2019 business case analysis

- The 2018 Supplemental Transportation budget appropriated \$750,000 of state multimodal funds and matching funds to conduct a business case analysis of ultra-high-speed ground transportation. The Province of British Columbia provided matching funds of approximately \$750,000, the Oregon Department of Transportation and Microsoft.
- An advisory group representing both public and private sectors from Washington, Oregon and British Columbia guided the study.
- The more in-depth 2019 business case study included an evaluation of:
 - Corridor options, including station and alignment opportunities, technologies, and costs
 - Potential ridership and revenue
 - Governing structures and economic impacts
 - Funding and finance alternatives.

2020 Framework for the Future Report

- The 2020 report recommended actions in three areas for future decision-making:
 - Governance Framework

This offers guidance to create a coordinating entity to advance the project beyond the initial concept phase and outlines a more formal governing model for the future.
 - Strategic Engagement Plan

Developing a robust, deep, and equitable engagement approach with:

 - The general public
 - Tribes, Indigenous communities and Canadian First Nations
 - Elected officials
 - State, provincial and federal agencies
 - Business and labor leaders
 - Advocacy organizations.
 - Financial strategy

This sets forth potential strategies to secure a variety of funding sources and includes scenarios for possible federal, state or provincial, and private investments that could create a complete funding and financing plan.

2022 JTC Independent review Cascadia ultra-high-speed ground transportation system

- ESSB 5689, Sec 204(10) directed the Joint Transportation Committee to independently review the ultra-high-speed ground transportation corridor between Portland, Oregon and Vancouver, British Columbia, in 2023. The review included an assessment of the assumptions included in the prior studies and reports.

Sources:

[*WSDOT Passenger Rail website*](#)

[*WSDOT Amtrak Cascades Dashboard*](#)

2019 [*Washington State Rail Plan*](#)

[*WSDOT Passenger Rail Plans*](#)

[*WSDOT's Ultra-High-Speed Ground Transportation Studies website*](#)

Completed High-Speed Rail studies to date:

[Initial feasibility study – 2017](#). (An economic impact addendum was added to the report in 2018).

[Business case analysis – 2019](#)

[Framework for the Future report - 2020](#)

[JTC Independent review report - 2022](#)

Regional Rail Commuter Service

Background

- 'Commuter rail' is typically a passenger rail service connecting city centers with their suburbs or nearby cities. Stations tend to be further apart than for light rail. In Washington State, Sound Transit's 'Sunder' service runs primarily on the same mainline as the Amtrak Cascades service. A small portion of the Sunder line in south Puget Sound runs on a line owned solely by Sound Transit. Currently, Sunder service is available via Tacoma via Tacoma during morning and afternoon commute hours roundtrip between Everett and Seattle and Seattle and Lakewood.
- 'Light rail' or 'light rail transit' (LRT) is a form of high-capacity rail public transportation that may have a lower capacity and 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. '1 line' service runs between Angle Lake, just south of SeaTac airport, through Seattle and Northgate to Lynwood station approximately every ten minutes between 5 a.m. and 1 a.m. A separate light rail line, 'T-line', operates within Tacoma between the Tacoma Dome, the Theater district, and Hilltop. The East link, '2 line', commenced service between South Bellevue and Redmond Technology stations in April 2024.
- In November 2008, the voters of the Central Puget Sound approved Sound Transit 2. Sound Transit opened the Northgate Link Extension in October 2021 and Lynnwood in August 2024. The 2 line is anticipated to connect across Lake Washington to the current Bellevue and Redmond starter line in 2025.
- In November 2016, voters approved a \$53.8 billion investment in Sound Transit 3. The plan includes 62 additional miles of light rail, with stations serving 37 additional areas; replacement of bus routes with rail service; and expansion of Tacoma Link to Tacoma Community College, with targeted delivery in 2039.
- LRT is under consideration for the Vancouver area, extending light rail (MAX) from Portland, Oregon, as part of the replacement of the Interstate 5 bridge over the Columbia River.

Governance

- Sound Transit operates as a Regional Transit Authority under [RCW 81.112](#). For more information, refer to the *Local/Regional Jurisdictions* section.
- Under the RTA statutes, light rail may be expanded upon approval by Puget Sound voters for the system additions and new taxing authority.
- C-TRAN may operate light rail under its authority as a Public Transportation Benefit Area ([RCW 36.57A](#)) and is eligible to seek funding as a High-Capacity Transportation Corridor area ([RCW 81.104](#)).

Funding

- The state transportation budget does not fund sound Transit's capital program and services; however, they have received funds from the state's Regional Mobility Grant Program. Sound Transit may continue to receive state grant funds because it will maintain the voter-approved sales and use tax currently charged, and [it implemented a youth zero fare policy](#) by Oct. 1 2022, per Section 422 of [SB 5974](#), and so is eligible for Transit Coordination and Regional Mobility Grant programs.
- In 2022, farebox revenue paid for 14 percent of light rail operating expenses and 6 percent of commuter rail operating expenses (Summary of Public Transportation).
- For more information about Sound Transit's tax sources, refer to the *Local Option Taxes for High-Capacity Transportation* section.

Bicyclists, Pedestrians, and Other Active Transportation Users

Background

- The State Active Transportation Plan, published in December 2021, identified five goals that fit within the state's transportation policy goals. These goals support the expansion and quality of these space-efficient modes of transportation: Connectivity, safety, opportunity, participation, and partnership. WSDOT is developing metrics that will be included in the agency's performance dashboard, the interactive Gray Notebook, in the future.
- Under safety, pedestrian* and bicyclist serious injuries and fatalities have continued to increase as a percentage of all traffic serious/fatal crashes for over a decade. During 2020-2022, 21 percent of all traffic fatalities and 17 percent of all traffic serious injuries were active transportation users. In 2023, 803 pedestrians and bicyclists were seriously injured or killed in a crash—the highest in over a decade. This upward trend continued during a time of decreased vehicle miles traveled, which should have decreased exposure, yet the number of crashes involving active transportation users increased. **Under current federal practice, crashes involving users of micromobility devices such as foot scooters are reported as pedestrians.*
- Among those killed, certain racial, cultural, and ethnic group identities are overrepresented in the crash data. American Indian or Alaska Native people comprise 1 percent of the Washington population but make up 7 percent of active transportation fatalities. Those who have a multiple racial heritage make up less than 9 percent of the population and 14 percent of fatalities. African Americans make up just over 4 percent of the population, but 6 percent of pedestrian fatalities. No data are available on whether a crash victim had a disability or was low-income, which are additional factors associated with reliance on walking, biking, and/or transit access involving active transportation use.
- Active transportation users ages 65 and older are two to eight times more likely to die than younger people when struck by a motor vehicle. Population trend predictions indicate that this is an issue that is expected to increase in the coming years. By 2030, the baby boomer generation (those born between 1946 and 1964) will make up 1 of every 5 individuals in Washington. By the year 2050, the number of adults over 60 is forecasted to represent over 29 percent of the state's total population.
- From 2014 to 2023, 59.9 percent of serious injuries and fatalities involving pedestrians or bicyclists occurred on city streets, 28.6 percent on state routes and 11.5 percent on county roads. For 2023, these figures were: city streets, 58.7 percent; county roads, 11. percent; and state highways, 30.2 percent. Data for state routes includes those operated by WSDOT and those operated by the city or town through which the route passes.
- WSDOT's data approach prioritizes evaluation of network connectivity and quality over user counts for two reasons: The state does not have a statewide system of data collection for walking or bicycling like that which exists for vehicular traffic, and those using active transportation do not have access to a complete system of facilities where they could be counted consistently the way that vehicular traffic is measured. The first permanent bicyclist/pedestrian counters around the state were installed in 2016 and have reached the end of their useful life. Data collection programs are evolving with the availability of crowdsourced data. WSDOT is researching new approaches to estimating pedestrian and bicyclist volumes, specifically to estimate exposure to a potential crash on a given corridor.
- An estimated 15 percent of all trips, 3.9 percent of commute trips, and 1 percent of all miles traveled were made on foot or by bicycle, according to data from the 2022 National Household Travel Survey and 2022 ACS 5-Year Estimates. When ranked against other states, Washington ranks thirteenth for the percent of commuters walking or biking to work. In addition, while not counted as a separate trip, approximately 85 percent of public transportation users in Washington reported walking or bicycling to access transit. Walking and bicycling use rates are increasing at rates exceeding the state's population growth rate. Recent studies estimate that 30 percent of Washingtonians do not or cannot drive. This means they rely on active transportation, transit service where available, private ride-hailing services if they can afford them and if these are available in their area, and rides with family or friends.

- The concept of a statewide bikeways and trails network was first introduced in the 2021 Active Transportation Plan. Following legislative direction, WSDOT is currently studying the concept of ‘cycle highways’: regional trails or shared-use paths that can support mode shifts for longer transportation trips and bicycle tourism. The increase in e-bike use has proven to be very effective in other countries in reducing vehicle miles traveled. WSDOT also tracks the designation of US Bicycle Routes, which connect urban, suburban and rural areas using highway shoulders, roads, trails, and other facilities appropriate for bicycle travel. They are assigned numbers by the American Association of State Highway and Transportation Officials (AASHTO) as part of the highway numbering system. Washington State Parks is responsible for identifying state Scenic Bikeways under [RCW 79A.05.800](#) and is directed to coordinate with WSDOT to develop signage. These routes may align with USBRs but are designated at the state level for their scenic, recreational, cultural, or historic value, not primarily for transportation connectivity. Bicycles are defined in [RCW 46.04.071](#). Electric-assisted bicycles are defined in RCW 46.04.169 as Class 1, 2 or 3 based on the speed at which the motor ceases to provide assistance. E-assist bicycles are permitted on highways, streets, and sidewalks under the same laws as bicycles, except where regulated by local ordinance, subject to the requirements of [RCW 46.61.710](#).
- ‘Micromobility’ refers to a variety of small wheeled devices, not all of which are defined in statute. These include motorized foot scooters and other personal assistive mobility devices. [RCW 46.61.715](#) establishes authority for local agencies to regulate the operation of motorized foot scooters and shared scooters. WSDOT does not currently have a data source concerning the use of these devices. Crashes involving someone using a foot scooter, skateboard, or similar device are recorded as pedestrian crashes following federal guidelines. Crashes involving e-assist bicycles are reported as bicyclist crashes (‘pedal cyclist’ under federal usage).

Governance

- The [Washington State Active Transportation Plan, 2020 and Beyond](#), provides a framework for future actions that meet federal and state requirements. It emphasizes the Safe System Approach and is consistent with the State Highway Safety Plan and the statutory transportation policy goals. This plan fulfills both state and federal requirements to have a Bicycle Facilities and Pedestrian Walkways Plan ([RCW 47.06.100](#)) and is incorporated by reference into the Highway System Plan.
- In 2022, the Washington State Legislature added a Complete Streets requirement in [RCW 47.04.035](#). This directs WSDOT that "in order to improve the safety, mobility and accessibility of state highways, it is the intent of the Legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists and public transportation users" and "integrate the state route into the local network" for "state transportation projects starting design on or after July 1, 2022 and that are \$500,000 or more." WSDOT maintains web content that addresses [guidelines for the Complete Streets directive](#).
- The Healthy Environment for All (HEAL) Act enacted in 2021 as [Chapter 70A.02 RCW](#) includes requirements that apply to active transportation projects funded with certain revenues. These requirements include directing a minimum of 35 percent of funding from the Climate Commitment Act to projects that benefit vulnerable populations and overburdened communities to reduce statewide disparities, and 10 percent to projects that benefit tribes. WSDOT's existing equity criteria for funding programs align with these requirements. HEAL Act and Climate Commitment Act reports are published with project-level detail for all state agencies subject to these requirements.
- The Legislature created the Cooper Jones Active Transportation Safety Council (ATSC), which the Washington Traffic Safety Commission (WTSC) staffed. As defined in [RCW 43.59.156](#), the ATSC reviews and analyzes data and makes recommendations related to pedestrian/bicyclist fatalities and serious injuries in annual reports to the legislature. The Active Transportation Safety Council - [Website](#).
- WSDOT's biking and walking webpages serve as clearinghouses for bicyclist and pedestrian information and resources: [Bicycling in Washington](#) and [Walking in Washington](#).
- The WSDOT Design Manual undergoes annual updates to reflect best practices to address the safety of all roadway users, including [bicyclists and pedestrians](#). The [Traffic Manual](#) was updated in 2021 to

incorporate information about speed management and other elements related to active transportation safety and connectivity. WSDOT's Active Transportation Division created [a guide for agencies and tribes seeking to apply to competitive grant programs](#) to highlight effective treatments and resources with more information. Federal and local guidelines also address standards relating to designing for bicyclists and pedestrians. WSDOT maintains [a list of design resources](#).

Funding

- The 2023-25 biennial transportation budget includes \$70.89 million in state funds for the Pedestrian and Bicycle Safety Program ([RCW 47.04.430](#)) and \$72.24 million in state and federal funds for the Safe Routes to Schools Program ([RCW 47.04.300](#)).
- The 2023-25 biennial transportation budget includes \$25 million in state funds for the Sandy Williams Connecting Communities Program. As defined in [RCW 47.04.380](#), this program aims to restore safe and continuous active transportation routes that have been severed or blocked by state highways, with a focus on vulnerable populations and overburdened, underserved, and tribal communities.
- The 2023-25 biennial transportation budget includes \$16.8 million in state funds for the School-Based Bicycle Education Grant Program. As defined in [RCW 47.04.390](#), the program includes an elementary and middle school component and a junior/senior high school after-school component, and participating students may receive a bicycle. As directed in statute, the program is delivered by a contract with a qualified statewide nonprofit organization.
- The 2023-25 biennial transportation budget included a proviso for pilot programs to expand e-bike use: a \$5 million rebate voucher program with 60 percent of the vouchers directed to low-income households and a \$2 million lending library program with funds available in FY25. These programs are under development for public launch.
- The [Infrastructure Investment and Jobs Act \(IIJA\)](#) is the current federal surface transportation authorization program, providing federal funding through 2026. IIJA continues a set-aside of Surface Transportation Block Grant funds (previously the Transportation Alternatives program). Under the IIJA, the calculation for the Transportation Alternatives program was changed, so the amount available will fluctuate. The funds may be used for a wide variety of eligible activities, including bike and pedestrian projects. At legislative direction, Washington sets-aside \$4.1 million a biennium from this source for the Safe Routes to School grant program. The IIJA also creates a number of competitive grant programs that can fund active transportation planning and projects for local jurisdictions as well as WSDOT. WSDOT and partners have been successful in obtaining multiple grants under RAISE and other federal grant programs that include or focus on active transportation infrastructure.
- 0.3 percent of WSDOT's total construction program and 0.5 percent of city and county gas tax revenue are to be used for non-motorized (active) transportation, particularly where highway and roadway projects sever existing paths ([RCW 47.30.050](#)).
- WSDOT, county, and city funds may be used for planning, constructing, and maintaining active transportation facilities ([RCWs 47.30.030](#), [35.75.060](#), [36.82.145](#)).
- The Traffic Safety Commission (WTSC) provides mini-grants to local communities primarily for signage and lighting improvements in school zones and for school crossing guard equipment; \$500,000 is available annually, funded by state fines on speeders in school zones.
- The WTSC also administers the Cooper Jones Active Transportation Safety Account ([RCW 46.68.480](#)), which funds grant projects or programs for bicycle, pedestrian, and active transportation safety improvements. This account was originally funded by 50 percent of fines collected from violations identified using automated traffic safety cameras ([RCW 46.63.170](#)). With the passage of [HB 2384 in 2024](#), this changed so that four years after installing an automated traffic safety camera, 25 percent of fine revenues after costs were deposited to this account. Local governments must use the revenues they retain from fines for traffic safety activities related to complete streets and safety improvements for active transportation users.

- The Transportation Improvement Board (TIB) administers the [Urban and Small City Active Transportation Programs](#) with an average of \$13 million dedicated annually. TIB also administers the [Complete Streets Grant Program](#). Cities and counties with an adopted complete streets ordinance are eligible for funding. Grant awards are evaluated on constructability and for showing the practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. Grant funding has also assisted with updating active transportation plans. TIB awarded the first Complete Streets grant in 2017. The 2015 Connecting Washington transportation package included \$14.7M/biennium, and the 2022 Move Ahead Washington transportation package included an additional \$19M/biennium in funding; funds are not codified.
- The Recreation and Conservation Office provides [competitive grants for trail projects](#) through the Washington Wildlife and Recreation Program.
- A list of regional, state and federal funding sources, including ones for pedestrian/bicyclist facilities, is maintained on the [Transportation Efficient Communities website](#). WSDOT provides [information on WSDOT grants and technical assistance](#) for cities, counties, tribes, and other transportation partners, including active transportation grants.
- In 2024, the legislature enacted [RCW 47.04.430](#) to define the bicyclist and pedestrian grant program to improve pedestrian and bicyclist safety and mobility and increase active transportation trips. This program, referred to as PBP, began in 2005 under a legislative proviso and continued each biennium through this mechanism. The Safe Routes to School Program was established in statute in 2005 ([RCW 47.04.300](#)).
- Seventy-five percent 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](#)). As of 2024, no Washington cities had collected bicycle license fees; cities that have tried this in other states have found that administrative costs exceed revenues.

Other Relevant Statutes:

- List of [Washington state bicycle laws](#) and [Washington state pedestrian laws](#)
- Rules of the road apply to bicyclists, and they are defined as pedestrians when on a sidewalk or crosswalk ([RCW 46.61.755](#))
- Highway designs shall accommodate paths and trails ([RCW 47.30.020](#)) and highway construction shall not sever or destroy a trail without a replacement ([RCW 47.30.010](#))
- 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](#)). The Legislature updated the Growth Management Act in 2023 to require comprehensive plans to include a multimodal level of service standards and prioritizing of multimodal safety benefits ([RCW 36.70A.070 \(6\)\(a\)](#)).

Sources:

WSDOT pages on [bicycling](#) and [walking](#)
[WSDOT Complete Streets](#)
[State Active Transportation Plan](#)
[Active Transportation Programs Design Guide](#)
[WSDOT Gray Notebook](#)
Washington Traffic Safety Commission Pedestrian and Bicycle Program [page](#)
[Cooper Jones Active Transportation Safety Council](#)
[TIB Complete Streets grants](#)

Air Transportation

Background

Air transportation in Washington State is comprised of three primary segments: Commercial Passenger Service, Air Cargo and General Aviation. In 2023, the Federal Aviation Administration (FAA) reported nearly one and a half million take-offs and landings from FAA-towered airports across Washington State.

- Commercial Passenger Service is by far the largest segment, with nearly 28 million passenger boardings statewide in 2023. Seattle-Tacoma International Airport had 24,594,202 passenger boardings (an 11 percent increase from 2022), ranking 11th in the nation. Spokane International Airport ranked 73rd with 2,002,283 passenger enplanements.
- 90.4 million metric tons of air cargo flowed through the state's airports in 2023, a decrease of 5.69 percent over 2022. Seattle-Tacoma International (Ranked 16), Spokane International (Ranked 47), King County International (Ranked 50) and Paine Field (Ranked 140) are in the top 140 airports within the nation for cargo movement. General Aviation refers to civil aviation operations other than scheduled air services and military air operations. The [2020 WSDOT Aviation Economic Impact Study](#) identified 17 aviation activities that provide value to users. The majority of these activities fall into the category of general aviation, which includes a wide range of activities, such as business use, flight training, air ambulance, police aviation, aerial firefighting, aerial tours, and parachute drops. Aviation facilities in the Washington State system include a total of 132 [public-use airports](#) serving over 19,000 pilots across the state.

The 2024 Washington Aviation System Plan update is currently underway and classifies each public-use airport in Washington:

- 10 Major
- 20 Regional
- 33 Community
- 36 Local
- 33 General Use.

Airport ownership varies across the state:

- 40 City/town
- 35 Port District
- 26 Private
- 15 state-managed
- 12 County
- 3 Joint
- 1 Airport Authority.

Sixty-four public-use airports in the state are considered significant to national air transportation and are included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making them eligible for FAA improvement grants.

The [15 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.

In Washington State, as at September 2024, there were 10,156 aircraft registered, of which 9,305 are considered general aviation aircraft - including piston-powered airplanes, multi-engine turboprops, business jets, helicopters, and experimental and light sport aircraft.

Governance

- Port districts, cities, counties, and private interests operate public-use airports.
- Key programs at WSDOT Aviation include:
 - Airport grants, loans, and capital improvement programs
 - Aviation system and land use planning
 - Aircraft registration
 - Commercial unpowered aircraft system (UAS) registration
 - Emerging Aviation Technologies / Advanced Air Mobility
 - Aircraft dealer licensing
 - Aviation emergency services
 - Preservation and maintenance of facilities for 15 state-operated airports.

Funding

Funding for WSDOT Aviation Division (see *States Taxes Chapter* for more information about each of the state taxes and fees):

- State aviation fuel tax: 18 cents per gallon fuel tax, which applies primarily to general aviation aircraft.
- Motor fuel tax transfer: 0.028 percent of the gross motor fuel tax (less sales tax) (approximately \$770,000 for the 2015-2017 biennium), compensation for unclaimed motor vehicle fuel used in aircraft.
- Aircraft and UAS registration fee: \$15 paid annually by aircraft owners operating in Washington State.
- Aircraft excise tax: Annual rate levied on a sliding scale depending on the type and size of the aircraft.
- FAA Grants - all grants typically require matching: 90-100 percent federal, 0-10 percent state/local:
 - State Aviation System Plan projects
 - State's Pavement Management Program
 - Aviation Economic Impact Study
 - Airport Improvement Projects.
- Community Aviation Revitalization Board (CARB) loans – Funded with \$20 million in the public use general aviation airport loan revolving account.
- Land use agreement income from emergency response staging access at state-managed airports.

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 airline landing fees 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.
- 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. Some ports, counties, and cities appropriate general tax revenues to support their facilities.

Sources:

WSDOT Aviation can be found at <https://wsdot.wa.gov/travel/aviation>

The [Washington Aviation System Plan \(WASP\)](#) was updated in 2017

Washington's [2020 WSDOT Aviation Economic Impact Study](#)
[Airport Investment Solutions](#)

For more airport data, see FAA's Airport Program Statistics and Airport Operations and Ranking Reports.

FREIGHT MODES

Table of Contents

FREIGHT MODES 457

 Freight Transportation Overview 458

 Trucking 460

 Freight Rail 462

 Marine Freight..... 466

 Air Cargo 471

Freight Transportation Overview

Washington relies on an efficient multimodal freight transportation network, where shipped goods move into, out of, and around Washington by truck, rail, air, barge, and water. WSDOT undertook an extensive analysis of the state's freight system as part of its [2022 Freight System Plan](#). Here are some of the major findings, which have been updated with 2023 data when available:

- Washington state's total imports and exports transported by any mode in 2023 were valued at \$127.3 billion, a 5.6 percent decrease from \$134.9 billion in 2022.
- Washington's total international export value in 2023 was \$61.1 billion, representing 48 percent of the state's international trade. The remaining 52 percent were imported from other countries. Historically, the state has had a 60/40 split in international goods between exports and imports.
- Canada remained Washington's largest trade partner in 2023 (\$19.9 billion in imports and \$9.6 billion in exports). In addition, exports to China totaled \$10.9 billion in 2023—down 24.2 percent from \$14.4 billion in 2022. The 2023 levels were still 31 percent below the \$15.9 billion trade with China in 2018.
- Washington state has 22,207 miles of truck corridors, 3,200 miles of active railroad, 22 deepwater marine ports, 22 airports providing cargo service, and 46,000 pipeline miles.

Freight's Importance to Washington's Economy

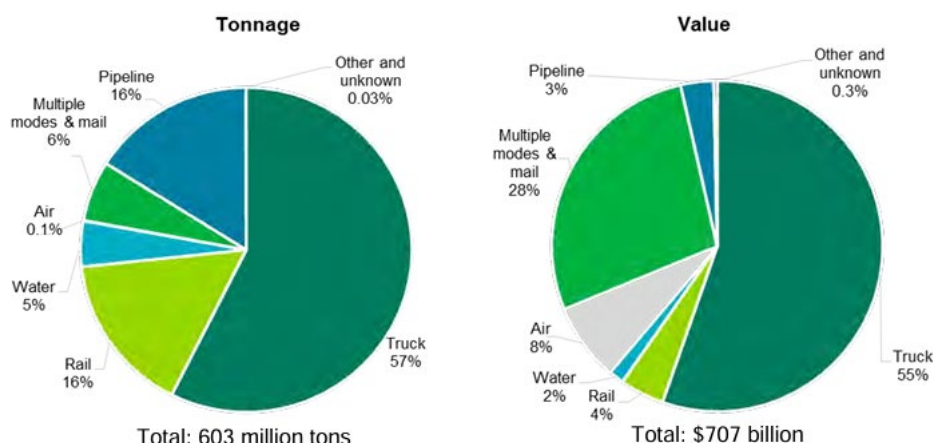
Figure 3: Washington Freight-Dependent Industries' Share of the State's Economy, 2019



Source: CPCS analysis of US Bureau of Economic Analysis and US Bureau of Labor Statistics data, 2021.

How Much Freight is Moved by Mode?

WSDOT's 2022 Freight System Plan indicates that most freight is moved by truck, whether measured by tonnage or value.

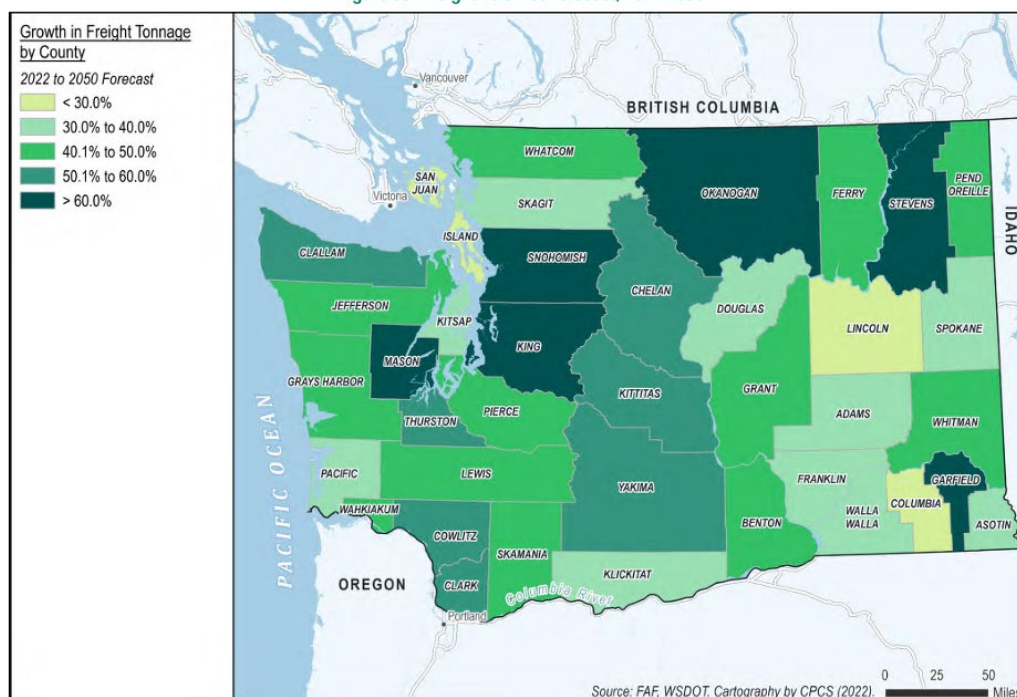


Source: CPCS analysis of FAF5.3 data, 2022.

Note: Does not include commodities without a defined mode, which makes up 0.3 percent by tonnage and 0.1 percent by value. Note: Mode refers to the domestic movement of goods within the U.S., for both domestic and international goods.

Which Washington counties are expected to see the greatest increases in freight movement?

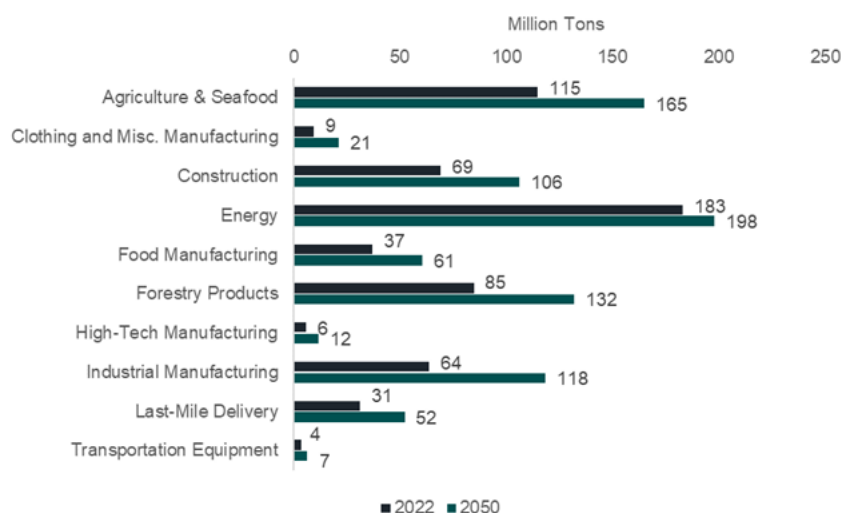
Figure 38: Freight volumes forecast, 2022-2050



Note: Pipeline tonnage is not assigned to counties in the FAF disaggregation, due to data limitations. Therefore, pipeline flows are not included in the calculation of change in tonnage.

What products are shipped in and out of Washington?

Figure 37: Growth in top commodities, 2022-2050



Source: CPCS analysis of FAF5.3 data, 2022.

Sources:

[2022 Washington State Freight System Plan](#)

[2023 Freight and Goods Transportation System \(FGTS\) update](#)

[Gray Notebook, Freight Semi-Annual Report, June 2023](#)

[U.S. Census Foreign Trade Division, State Trade Data](#)

Trucking

Background

- In Washington State, a total of 297 million tons of freight was moved by truck in 2020, accounting for 57 percent of total freight shipments by weight in WA. (FHWA, [Freight Analysis Framework](#)).
- In 2020, trucks traveled more than 3.2 billion miles on state highways. Trucks typically move goods across shorter distances, with 87 percent of truck movements under 500 miles (including 57 percent of total truck movements below 100 miles).
- Trucks move an estimated \$42 million worth of freight on roadways in Washington state every hour.
- The highest truck volumes on Washington roadways are in the South Puget Sound area on I-5, near Tacoma and on I-90, in North Bend.
- In 2023, freight trucks traveled 3.51 million miles in Washington state. This is slightly higher than pre-pandemic levels.
- In 2023, 609,598 freight trucks entered Washington from Canada. The bulk of this traffic (a combined average of 82 percent) was at the Blaine and Sumas border crossings. Trucking relies on highway and roads for long-distance transport and urban goods ‘last mile’ delivery (i.e., transport from warehouses or intermodal freight terminals to final destinations). There has been a significant increase in short truck trips in urban areas due to online shopping for various goods, resulting in increased trips to and from distribution centers and point-to-point shipments.

Truck Parking

- There are currently 112 formal truck parking locations in Washington, providing nearly 3,400 designated truck parking spaces. This includes 52 public truck parking locations (safety rest areas and weigh stations) that offer approximately 700 spaces and 60 private truck parking locations that offer nearly 2,700 spaces.
- Washington State has the sixth-fewest truck parking spaces per daily truck vehicle mile traveled.
- Parking in unsafe locations (including along highway ramps and shoulders) occurs if designated truck parking is not available. Undesignated truck parking is concentrated in urban areas and along key corridors, notably in the Puget Sound region, along I-5, I-90, and I-82, and near state borders.
- On average, truck drivers lose more than 9,000 revenue-earning miles per year due to a lack of truck parking at the time and location needed.
- Truck drivers rank truck parking as their top issue, with 85 percent citing truck parking as the top cause of stress at work.
- Truck drivers are electronically monitored to ensure they are taking required breaks. Federal law requires truck drivers to spend either 10 consecutive hours off-duty or split that 10 hours into one period that is at least seven consecutive hours in the sleeper berth and a second period that is off-duty and at least two hours long. Truck drivers also must take a 30-minute break after driving for eight consecutive hours.
- In 2023, the Washington State Legislature directed WSDOT and the Washington State Freight Mobility Strategic Investment Board (FMSIB) to:
 - Develop strategies to address truck parking needs at WSDOT-owned and operated safety rest areas on the I-90 and I-5 corridors;
 - Identify opportunities to provide additional truck parking through partnerships with cities, counties, ports and private entities;
 - Develop an implementation plan for the specific actions to increase truck parking capacity in the near term.

- WSDOT is partnering with the Oregon Department of Transportation and Caltrans in California to provide truck drivers with real-time parking availability information along the entire I-5 corridor through all three states. In January 2024, the states were awarded a \$12.3 million federal INFRA grant, which, combined with state contributions, provides a total project budget of \$20.5 million for all three states. Technology will be installed at 54 public truck parking facilities along the I-5 corridor. This project is anticipated to be complete and operational in 2027.

Governance

- The Washington State Patrol enforces safety requirements and overweight limits on trucks (Chapters [46.32](#), [46.37](#), and [46.61](#) RCW).
- The Department of Licensing administers the Prorate/International Registration Plan (Chapters [46.85](#) and [46.87](#) RCW), an interstate compact that allows payment of license fees based on fleet miles operated in various jurisdictions. The license plate issued through this plan allows users to operate through other member jurisdictions and pay fees through their base jurisdiction.
- WSDOT provides overweight and overheight vehicle permits ([RCW 46.44.090](#)) and weigh station bypass capability via the Commercial Vehicle Information Systems and Networks (CVISN) program.

Funding

- In addition to providing funds for the regulatory programs identified above, the state transportation budget includes substantial state investments in road maintenance, preservation, and improvement projects. The most recent transportation project lists can be found at [Leap.leg.wa.gov](https://leap.leg.wa.gov).
- Several user fees are imposed on commercial vehicles to pay for regulatory programs and roadway investments, including, but not limited to:
 - License fees by weight (formerly combined licensing fees) (RCW [46.17.355](#), [46.68.035](#))
 - Combination Trailer License Plate ([RCW 46.17.250](#))
 - International Fuel Tax Agreement Decal ([RCW 82.38.110\(8\)](#))
 - Proportional Registration Plates ([Chapter 46.87 RCW](#))
 - Commercial vehicle safety enforcement ([RCW 46.17.315](#))
 - Commercial Driver Licensing ([RCW 46.20.049](#))
 - Monthly Declared Gross Weight Fee (formerly monthly combined licensing fee) ([RCW 46.17.360](#))
 - Special Permit for Oversize/Overweight Movements ([RCW 46.44.0941](#))
 - Temporary Additional Tonnage ([RCW 46.44.095](#))
 - Trip Permits ([RCW 46.17.400](#)).

Sources:

[Truck Parking Plans](#)

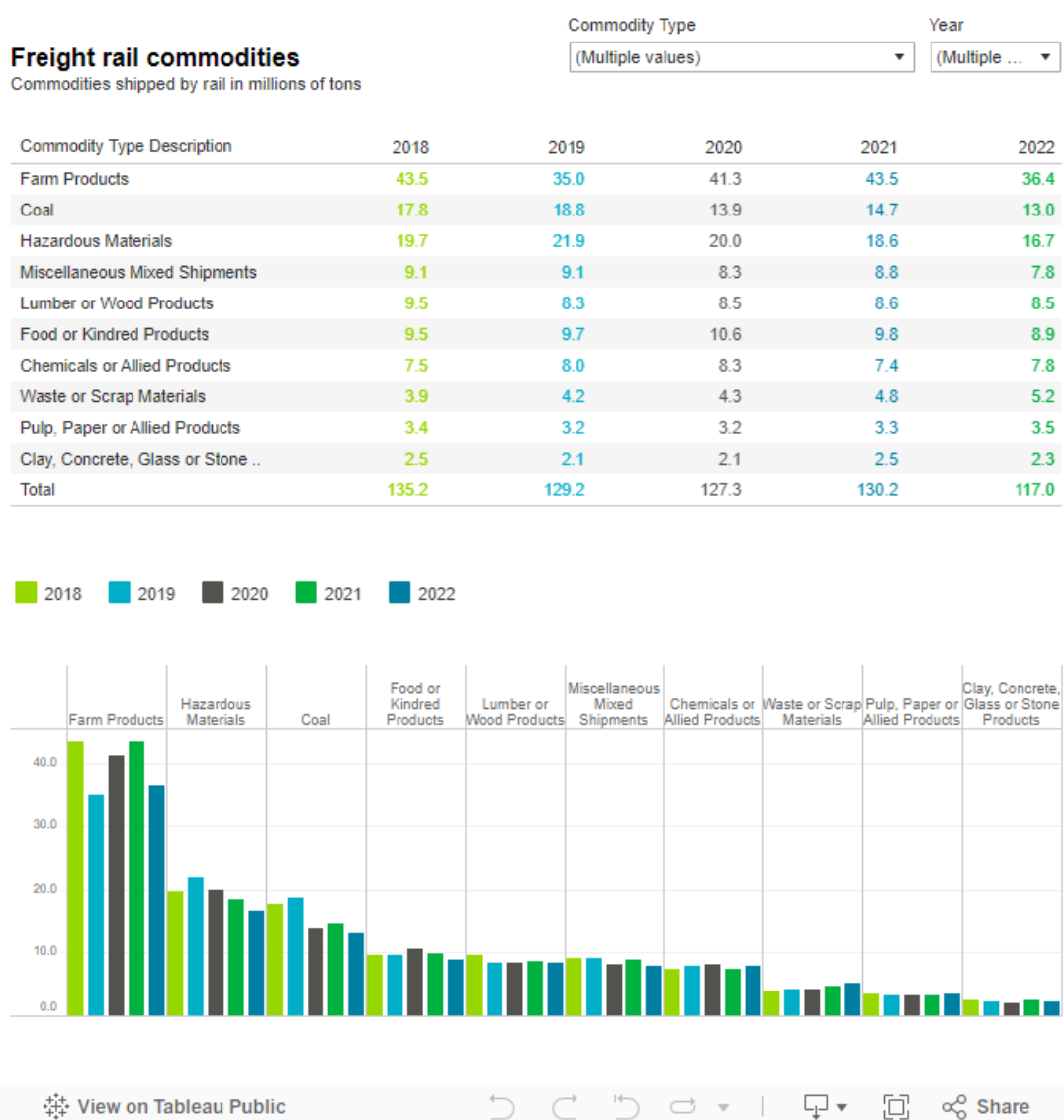
[WSDOT Commercial Vehicles webpage](#), [WSP's Commercial Vehicle & Driver webpage](#)

[DOL Commercial Vehicle Information](#)

Freight Rail

Background

Railroads in Washington state transported 117 million tons of freight in 2022, a 10.1 percent decrease from the 130 million tons transported in 2021. Most freight shipped within Washington by rail comes from outside the state. Inbound freight made up 50.2 percent of all statewide rail freight in 2022. Freight rail shipments passing through Washington (with both origin and destination outside the state) accounted for 31.8 percent (37.2 million tons) of total rail freight tonnage, compared to 40 million tons in 2021. Approximately 14.6 million tons of outbound rail freight (which had an in-state origin and an out-of-state destination) were transported in Washington state in 2022, making up 12.5 percent of total freight rail tonnage. The remaining 5.5 percent (6.4 million tons) of rail freight was intrastate, with both origin and destination inside Washington.



Source: <https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/dashboard/freight/railfreight.htm>

The major rail corridors in Washington are:

- The north-south corridor that parallels I-5 from the Columbia River to Vancouver, BC
- The Columbia River Gorge route from Vancouver, WA to Pasco, Spokane and eastward
- Stevens Pass running from Everett to Spokane and east
- Stampede Pass from Auburn, Pasco, Spokane and east

Several modes operate on these corridors, including freight rail, inter-city passenger rail, and 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 I railroads are the largest rail carriers. Two Class I railroads operate in Washington State: the BNSF Railway and the Union Pacific Railroad.
- **Class II Railroads.** One Class II railroad (Montana Rail Link) operates in Washington State, but it does not own any railroad tracks in this state. It operates on the BNSF corridor between Spokane and Seattle.
- **Class III Railroads (Short-lines).** There are 23 short-line railroads and switching railroads operating within the state. These railroads serve the first and last mile segments, connecting local shippers and communities to the large Class I railroads. In 2015, WSDOT completed a [Short-line Rail Inventory & Needs Assessment](#).

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, Port of Columbia, Eastside Community Rail, Kettle Falls International, Washington Eastern Railroad, and Washington & Idaho;
- **Central Washington** – Cascade and Columbia River, Columbia Basin, Yakima Central Railway, Royal Slope, and Central Washington;
- **Western Washington** – Columbia and Cowlitz, Chehalis Central, Puget Sound and Pacific, Clark County;
- **Switching and terminal railroads** – Ballard Terminal, Longview Switching Co., Meeker Southern, Mount Vernon, Tacoma Rail, Kennewick Terminal, Tri-Cities and Olympia.

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, a city, or a Port Authority.

The USDOT Surface Transportation Board, the successor agency to the Interstate Commerce Commission, has broad economic and regulatory oversight over railroads, including rates, service, the construction, acquisition and abandonment of rail lines, carrier mergers and interchange of traffic among carriers.

The federal agency with primary responsibility for oversight of the safety and security of railroads is the Federal Railroad Administration (FRA, also part of USDOT). FRA and the Pipeline and Hazardous Materials Safety Administration (PHMSA) jointly oversee hazardous materials. Some rail safety regulations are delegated to the [Washington Utilities and Transportation Commission](#).

WSDOT's Rail, Freight, and Ports Division is responsible for developing and implementing the Washington State Rail Plan and managing freight rail grant and loan programs.

Funding

- For the 2023-2025 biennium, the Legislature appropriated \$83.9 million from the Multimodal Transportation Account – State, to carry out the following activities:
 - Statewide Freight Rail Assistance Program (FRAP)
 - South Kelso Railroad Crossing Improvement
 - PCC Rehabilitation
 - Titlow Rail Bridge/Culvert Improvement - Metro Parks Tacoma
 - Chelatchie Prairie Railroad Track Improvements
 - Chelatchie Prairie Railroad Bridge and Rehab Work
 - Port of Moses Lake
 - Connell Rail Interchange
 - Spokane Transload Center Rail Extension.

WSDOT Freight Rail Programs

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 (not 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.

- [RCW 47.76.460](#) establishes a freight rail investment bank program to support freight rail capital needs by providing low-interest loans to entities based on the state's interests as outlined in [RCW 47.76.240](#).
- [RCW 47.76.470](#) establishes the statewide emergent freight rail assistance program to support freight rail capital needs by awarding grants to entities based on the state's interests as outlined in [RCW 47.76.240](#).

PCC Rail System. The state owns the Palouse River and Coulee City Rail System (PCC). WSDOT contracts for system operations and maintenance with independent, private rail operators. This 297-mile rail line is made up of three separate branch lines spanning four eastern Washington counties. The PCC Rail System provides service to grain cooperatives, other shippers, manufacturers, and farmers. Wheat, barley, peas, lentils, fertilizer, and lumber are among the products transported on the PCC.

WSDOT developed a 2015-2025 PCC Strategic Plan to aid in prioritizing capital improvements to the system, which are needed to operate current industry standard rail cars (286,000 pounds) and increase speeds to more than 10 mph.

- In 2018, WSDOT was awarded a \$5.6 million Better Utilizing Investments to Leverage Development (BUILD) grant from the U.S. Department of Transportation to cover 50 percent of the costs of the most critical improvements on the PCC system. Construction began in 2020 and was completed in 2021, replacing or rehabilitating 10 bridges; replacing 4.6 miles of rail; and rehabilitating 20.8 miles of track. These investments improved reliability, allowed for increased speeds, and improved safety on the sections of the line that were improved.
- In 2022, the State Legislature allocated an additional \$150 million in the Move Ahead Washington package for improvements to the PCC system over the next 16 years. WSDOT leveraged the funding available in the first biennium and was awarded a \$72.8 million federal CRISI grant from the Federal Railroad Administration. This is being matched by \$39.2 million in state, local and private funds for

a total project budget of \$112 million for capital improvements, including replacing lightweight worn rail; replacing rotten railroad ties; rebuilding dilapidated roadway crossings; and surfacing of tracks.

- This CRISI grant work builds upon the prior BUILD grant-funded improvements, and when coupled with other state capital contracts, it substantially rehabilitates the PCC Railway System, bringing a significant portion of it to a state of good repair.
- [RCW 47.76.290](#) allows funds collected from leases or sales of property on the PCC line to be reinvested in the PCC line. In addition, [RCW 47.76.360](#) 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.

Individual Capital Projects. Projects are added to the transportation budget as funds allow. The most recent project list may be found at: Leap.leg.wa.gov. Rail projects may be found on the 'ALL PROJECTS' list.

Sources:

[*WSDOT's Freight Plans website*](#)

[*2019 Washington State Rail Plan*](#)

[*USDOT Surface Transportation Board*](#)

[*PCC Rail System Strategic Plan webpage*](#)

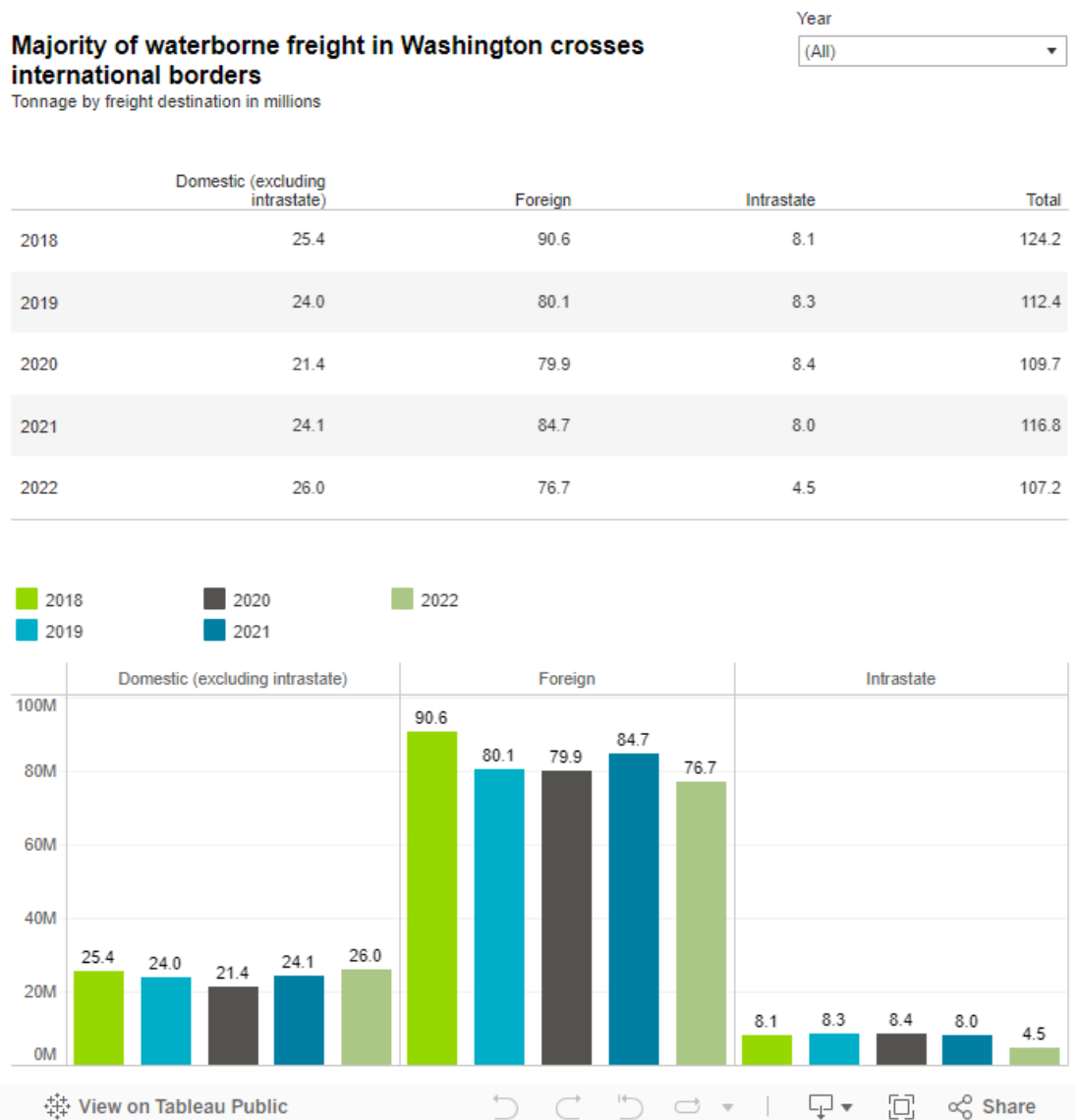
Marine Freight

Background

Washington has 11 deep-draft public ports with commercial marine terminals capable of handling ocean-going vessels. Seven deep-draft ports are located on the Puget Sound, one on the Pacific Coast and three on the Columbia River. Washington also has seven inland waterway barge ports situated along the Columbia-Snake River System.

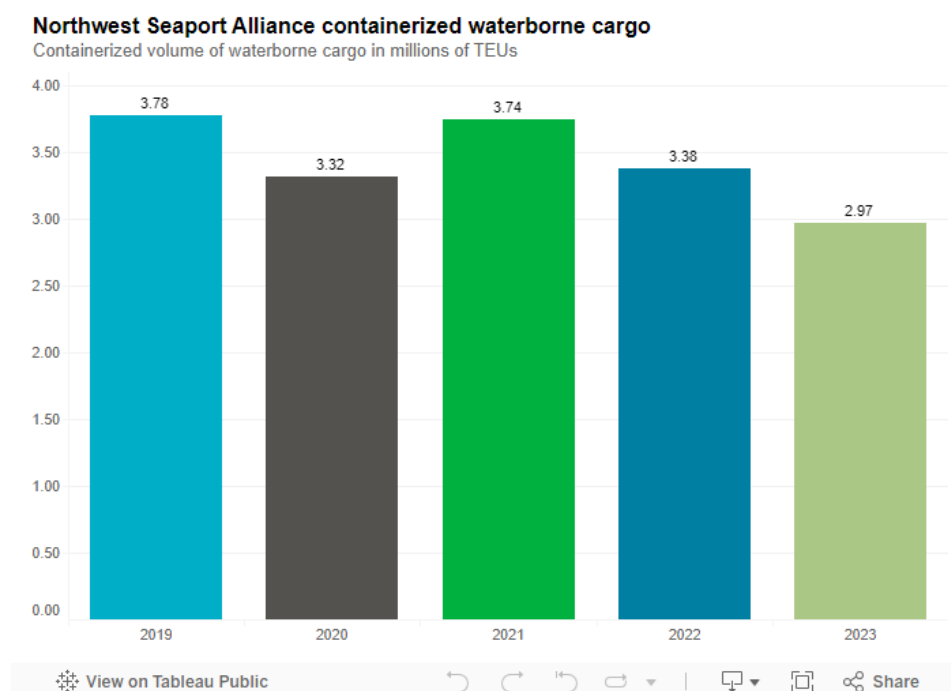
In 2022, approximately 107.2 million tons of waterborne freight were shipped in Washington, down 8.2 percent from 116.8 million tons in 2021. Waterborne freight is categorized as foreign, domestic, or intrastate (with both origin and destination in Washington).

International exports comprised 52.8 percent of waterborne freight in 2022, and 18.8 percent were international imports. Domestic shipments accounted for 24.2 percent, and the remaining 4.2 percent was for intrastate freight. Foreign freight activity decreased 9.5 percent from 84.7 million tons in 2021 to 76.7 million tons in 2022.



Source: <https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/dashboard/freight/marinefreight.htm>

In 2015, the ports of Seattle and Tacoma unified the management of marine cargo facilities under the [Northwest Seaport Alliance](#). The ports continue to be governed by separate port boards. The Northwest Seaport Alliance handled 3.0 million 20-foot equivalent units (TEU) of containerized cargo in 2023. This was a 12.1 percent decrease from 3.4 million TEUs in 2022.



Source: <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/economicvitality/freight/marine.htm>

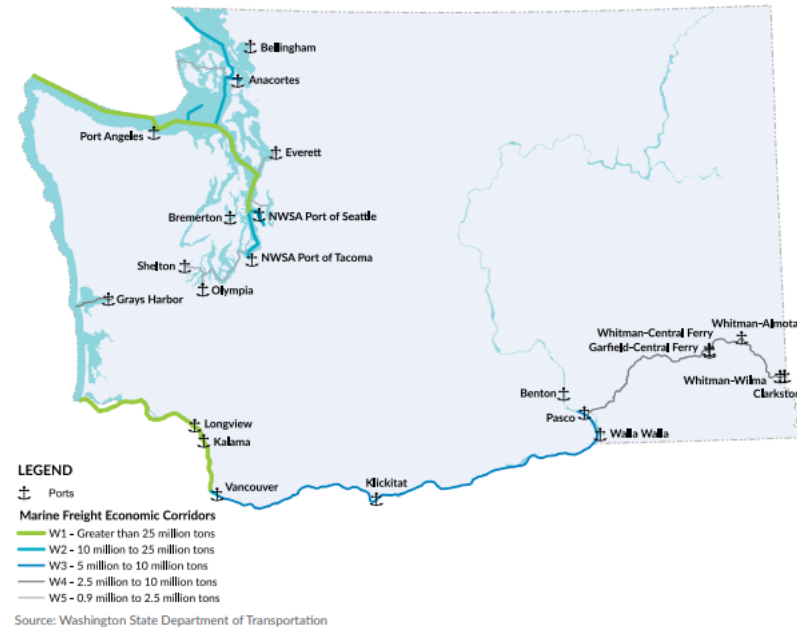
Three commercially navigable waterways serve Washington state: the Pacific Ocean, the Salish Sea¹, and the Columbia-Snake River System. The Pacific Ocean is used to move freight to and from overseas markets on a variety of ships and barges from ports along the U.S. coast (including Alaska) and Hawaii. The Salish Sea includes Puget Sound and provides access to major ports in western Washington to the Pacific Ocean. The Columbia-Snake River System provides access for inland Washington ports to the Pacific Ocean.

¹ The name Salish Sea was formally adopted by both Washington State and British Columbia in 2009 to describe the waterways that encompass the Puget Sound, the Strait of Juan de Fuca, and the Strait of Georgia

2.4 Waterway Freight Economic Corridors

WSDOT classifies marine corridors based on the volume of freight carried by corridor. The Freight Economic Corridors system is used to identify and map supply chains, identify system condition and capacity issues, and to develop performance measures to improve freight mobility. A map of the Waterway Freight Economic Corridors is shown in Exhibit 2-5.

Exhibit 2-5: Marine Freight Economic Corridors



The Waterway Freight Economic Corridors are classified with the following structure:

- W1: more than 25 million tons per year
- W2: 10 million to 25 million tons per year
- W3: 5 million to 10 million tons per year
- W4: 2.5 million to 5 million tons per year
- W5: 0.9 million to 2.5 million tons per year

The top commodities shipped to, from and within Washington state by water included food and food products (such as grain, oilseeds, and other agricultural products) accounting for 41.2 percent of commodities. Petroleum products made up 13.4 percent, and crude petroleum comprised 13.8 percent of shipments. Between 2021 and 2022, the quantities of petroleum products and crude petroleum shipped increased by 5.8 percent and 21 percent, respectively. However, food-related products dropped by 11.5 percent over the same period.

The Columbia-Snake River System stretches 365 miles inland from the Pacific Ocean. It plays a critical role in transporting agricultural, potash, wind turbine components, and other products between Eastern Washington and the Lower Columbia Seaports, as well as between Eastern Washington and the Midwest. More than 35 different commodities move up and down the river system, with about three times as much headed for export compared to import.

Columbia River seaports, especially the Ports of Vancouver, Kalama, and Longview, play major roles in the movement of exported agricultural products, including being the largest grain export gateway for wheat and the second largest soybean export gateway.

Exhibit 2-3: Deep draft ports on the Columbia-Snake River System in Washington

Port	Primary Commodities
Vancouver	Grain, auto, steel, heavy lift
Kalama	Grain, steel
Longview	Grain, bulk, heavy lift, general cargo, petroleum coke, logs

Source: Washington State Department of Transportation

Major Ports Serving Waterborne Trade

- Columbia Deep-Draft Ports
 - Port of Kalama
 - Port of Longview
 - Port of Vancouver.
- Columbia/Snake River Ports
 - Port of Benton
 - Port of Clarkston
 - Port of Kennewick
 - Port of Klickitat
 - Port of Pasco
 - Port of Walla Walla
 - Port of Whitman County.
- Pacific Coast Ports
 - Port of Grays Harbor.
- Puget Sound/Salish Sea Ports
 - Port of Anacortes
 - Port of Bellingham
 - Port of Everett
 - Port of Olympia
 - Port of Port Angeles
 - Port of Seattle
 - Port of Tacoma.

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. (For more information on ports, see the *Local/Regional Jurisdictions* section.)
- Ports are funded by user fees, property leases 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 [United State Maritime Administration \(MARAD\)](#) oversees many port security issues, including licensing deep water ports for oil-receiving ports and offshore liquid natural gas facilities. MARAD also administers the America's Marine Highways program.
- The Washington Board of Pilotage Commissioners maintains pilotage services on the Puget Sound and the coastal estuaries. The Oregon Board of Pilotage governs pilotage services on the Columbia River.

Sources:

[*2017 Washington Marine Ports and Navigation Plan*](#)

[*Northwest Seaport Alliance 2023 Cargo Data*](#)

[*America's Marine Highways program*](#)

Air Cargo

Background

The aviation system in Washington is an important player in freight movement. High-value, time-sensitive, and perishable goods depend on transport through Washington's airports. Air cargo moves by truck between airports and warehouses, making an efficient road system integral to the timely integration of cargo and aircraft. Air Cargo includes both air freight and air mail. Air cargo may be hauled in planes dedicated to freight or in the belly of passenger planes. (For more information on Air Transportation, see *Passenger Modes*.)

The major air cargo centers in Washington and their 2023 landed weights are as follows:²

- Seattle-Tacoma International Airport (2,746,134,200 lbs)
- Spokane International Airport (623,220,893 lbs)
- Boeing Field/ King County International Airport (601,203,215 lbs)
- Seattle Paine Field Airport (26,532,720 lbs).

Air cargo supports 38,117 jobs and generates \$12.6 billion in business revenues.

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.

Funding

The federal Airport Improvement Program (AIP) is a principal funding source for airport capital improvements. A portion of AIP funding is reserved for projects that enhance air cargo facilities at qualified airports. AIP expenditures are drawn from the Airport and Airway Trust Fund, supported by air freight taxes, passenger ticket taxes, fuel taxes, and other fees.

Sources:

[WSDOT Aviation](#)

[Washington Aviation System Plan \(WASP\)](#)

[WSDOT Gray Notebook #84](#)

Washington's [2020 WSDOT Aviation Economic Impact](#) Study

For more airport data, see FAA's [Airport Program Statistics](#) and [Airport Operations and Ranking Reports](#).

[Sea-Tac's Air Cargo webpage](#)

[JTC Air Cargo Study webpage](#)

² https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/

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, regional, and tribal governments. This chapter includes the transportation plans developed by the following state agencies: Washington State Department of Transportation, 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 (Long-Range Statewide Transportation Plan, Strategic Highway Safety Plan, and the State Rail Plan) is a prerequisite to receiving federal funds from the U.S. Department of Transportation. In addition, metropolitan transportation plans are federally required. See the section *Local/Regional Plans* in this manual.

Table of Contents

STATE PLANS AND REPORTS 472

Washington Transportation Plan (WTP) 473

Strategic Highway Safety Plan: 2019 Target Zero 475

Highway System Plan (2007-2026) 476

Washington State Ferries Long-Range Plan 477

Washington Aviation System Plan 478

Public Transportation System Plan 479

State Rail Plan 480

Bicycle Transportation and Pedestrian Walkways Plan (State Active Transportation Plan) 481

Freight System Plan 483

Transportation Asset Management Plan (TAMP) 484

TITLE:	Washington Transportation Plan (WTP)
REQUIRED BY:	RCW 47.01.071(4) ; RCW 47.06.040 ; 23 USC Sec 135 ; 23 CFR Parts 450 and 771 ; and 49 CFR Part 613
PREPARED BY:	The Washington State Transportation Commission and the Washington State Department of Transportation (WSDOT).
APPROVED BY:	Transportation Commission adopts the policy phase. The Secretary of Transportation approves the implementation phase.
NEXT UPDATE:	The policy phase must be updated every four years, with the current update scheduled to be completed by the end of 2025. There is no required update cycle for the implementation phase.

Description

- Because of the two RCWs directing the WTP, it is developed in two 'phases': policy and implementation.
 - Phase 1. Policy:** The Transportation Commission is required by state law to complete this plan every four years and submit it to the legislature. The next update is scheduled to be completed by the end of 2025.
 - Phase 2. Implementation:** WSDOT is required by state and federal laws to periodically update this plan as the official, statewide, multimodal, transportation plan covering a period of no less than 20 years, developed through the statewide transportation planning process. The last update was completed in December 2017 and is titled 'Phase 2 – Implementation 2017-2040.' Scoping for the next update is scheduled to begin in 2025.

Purpose

- Phase 1**, as outlined in [RCW 47.01.071](#):
 - To prepare a comprehensive and balanced statewide transportation plan consistent with the state's growth management goals and based on the transportation policy goals provided under [RCW 47.04.280](#) and applicable state and federal laws.
 - Reflect on the priorities of the government developed by the Office of Financial Management and address regional needs, including multimodal transportation planning.
 - Establish a vision for the development of the statewide transportation system.
 - Identify significant statewide transportation policy issues.
 - Recommend statewide transportation policies and strategies to the legislature to fulfill the requirements of [RCW 47.07.071](#) (1).
 - The plan must be the product of an ongoing process that involves representatives of significant transportation interests and the general public from across the state.
 - The plan shall take into account federal law and regulations relating to the planning, construction, and operation of transportation facilities.
- Phase 2**, summarized from [RCW 47.06.040](#):
 - Meeting requirements of state law to guide investments of modes the state owns and to define the state's interest in modes the state has an interest in.
 - Ensuring consistency with other federally required plans such as the Strategic Highway Safety Plan (Target Zero) and the Coordinated Public Transit Human Services Plan.
 - Ensuring consistency with the Statewide Transportation Improvement Program (STIP). The STIP is the statewide prioritized listing/program of state and local transportation projects covering a

period of 4 years that must be consistent with the Long-Range Statewide Transportation Plan, metropolitan transportation plans and TIPS and required for projects to be eligible for funding under Title 23 USC and Title 49 USC chapter 53.

- Considering the concerns and needs of non-metropolitan local officials, federal land management agencies, and Indian tribal governments. This consideration is accomplished through a documented consultation process.
- Coordinating with metropolitan planning activities, statewide trade and economic development planning, and the state's air quality agency (Ecology).
- Addressing the federal planning factors and the state policy goals in [RCW 47.04.280](#);
- Following a documented public involvement process that includes all the requirements in state law, federal law, and federal guidance (which includes Civil Rights laws and policies).

Sources:

[Washington Transportation Plan](#) Overview

[Washington Transportation Plan \(WTP 2035 and Phase 2\)](#)

[Washington Transportation Plan \(2040 and Beyond\)](#)

[WSDOT's Multimodal Transportation Planning Page](#)

["Evaluation of State-Level Transportation Plans, Final Report," Joint Transportation Committee, January 2011.](#)

TITLE:	Strategic Highway Safety Plan: 2019 Target Zero
REQUIRED BY:	23 USC 148 (Federal Highway Safety Improvement Program)
PREPARED BY:	Washington State Department of Transportation (WSDOT) and Washington Traffic Safety Commission
APPROVED BY:	Governor
NEXT UPDATE:	Not scheduled; at a minimum, states must complete an update not later than five years from the previously approved version.

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 because the state aims to end traffic deaths and serious injuries by 2030.
- Contains specific goals, objectives, and strategies for reducing traffic fatalities and disabling injuries. Note that this plan does not offer safety strategies for non-surface transportation modes such as aviation, freight rail, passenger rail, and marine and river navigation.
- Must be consistent with the Washington Transportation Plan Phase 2 (WTP Phase 2).

Purpose

- Maintains eligibility for federal highway safety improvement funds.
 - The most recent update includes a new chapter on the Safe Systems Approach.
- Target Zero has strategies for:
 - **Education.** Give road users the information to make good choices, such as driving unimpaired, wearing a seat belt, and avoiding distractions.
 - **Enforcement.** Use data-driven analysis to help law enforcement officers pinpoint and address locations with a high number of behavior-driven fatal and serious injury crashes, such as speeding and impairment.
 - **Engineering.** Design roads and roadsides using practical solutions to reduce crashes or the severity of crashes if they occur.
 - **Emergency Medical Services (EMS).** Provide high-quality and rapid medical response to injury crashes.
 - **Leadership/Policy.** Change laws, agency rules, or policies to support safer roads and driving. In this version of the Target Zero plan, policymakers, legislators, and legislative staff include these strategies in a separate chapter for easy reference.

Evaluation, analysis, and diagnosis help determine how the agency is meeting its goals, understand what contributes to crash occurrences, and select appropriate countermeasures to reduce those crashes using the approaches listed above.

Sources:

[Target Zero Home](#)

[FHWA Highway Safety Improvement Program](#)

[FHWA Strategic Highway Safety Plan Q&A](#)

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. The current plan update is scheduled to be completed by the end of 2024.

Description

- The Highway System Plan recommends program funding levels for 20 years for preservation, maintenance, and the capacity and operational improvement of the highway system, including safety considerations. It also meets the other requirements provided under [RCW 47.06.050](#) and elsewhere.
- A primary emphasis for [the Highway System Plan] is:
 - The relief of congestion
 - The preservation of existing investments and downtowns
 - Ability to attract or accommodate planned population and employment growth
 - The improvement of traveler safety.
 - The efficient movement of freight and goods, and the improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods.

Includes the following required elements:

- System preservation
- Highway maintenance
- Capacity and operational improvement
- Scenic and recreational highways
- Path and trails.

Purpose

- Guides state investments and decisions for highways.

Sources:

[WSDOT's Highway System Plan page](#)

TITLE:	Washington State Ferries Long-Range Plan Multimodal Plan: State-Owned Facility Component
REQUIRED BY:	RCW 47.06.050(2) and RCW 47.60.375
PREPARED BY:	Washington State Department of Transportation (WSDOT)
APPROVED BY:	Secretary of Transportation
NEXT UPDATE:	The final plan was completed in January 2019. There is no required update scheduled. 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

- 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

- Identify changes in the demographics of users of the system.
- Review route timetables and propose adjustments that consider ridership volume, vessel load times, proposed and current passenger-only ferry system ridership, and other operational needs.
- Review vessel needs by route and propose a vessel replacement schedule, a vessel retirement schedule, and the estimated number of vessels needed. This analysis should also articulate a reserve vessel strategy.
- Identify the characteristics most appropriate for replacement vessels, such as passenger and car-carrying capacity, while considering other cost-driving factors.
- Review vessel dry dock needs, consider potential impacts of the United States Navy, and propose strategies to meet these needs.
- Address the seismic vulnerability of the system and articulate emergency preparedness plans.
- Evaluate strategies that may help spread peak ridership, such as time-of-day ticket pricing and expanding the reservation system.
- Identify operational changes, such as nighttime tie-up locations, that may reduce costs.

Sources:

[WSF 2040 Long Range Plan](#)
[2023 Long Range Plan Progress Report](#)
[Ferry Planning: Plans, Publications, and Statistics](#)

TITLE:	Washington Aviation System Plan Multimodal Plan: State-Interest Component
REQUIRED BY:	RCW 47.06.060
PREPARED BY:	Washington State Department of Transportation (WSDOT)
APPROVED BY:	Secretary of Transportation.
NEXT UPDATE:	There is no required updated 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 2017 and fulfilled the requirements for a state-interest component of the Statewide Multimodal Transportation Plan and an Airport Capacity and Facilities Assessment. A new system plan is underway. Begun in December of 2021, the plan is set to be finalized in the spring of 2025. This system plan is also accompanied by a statewide airport sustainability study.

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 government carry out its 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 Washington Transportation Plan (WTP) and with the other state-owned facilities and state-interest component plans.

Purpose

- Information from this plan is necessary for updating the WTP, 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 state's statewide commercial and general aviation capacity needs.
 - 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.

Sources:

[Washington Aviation System Plan \(WASP\) | WSDOT](#)

[WSDOT's Aviation System Plan, July 2017](#)

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

- The state-interest component of the statewide multimodal transportation plan that:
 - Provides a 20-year blueprint to help guide decisions and integrate all modes of public transportation;
 - Represents a statewide partnership among agencies, service providers, community organizations, and the public; and
 - Includes five goals, strategies for each goal, and a program of near-term actions for each goal to be completed by December 2017.
- The plan was adopted in June 2016 after a community engagement effort. Roles are defined through the state plan and identified with each near-term action. The plan provides direction to achieve program goals by:
 - Emphasizing a strong state role in public transportation while leveraging the actions and support of local implementation
 - Utilising WSDOT's practical solutions approach as a framework for integration throughout the transportation system.
- The statutory requirements for this plan are fulfilled by the 2007-2026 Washington Transportation Plan (WTP) and the Public Transportation Annual Summary Report required by [RCW 35.58.2796](#).
- Must be consistent with the WTP and the other state-owned facility and state-interest component plans.

Purpose

- Improves public 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 and system integration.

Sources:

[2016 Washington State Public Transportation Plan](#)

[2022 Summary of Public Transportation](#)

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:	Late 2025

Description

- The 2019 Washington State Rail System Plan provides a framework for future actions that meet federal and state requirements.
- The plan is consistent with the state transportation policy plan (WTP) and with the other state-owned facilities and state-interest component plans.

Purpose

- Identify a preferred growth/performance scenario for Amtrak Cascades, with a plan to achieve that scenario (including needed infrastructure, improvements, and equipment).
- Identify performance objectives for the state-owned shortline rail system and strategies to achieve them.
- Identify strategies to improve connections between rail and other modes.

Sources:

[WSDOT's Rail Planning page](#)

[2019 State Rail Plan](#)

TITLE:	Bicycle Transportation and Pedestrian Walkways Plan (State Active Transportation 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. WSDOT will issue implementation progress reports beginning in 2025 and will identify an appropriate pace for plan updates based on reported metrics. The current plan was finalized in 2021 and is named the Washington State Active Transportation Plan.

Description

- The 2021 version, the Washington State Active Transportation Plan, 2020 and Beyond, provides a framework for future actions that meet federal and state requirements.
- It is a state-interest modal plan for bikeways and pedestrian walkways. The plan assesses bicycle and pedestrian transportation needs and establishes statewide goals that fit within transportation system policy goals, implementation strategies, and state/federal performance metrics.
- Must be consistent with the Washington Transportation Plan (WTP) and the other state-owned facility and state-interest component plans.

Purpose

- The 2021 update is a strategic plan that includes a statewide needs assessment. It also includes an estimate of the needs of local systems based on applications to WSDOT-managed funding programs; it does not include a comprehensive evaluation of local needs.
- The plan includes strategies:
 - for improving connections
 - decreasing serious injury and fatal crashes involving pedestrians and bicyclists
 - increasing coordination across jurisdictions
 - reducing traffic congestion
 - contributing to a more resilient transportation system
 - addressing disparities in access to appropriate facilities and crash patterns
 - and assessing the quality of bicycle and pedestrian facilities on the state systems.
- The plan emphasizes safety needs to address continued increases in serious and fatal crashes involving pedestrians and bicyclists at rates that trigger federal requirements under the Infrastructure Investment and Jobs Act.
- Data from this plan is necessary to complete the next update of the Washington Transportation Plan, the Highway System Plan, metropolitan transportation plans, and regional transportation plans. It is designed to complement other modal plans including those for public transportation, rail, ferries and aviation.
- This plan is specified as a resource to be considered in the analysis under active transportation programs created in 2022, as referred to in [RCW 47.04.380](#) and [RCW 47.04.390](#).

Sources:

[*Active Transportation Plan Webpage*](#)

[*Washington State Active Transportation Plan*](#)

[*Vulnerable Road User Safety Assessment*](#)

TITLE:	Freight System Plan Multimodal Plan: State-Interest Component
REQUIRED BY:	RCW 47.06.045 , 47.06.070 , 23 USC 167 , and 49 USC 70202
PREPARED BY:	Washington State Department of Transportation (WSDOT)
APPROVED BY:	Secretary of Transportation and certified by the Federal Highway Administration
NEXT UPDATE:	Anticipated December 2026. 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 and federal requirements.

Description

- Washington State Freight System Plan meets state and federal legal requirements in place at the time of adoption; aligns with the state's six transportation policy goals, with a significant focus on the newest goal, economic vitality; and supports freight-related strategies and recommended actions in the statewide Washington Transportation Plan – Phase 1.
- The 2022 update met the state requirements for:
 - Freight Mobility Plan ([RCW 47.06.045](#))
 - Funding direction and allocation between state and local responsibilities (ESSB 5689 Sec. 306(6), 310 (7)(8) and 2022 LEAP transportation document
 - Federal freight plan requirements under the Bipartisan Infrastructure Law
 - Federal requirements for a State Freight Plan (23 USC 167 and 49 USC 70202).

Purpose

- Maintain eligibility for federal freight formula and grant funding.
- Analyze existing and future freight needs to improve the state's freight systems' performance, including cargo hauled in trucks, ships, barges, rail, and aircraft.
- Analyze how trucks use the NHS and connect at intermodal facilities.
- Continue to engage industry stakeholders.

Sources:

[2022 Washington State Freight System Plan](#)
[WSDOT Rail, Freight, and Ports Division: Freight Transportation](#)

TITLE:	Transportation Asset Management Plan (TAMP)
REQUIRED BY:	Federal Highway Administration (FHWA), as required by 23 CFR 515.9
PREPARED BY:	Washington State Department of Transportation (WSDOT)
APPROVED BY:	Secretary of Transportation and certified by the Federal Highway Administration, Washington State Division Office
NEXT UPDATE:	WSDOT is required to update the plan on a 4-year cycle. The next required update is expected to be completed by June 2026.

Description

The Transportation Asset Management Plan (TAMP) outlines the asset management practices by providing an in-depth look at how Washington State preserves and maintains all state-owned bridge and pavement assets. WSDOT's TAMP also meets federal requirements for bridge and pavement assets on the National Highway System (NHS). WSDOT is required by 23 CFR 515.9 to develop a risk-based asset management plan that describes how the NHS will be managed to achieve system performance effectiveness and targets for asset condition while managing the risks in a financially responsible manner, at a minimum practicable cost over the life cycle of its assets.

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) in 2021 added the requirement that State DOTs consider extreme weather and resilience in lifecycle planning and risk analyses for bridges and pavements on the NHS.

Purpose

- Provides an overview of WSDOT's asset management processes, which are linked to the framework defined in [RCW 47.04.280](#).
- Communicates asset management objectives, performance measures and targets for bridge and pavement assets on the NHS and non-NHS. Also includes Metropolitan Planning Organization/Regional Transportation Planning Organization (MPO/RTPO) engagement on target setting for bridge and pavement assets.
- Details the bridge and pavement asset inventory on the NHS, age, asset condition and MAP-21 condition measures.
- Explains WSDOT's life cycle processes for bridge and pavement assets to maximize asset life and condition at the lowest practicable cost.
- Summarizes WSDOT's approach to developing a risk management plan for bridge and pavement assets.
- Summarizes how WSDOT uses and aligns planned expenditures to bridge and pavement asset needs. Also provides investment activity levels and an estimated replacement value for bridge and pavement assets.
- Provides results of bridge and pavement condition modeling over a 10-year plan period and evaluates asset management planning with other WSDOT planning efforts.
- Aligns asset-specific investment strategies within anticipated funding levels to various WSDOT plans and communicates how asset management informs WSDOT's capital plans.

Source

[WSDOT transportation asset management
2022 WSDOT Transportation Asset Management Plan \(TAMP\)](#)

LOCAL/REGIONAL PLANS

OVERVIEW AND TABLE OF CONTENTS

State, local, and regional plans provide a framework for the development of Washington's transportation system. This section includes descriptions of plans developed by the cities, counties, regional transportation planning organizations, ports, and transit agencies.

Table of Contents

LOCAL/REGIONAL PLANS 485

Airport Master Plans / Layout Plans..... 486

Comprehensive Scheme of Harbor Improvements and Industrial Developments 487

Local Comprehensive Plans 488

Regional Transportation Plans 490

Metropolitan Transportation Plans..... 491

Six-Year Transit Development Plan and Public Transportation Benefit Area (PTBA) Comprehensive Plan 492

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 the 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, 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 shows 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 that accommodate anticipated growth
 - Capital improvement plan that identifies needed projects and how they will be funded over a five, ten, and 20-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 , RCW 53.20.020 , RCW 53.20.055
PREPARED BY:	Port Districts
APPROVED BY:	Port District Commissions
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 notice and hearing prior to adoption.
- Requires submission of freight development plans to the relevant MPO/RTPOs, WSDOT, the Freight Mobility Strategic Investment Board, and affected cities and counties.

Purpose

- Communicates and documents the basis of the port district expenditures.
- In some cases, meets the planning criteria required for obtaining state or federal matching funds.
- Coordinate the development and funding of freight mobility projects.

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 the update schedule on the 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 development element that 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.
 - A Climate Change and Resiliency Element can take the form of a single comprehensive plan chapter or be integrated into several chapters/elements, such as housing, transportation, and land use. The element consists of two sub-elements:
 - The Greenhouse Gas (GHG) Emissions Reduction Sub-Element is required for the state's eleven most populous counties and their cities and encouraged for all other jurisdictions. It must include actions to reduce or eliminate current and future greenhouse gases and prioritize reductions that benefit overburdened communities.

- The Resilience Sub-Element is required for all fully planning cities and counties and encouraged for all others. It must include goals and policies to improve climate preparedness, response and recovery efforts. A natural hazard mitigation plan or similar plan that meets certain requirements may be adopted by reference instead.
- A Ports Element is required for cities with a marine container port with more than \$60 million in annual revenues. It must be consistent with other elements and developed collaboratively between cities, ports and tribes. It must include policies and programs that:
 - Define and protect the core areas of ports and port-related industrial uses;
 - Provide reasonably efficient access to the core area through freight corridors;
 - Identify and resolve key land use conflicts along the edge of the core area.
- 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, vitality and high quality of life. It includes a summary of the local economy, 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, evaluating facilities and service needs, and evaluating 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 is located on the [Department of Commerce website](#).

TITLE:	Regional Transportation Plans
REQUIRED BY:	RCW 47.80.030
PREPARED BY:	Regional Transportation Planning Organizations (RTPOs)
APPROVED BY:	RTPO Policy Board and submitted biennially to the Washington State Department of Transportation
NEXT UPDATE:	Ongoing in all 17 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 (with the exception of transportation facilities of statewide significance) and recommends strategies for achieving those levels of service standards.
- Includes a financial plan that is fiscally constrained, 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, it sets forth the relationship between high-capacity transportation providers and other public transit providers and establishes responsibility for coordinating 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 the 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: Eleven of the 17 RTPOs also encompass federally mandated Metropolitan Planning Organizations at their urban cores, which must also prepare metropolitan transportation plans under [23 CFR 450.324](#). (In addition, a twelfth 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 Sec 134 and 23 CFR 450.324
PREPARED BY:	Metropolitan Planning Organizations (MPOs)
APPROVED BY:	MPO Policy Board
NEXT UPDATE:	Ongoing in all 12 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-year) 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 long- and short-range strategies/actions that lead to developing 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.
- Includes a financial plan that is fiscally constrained and is based on the 'year of expenditure' estimated project costs.
- Establishes performance targets and includes a system performance report.

Purpose

- Encourage and promote safe and efficient management, operation, and development of surface transportation systems ([23 USC Sec 134\(a\)](#)).
- Provide for consideration of projects and strategies that will:
 - support the economic vitality of the metropolitan area, especially by enabling global competitiveness, 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 and Public Transportation Benefit Area (PTBA) Comprehensive 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 (approval not required by RCW) and submitted to the Washington State Department of Transportation (WSDOT)
NEXT UPDATE:	The six-year plan is due annually by September 1, and no timeline is set for the PTBA Comprehensive Plan

Description

Six-Year Transit Development Plan

- 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.
- Includes a six-year financial plan.
- Requires one or more public hearings prior to the annual submittal of the transit development plans to WSDOT.
- Sets forth projects of regional significance for inclusion in the Transportation Improvement Program within the region.

Public Transportation Benefit Area (PTBA) Comprehensive Plan

- Requires review by WSDOT to determine:
 - The completeness of service to be offered and the economic viability of the transit 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 permit 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 February 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 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 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 roadway's surface texture and skid resistance. 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 that 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, that is 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. In contrast, transportation capital projects are included within the Transportation Budget, including 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 operating budget. It calculates the biennialized (two-year) cost of activities funded for a partial biennium and the deletion of one-time costs.

CENTERLINE MILES

Centerline miles represent the total length of a given road from its starting point to its endpoint. The number and size of the lanes on the road are ignored when calculating centerline mileage. Centerline mileage is the best gauge of the overall length of roads.

CHIP SEAL

A single application of Bituminous Surface Treatment (BST) applied to existing pavement surfaces to correct surface raveling and oxidation of old pavements. Chip seal also provides a waterproof cover for an existing pavement structure.

CITY TRANSPORTATION AUTHORITY

A municipal corporation authorized by the state legislature to perform a public monorail function. The City of Seattle monorail was approved by the 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.

CLIMATE COMMITMENT ACT OF 2021

The Climate Commitment Act (E2SSB 5126) enacted in 2021 directed the Department of Ecology to implement a cap and invest program to reduce greenhouse gas (GHG) emissions consistent with the statewide statutory emission limits. Auction proceeds are deposited in three new state accounts, including specified annual amounts, to the Carbon Emissions Reduction Account (CERA), which is earmarked for transportation spending. The funds must be utilized for transportation investments that affect reductions in transportation sector carbon emissions.

COMBINED LICENSING FEE

Replaced by License Fee by Weight for trucks with gross weight of 4,000 pounds or more. Previously, the combined license fee included the base vehicle registration fee and a tax based on gross weight.

COMMUNITY TRANSPORTATION PROVIDER

Community Transportation Providers are private, nonprofit, 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. Enacted as part of the state’s Clean Air Act.

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 with seating capacity greater than intercity rail cars designed for longer distances.

COMPREHENSIVE PLAN

A city's or county's land-use plan for long-term development. Also, a legal document required by the state's Growth Management Act ([Chapter 36.70A RCW](#)).

CONCURRENCY

The Growth Management Act requires adequate public services and facilities such as water, sewer, storm drainage, and transportation infrastructure to be available or planned and funded concurrently with the 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 counties with a nonattainment area for carbon monoxide, particulate matter, or ozone.

CONGESTION MANAGEMENT PROCESS (CMP)

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 traffic 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. Columbia and Grays Harbor Counties formed transit agencies under this governance structure.

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 or schedule and usually requires advance reservations. Called 'Dial-a-Ride' in many areas.

DESIGN-BID-BUILD

The 'standard' contracting and project procurement procedure. The project's design is performed before the project's advertisement for bid. The project is awarded to the lowest responsive bidder. The successful low-bid contractor performs the construction of the project.

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 result and establishes the minimum design criteria. The prospective bidders then develop design proposals. The contracting agency rates the submitted proposals 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.

EARMARK

A provision in a legislative bill that allots money for a specific project or purpose. Often used to refer to federal appropriations that are directed by a representative for their constituents' benefit.

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 on the value of the goods sold (e.g., sales tax or liquor tax) or on the units sold (gas tax or cigarette tax).

EXPRESS TOLL LANES

Like high occupancy toll (HOT) lanes, Express Toll Lanes are HOV lanes open to solo drivers who choose to pay a toll. Typically, toll rates adjust depending on real-time traffic conditions. Currently operating in Washington on I-405 between Bellevue and Lynnwood. On I-405, during peak traffic times, cars with 3+ may use the lane for free and during mid-day, 2+ passengers must be in the car. The I-405 lanes are free on weekends.

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 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) 2025 extends from October 1, 2024, to September 30, 2025.

FISCAL YEAR (State)

A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year. State Fiscal Year (FY) 2025 extends from July 1, 2024, to June 30, 2025.

FIXED ROUTE SERVICE

Public transportation on a fixed schedule along a specific route with specific stops for passenger access.

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

The current federal surface transportation authorization act, the FAST Act is authorized for Federal Fiscal Years (FFYs) 2016 through 2020.

FULL FAITH AND CREDIT

The pledge of a government's full taxing and borrowing powers to pay its debt obligations.

FUND

State accounts are administratively rolled up into funds containing like accounts. Each roll-up fund is considered a separate accounting entity for preparing the state's Comprehensive Annual Financial Report, or CAFR. Transportation accounts are mostly rolled up into the Motor Vehicle Fund and the Multimodal Transportation Fund.

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.

GENERAL AVIATION

Civil aviation operations other than scheduled air services and non-scheduled air transport operations 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 appropriated by the Omnibus Appropriations Act for state government (including education, human services, natural resource functions, and general government).

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 the 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 the state issuing entity and on the security of.

GROWTH MANAGEMENT ACT (GMA)

State law originally enacted by the Legislature in 1990 which addresses the land-use consequences of population growth 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 36.70A](#)).

GROWTH AND TRANSPORTATION EFFICIENCY CENTERS (GTECs)

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.

HEALTHY ENVIRONMENT FOR ALL (HEAL) ACT OF 2021

The HEAL Act creates a coordinated state approach to address reducing environmental and health disparities across Washington State. The Act directs the integration of Environmental Justice (EJ) principles, practices, and assessments into several state agency activities, and it specifically applies to seven state agencies, including WSDOT.

HIGH CAPACITY TRANSPORTATION (HCT) SYSTEM

A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, as well as the supporting services and facilities necessary to implement such a system (such as interim express services and high occupancy vehicle lanes). Taken as a whole, an HCT system provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally on general-purpose roadways.

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 two or more persons to travel together, although three people are required in some places.

HIGH OCCUPANCY TOLL LANE (HOT Lane)

Like Express Toll Lanes, high occupancy toll lanes are HOV lanes open to solo drivers who choose to pay a toll. Typically, toll rates adjust depending on real-time traffic conditions. Currently operating in Washington on SR 167, from Auburn to Renton. On SR 167, cars with 2+ people may use the lane for free. The SR 167 HOT lanes are free between 7 pm and 5 am.

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. Worldwide, the majority of high-speed rail systems achieve speeds of 185 mph. Typically, these systems are characterized by continuously-welded rail, zero 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 that 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.

INFRASTRUCTURE INVESTMENT and JOBS ACT (IIJA)

The Infrastructure Investments and Jobs Act (IIJA) is the federal surface transportation authorization bill. The IIJA was passed on November 5, 2021, and expires on September 30, 2026. It is expected to provide over \$1.073 billion in apportionment to Washington State in FFY 2022 and over \$1.094 billion in FFY 2023.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Refers to the application of technology to solve traffic congestion. ITS systems are multimodal; 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 uses 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 preceded TEA-21. (See ‘Authorization Act’ for the 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. Every quarter, each trucking company 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.

LANE MILES

Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides the total amount of mileage covered by lanes belonging to a specific road. This measurement is a useful gauge of maintenance and preservation workload.

LEVEL OF SERVICE (LOS)

A qualitative measure describing operational conditions within a traffic stream. This term refers to a standard measurement reflecting the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated 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.

LIMITATION ON OBLIGATIONS

A limit on the amount of federal assistance that may be contractually obligated during a specified time period.

LONG-RANGE PLAN

A 20-year forecast plan now required at both the metropolitan and state levels 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 operating 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 is only allowed on roads with a speed limit not greater than 35 mph and requires a driver's 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 city transportation authorities established to perform a monorail function ([Chapter 35.95A RCW](#)).

MOTOR VEHICLE ACCOUNT

A state account that receives motor fuel taxes and state vehicle license fees; expenditures subject to the 18th Amendment to the state constitution.

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 state 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

Reference is often interchangeable with the Motor Vehicle Account. The Motor Vehicle Fund is referenced in the 18th Amendment to the state constitution as a special fund into which vehicle license fees and excise taxes on fuel are deposited. Expenditures are limited to highway purposes. Additionally, the fund is an administrative roll-up fund and a separate accounting entity for preparing the state's Comprehensive Annual Financial Report, or CAFR. Many other state accounts are 'created in the Motor Vehicle Fund' and thus subject to 18th Amendment restrictions.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

MAP-21 was the federal surface transportation authorization act in effect from FFYs 2013 through 2015.

MULTIMODAL TRANSPORTATION ACCOUNT

Account where certain transportation monies that 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's license.

NET FOR DISTRIBUTION

As applied to motor fuel taxes: 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 is 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, 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

A plan of current expenditures for day-to-day operations and the proposed means of financing them. 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 the Omnibus Appropriations Act that provides the operating budgets for state agencies other than 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)

Public Private Partnerships allow varying levels of private sector participation in the financing and delivery of public projects. Risk is allocated between the private and public sectors rather than residing only with the public sector.

PUBLIC TRANSPORTATION BENEFIT AREA (PTBA)

The transit agency governance model predominates for local transit agencies in Washington State. 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.

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 two or more contiguous county councils, each with 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. Voters must approve a regional plan that includes project lists and regional financing mechanisms. The RTID legislation was passed in the 2002 Legislative Session.

REGIONAL TRANSPORTATION PLAN

A state-required plan 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 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 limitations 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 that 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 that are replenished as loan recipients pay off obligations.

SAFETEA-LU

Federal surface transportation legislation that succeeded TEA-21. Congress passed this legislation in 2005.

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. The state corollary to the National Environmental Policy Act (NEPA).

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. The state Transportation Infrastructure Account was created in 1996 to function in this capacity.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a four-year, prioritized program of federally funded state transportation projects and regionally significant state and local transportation projects. Federally funded projects must be included in the STIP before FHWA or FTA will authorize the funding. 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)

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

TARGET ZERO

In order to receive federal Highway Safety Improvement Program funds, each state must have a Strategic Highway Safety Plan (SHSP). In Washington, the plan is called Target Zero: zero deaths and serious injuries on Washington roads and highways.

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 BENEFIT DISTRICT

Special tax districts that cities or counties may create to fund improvements to and operation of the transportation system.

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 taxes and 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)

Transportation demand management strategies are ways of addressing transportation system congestion and efficiency from the demand side. An effort to reduce the number of people traveling by single-occupant vehicles (SOV), especially during peak demand. Strategies include carpools, vanpools, transit, as well as time of day pricing and real-time traveler information.

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

An administrative roll-up fund and separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. This roll-up fund includes transportation accounts not restricted by the 18th Amendment to the State Constitution.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Metropolitan Planning Organizations are required by federal law to develop a four-year TIP, which includes a prioritized list of projects and a demonstration of financial constraints for the program. The TIP must be updated at least every four years, but MPOs in Washington update their TIPs every one or two years to remain consistent with the Statewide Transportation Improvement Program (STIP) update. TIPs from all regions of the state are compiled to produce 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 NETWORK COMPANY (TNC)

A company that exclusively uses a digital network to connect passengers with for-hire transportation services. Uber and Lyft are the largest such companies operating in Washington.

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. The Multi-Agency Permitting (MAP) Team continues similar efforts to facilitate timely permitting.

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 (UTBA)

A transit district whose area only includes unincorporated areas (areas not in city boundaries). The County Commission is the governing body. UTBAs have been formed in Garfield and Whitman Counties.

URBAN GROWTH AREA

Areas where urban growth will be encouraged under the Growth Management Act. Counties and cities must cooperatively establish urban growth areas. Cities must be located inside urban growth areas. 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
AWV	Alaskan Way Viaduct
BAC	Blood Alcohol Content
BEV	Battery Electric Vehicle
BPC	Board of Pilotage Commissioners (State)
BRCT	Blue Ribbon Commission on Transportation
BRT	Bus Rapid Transit
CAAP	County Auditors' Automation Project
CAPP	County Arterial Preservation Program
CCA	Climate Commitment Act
CDL	Commercial Driver License
CERA	Carbon Emissions Reduction Account (an account earmarked for transportation spending that affects reductions in transportation sector carbon emissions)
CERB	Community Economic Revitalization Board (State)
CFP	Clean Fuels Program
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
CWA	Connecting Washington Act
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
EITE	Emissions-Intensive and Trade-Exposed
ERP	Expert Review Panel (State)
ESSTA	Evergreen State Specialized Transportation Association
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act (2015 Federal Act)
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)
GHG	Greenhouse gas
GIS	Geographic Information System
GMA	Growth Management Act (State)
GO	General Obligation
GTEC	Growth and Transportation Efficiency Center (CTR)
GVW	Gross Vehicle Weight
HCT	High Capacity Transit

HCTA	High Capacity Transportation Account
HCTCA	High Capacity Transportation Corridor Area
HEAL	Healthy Environment for All (2021 Washington State Act)
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)
IIJA	Infrastructure Investments and Jobs Act
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)
LPF	Licenses, Permits, and Fees
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 (2012 Federal Act)
MAW	Move Ahead WA (2022 State Transportation New Law Funding Package)
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
NEVI	National Electric Vehicle Infrastructure (Federal Aid Highway program)
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration (Division of U.S. DOT)
NOFO	Notice of Funding Opportunity (Federal grants)
NOVA	Non-Highway and Off-Road Vehicle Activities Program Account
NPIAS	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
PHEV	Plug-in Hybrid Electric Vehicle
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
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Federal Aid Highway 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
TNC	Transportation Network Company
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	Transportation 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)
VfM	Value for Money
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
WATV	Wheeled All-Terrain Vehicle
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)
ZEV	Zero Emission Vehicle