



**Washington State
Department of Transportation**

KEY FACTS

A Summary of
Transportation
Information for
Washington State
2002

Dear Reader,

Key Facts is a long-standing publication of the Washington State Department of Transportation (WSDOT). Simple guides for the staff were first published 20 years ago. Over the years Key Facts has grown into an annual publication that many have come to rely on. People inside and outside the government, including staff at WSDOT and elsewhere, legislators, students, and interested citizens make use of this publication.

This year we have made some significant changes to Key Facts. We hope you find this edition easy to use and full of useful and helpful information.

You will find that we have incorporated many of your suggestions, eliminated some outdated charts and added new topics.

The on-line version of Key Facts can be found at www.wsdot.wa.gov/keyfacts/ or by clicking on the "maps and data" tab from our home page, www.wsdot.wa.gov.

Thank you for your interest. We hope to hear from you with any ideas you may have regarding future editions.

Sincerely,



Douglas B. MacDonald
Secretary of Transportation



Doug MacDonald, Secretary of Transportation, along with Angie Brown and other WSDOT volunteers and their families, help landscape the new Marvin Road interchange on Interstate 5 near Olympia.

Key Facts 2002

■ For additional copies contact: Claudia Lindahl
Washington State Department of Transportation:
360-705-7454.

■ Key Facts is available on-line at:
www.wsdot.wa.gov/Keyfacts

■ This publication of Key Facts is a Washington State
Department of Transportation in-house publication.

Content: All WSDOT Departments

Editor: Claudia Lindahl

Design: Jennie Throckmorton

Production: Joyce Norris

Printing: Washington State Department of Printing

Contents

Washington State's Transportation Systems 1

Demands Placed on the Transportation Systems 2

WSDOT's Capital Investment 4

Personal Income vs. Transportation Investment 5

Congestion 7

Highways and Bridges 10

Maintaining State Highways 12

Maintaining State Bridges 14

Washington State Ferries 16

Our Ferry Fleet Today 18

HOV Lanes 20

HOV Evaluation 21

Washington State Highway Safety 22

Incident Response and Service Patrols 23

Tribal Roads 24

Safety Rest Areas 25

Public Transit Ridership 26

Transportation Demand Management 28

Commute Trip Reduction Program 28

Park and Ride, Carpooling and Vanpooling 29

Aviation 30

Public Use Airports in Washington State 31

Rail Lines in Washington State 32

Amtrak in Washington State 33

Freight Railroads in Washington State 34

Grain Train 35

Washington Short Line Railroads 35

The Money: How It Is Raised And How It Is Spent 37

Transportation Revenue Sources 38

How is WSDOT's Budget Funded? 40

Transportation Funding 2001-2003 Biennium 41

Uses of Funds by WSDOT 2001-2003 42

WSDOT's 2001-2003 Budget 43

Gas Tax Revenue and Distribution 44

18th Amendment to the State Constitution 45

Gas Taxes 46

Nationwide Gas Tax Comparison 48

Licenses, Permits, and Fees 50

License Fees 51

License Fees (continued) 52

Household Expenditures 54

Vehicle Expenditures 55

Highway Maintenance Costs 56

Annual Costs Per Car for State Highway Maintenance 57

Average Costs for Improvements, Preservation and New Construction 58

Improvement and Preservation Costs 59

Washington State Ferry Funding 60

Public Transit Capital Investment 62

Public Transit Systems Taxing Authority 64

Federal Highway User Fees 66

Federal Highway Programs 68

Federal Transit Programs 68

Local Option Transportation Taxes 70

Local Option Transportation Taxes Chart 71

Local Option Transportation Taxes Chart (continued) 72

The People 73

Transportation Commission 74

WSDOT Regions and Divisions 78

Worker Safety at WSDOT 80

Useful Resources 83

Washington State Department of Transportation Website 84

Highway Projects: 85

Traveler Information: 86

Accountability 87

State Route Global Positioning System 88

Take A Virtual Drive with SRview 89

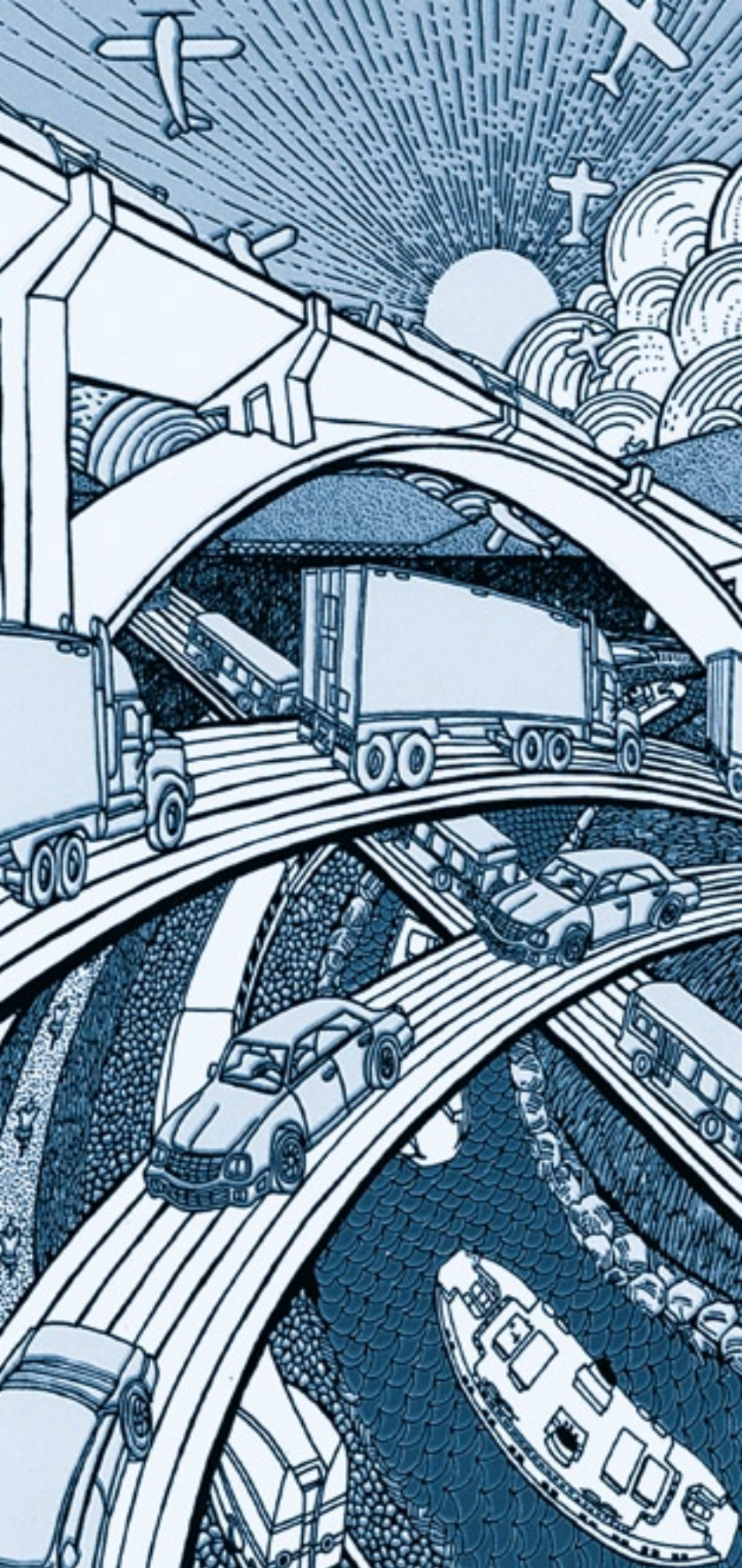
Contacts 90

Other State Agencies 92

Transit 93

Washington Short Line Railroads 95

Acronyms Glossary 97



Washington State's Transportation Systems

Transportation facilities in Washington are owned and operated by the state, cities, counties, and private business.

WSDOT manages state-owned facilities including state highways, interstate and other highways that are part of our national highway system, the Washington State Ferries and state-owned airports.

WSDOT's responsibilities also include planning and administrative responsibilities that affect public transportation, freight rail, intercity passenger rail, marine ports, and aviation.

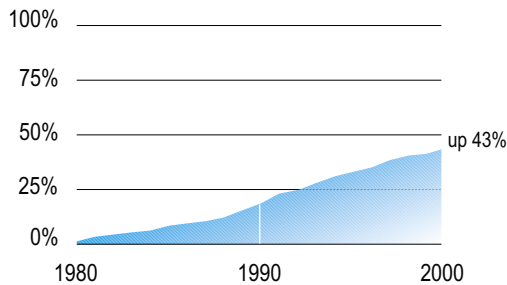
Demands Placed on the Transportation Systems

Demands on our transportation systems have grown dramatically over the past 20 years.

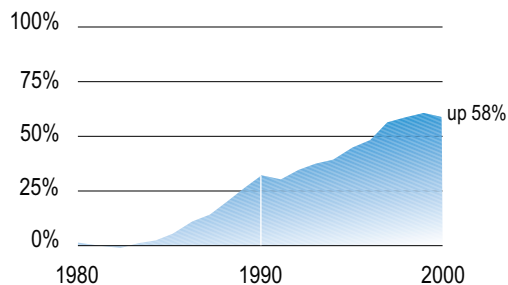
Washington's population is expected to exceed six million people by the year 2003. Employment grew by 58% between 1980 and 2000 and the number of vehicle miles traveled grew as well. Not only did vehicle registrations increase (57%) but ridership on our state ferries, public transit and vanpools also increased.

Population and employment grew between 1980 and 2000

Population

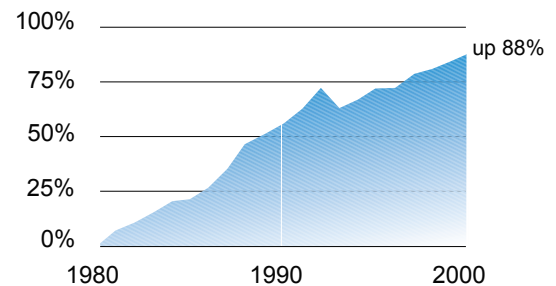


Employment

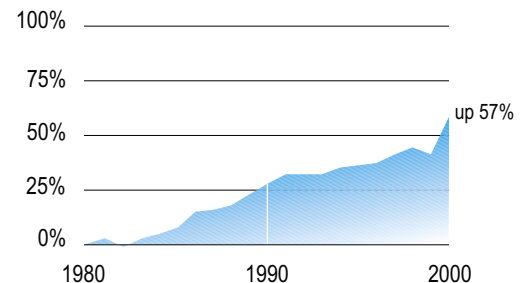


....which resulted in increased vehicle miles, vehicle registrations, and ferry, transit, and vanpool ridership.

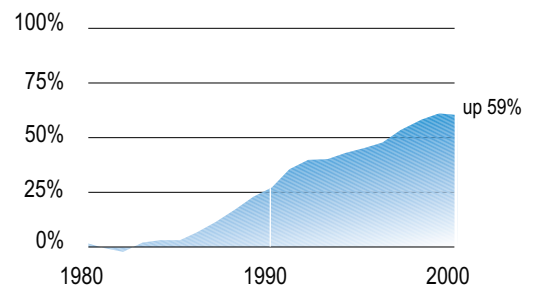
Vehicle Miles



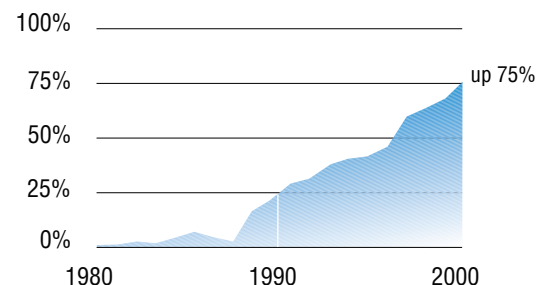
Vehicle Registration



Ferry Ridership



Transit & Vanpool Ridership



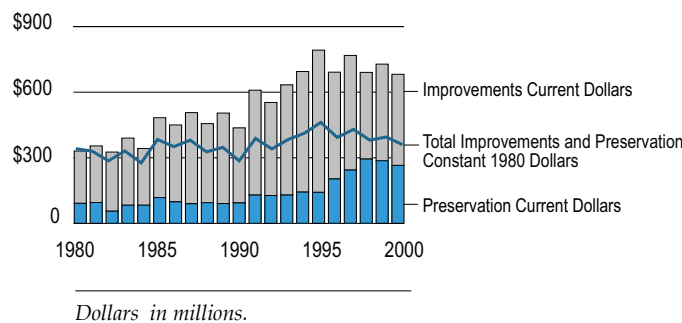
The data series supporting these charts is maintained by our Economics Branch in WSDOT's Finance and Administration Division.

WSDOT's Capital Investment

The State's capital investment in its transportation infrastructure has not kept pace with growing demand.

In 1980, one-quarter of the improvements and preservation budget went to preservation. However, in 2000, approximately 40 percent of our improvements and preservation budget was spent preserving our existing infrastructure. As our highway system ages, more dollars will be used to preserve our current system, resulting in fewer dollars spent for improvements. In 1980, our investment in transportation was \$342 million, while in 2000 the investment level stated in 1980 constant dollars would have been \$361 million.

WSDOT's Preservation and Improvements Investment

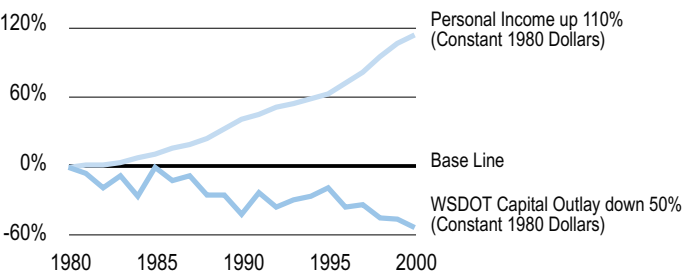


Personal Income vs. Transportation Investment

Over the past twenty years, the proportion of total state personal income invested in transportation has fallen sharply.

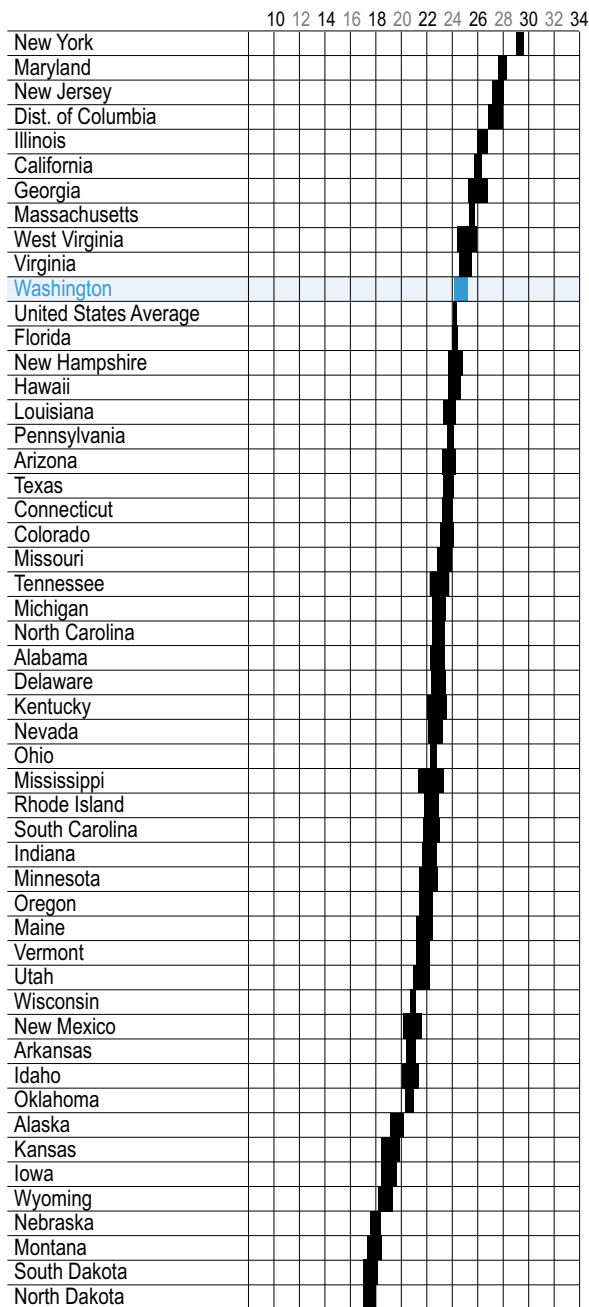
Total personal income has shown strong growth in Washington State. In 1980, total annual personal income was \$45 billion. By 2000, total personal income had risen to the level of \$95 billion in constant 1980 dollars. However, the share of each dollar of personal income invested by the state in transportation facilities has fallen by more than half.

WSDOT's Capital Investment Per Dollar of Personal Income



Sources: Capital Outlay Expenditures by Washington State Department of Transportation, based on available data, WSDOT, 2001.

Average U.S. Commute Time (Commute Time In Minutes)



Congestion

Everyone in Washington State wants to know what is being done to fight the congestion on our freeways and highways that has been caused by the increased demands on our transportation facilities over the years.

New congestion measurement principles were adopted by the Transportation Commission's Benchmark Committee on December 2001. WSDOT will use these new measurement principles to measure congestion on the highways, as well as to measure the effectiveness of actions taken by WSDOT to make improvements for congestion relief.

WSDOT's Congestion Measurement Principles:

- Use real time measurements (rather than computer models) whenever possible.
- Measure congestion due to incidents as distinct from congestion due to inadequate capacity.
- Show whether reducing congestion from incidents will improve travel time reliability.
- Demonstrate both long-term trends and short-to-intermediate term results.
- Communicate about possible congestion fixes using an "apples-to-apples" comparison with the current situation (for example, if the trip takes 20 minutes today, how many minutes shorter will it be if we improve the interchanges?)
- Use plain English to describe measurements.

WSDOT's new approach will focus on measuring efficiency, reliability, and progress that the public can see and experience in the short and intermediate term.

The chart to the left depicts the new Average Commute Travel Time data released by the U.S. Census Bureau for 2000. Washington State ranks 11th for average commute time (24.9 minutes), just slightly above the national average of 24.3 minutes. Washington driver's commute time has increased by two minutes since 1990.

Source: U.S. Census Bureau
www.census.gov/c2ss/www/Products/Rank/RankTT040.htm

Vehicle and Driver Statistics, 2001

Population and Drivers

Washington State Population	5,963,777
Driving Age Population (16 years and older)	4,556,524
Driving Age Population as a Percent of Total Population	76.4%
Number of Driver's Licenses in Place	4,174,644
Licensed Drivers as a Percent of Population	70%

Registered Vehicles

Autos	3,648,192
Truck/Tractor Truck	1,399,519
Motor Homes	78,530
For Hire, Buses, Stage	1,300
Tow Trucks	1,692
Other	13,338
Motorcycles	115,044
Mopeds	7,574
Sub Total Motorized	5,265,189
Trailer/Semi-trailer	347,162
Campers	35,963
Sub Total Non Motorized	383,125
Total Registered Vehicles*	5,648,314

**In 2001, travel trailers and utility trailers not required to be registered. There were 252,988 personal use trailers in 2001.*

Annual Averages - Miles Traveled and Gasoline Used

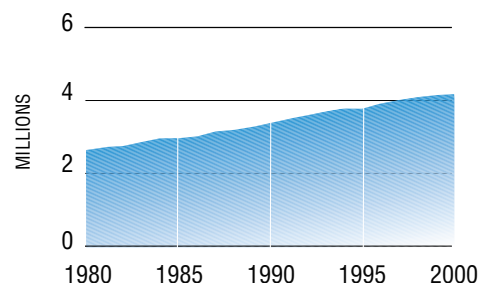
Miles Traveled	54 Billion
Gallons Consumed per Vehicle	614
Miles per Vehicle	10,529
Miles per Gallon	17.16

Did You Know?

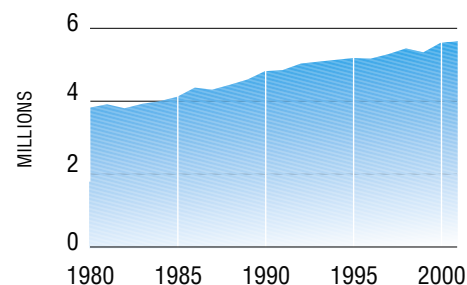
Since 1970, vehicle miles traveled nationally have increased 123 percent while road capacity nationally has only increased 5 percent.

Source: TRIP (The Road Information Program) 2/4/02 news release.

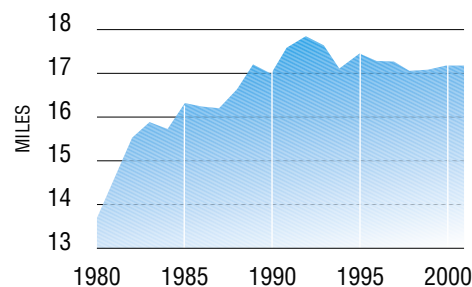
Washington Licensed Drivers



Registered Vehicles



Miles Per Gallon



Highways and Bridges

Highways, roads and bridges are a very important part of Washington’s transportation system. WSDOT is responsible for 7,048 centerline miles of roadways and 3,367 bridges.

Even though the state highway system has less centerline miles than systems operated by cities and counties, the state system carries well over half of the traffic (58%).

Structures built at least 50 years ago, like the Ship Canal Bridge and Alaskan Way Viaduct in Seattle, the Monroe Bridge in Spokane, the Interstate Bridge on the Columbia River and the Lewis and Clark Bridge in Longview, still serve us; in some cases they carry two and three times the traffic they were originally built for.

How Many Bridges?

Type of Structure	Total Number State-wide	WSDOT Responsibility
Pedestrian Bridges	143	61
Railroad Bridges	183	11
Buildings	1	1
Structures under 20 feet long	496	200
Culverts over 20 feet long	163	69
Tunnels	43	34
Vehicular Bridges over 20 feet long	7,214	2,991
Total	8,243	3,367

Did You Know?

Byrne’s Mill road, the first “official” roadway in what is now Washington State, was authorized by the legislature of the Oregon Territory in 1852 and connected Puyallup, Tacoma and Steilacoom.

In 1889, just four years after Washington achieved statehood, the legislature approved the construction of the Cascade Wagon Road. Today’s State Route 20, also known as the North Cascade Highway, roughly follows that original wagon road.

By 1905 Washington State had 1,082 miles of road and 125 of those were in “IMPROVED” condition!

How Many Miles of Roads?*

Year 2001 Mileage in Washington State

	Centerline Miles	Daily Miles Traveled (1,000’s)	Amount of Traffic Carried
State Highways**			
Interstate	764		
Rural	5,433		
Urban	851		
Total	7,048	84,661	58.1%
County Roads			
Rural	35,279		
Urban	1,663		
Urban Local Streets	3,456		
Total	40,398	24,002	16.1%
City Streets			
Rural	2,267		
Urban	3,075		
Urban Local Streets	8,790		
Total	14,132	36,779	24.7%
Other Public Roads			
Other State Roads***	11,909		
Other Federal Roads***	7,416		
Tribal Roads	81		
Port District Roads	2		
Other Total	19,408		1.1%
Total State Miles	80,986	1,610	100%

* All miles in the above chart are shown in centerline miles; a one-mile length of eight lanes on I-5 measures the same as one-mile length of two lanes on SR-101. Both equal one centerline mile.

** Reversible lane data included with interstate centerline miles, as reported to FHWA.

*** Other roads include forest service and other service roads.

How Many Miles of HOV Lanes?

HOV Lanes 2001*	Lane Miles on Interstates
HOV lane miles open to traffic	198
HOV lane miles under construction	7
HOV lane miles in planning stage	92
Total	297

* HOV lane miles are included in interstate centerline miles listed above.

Maintaining State Highways

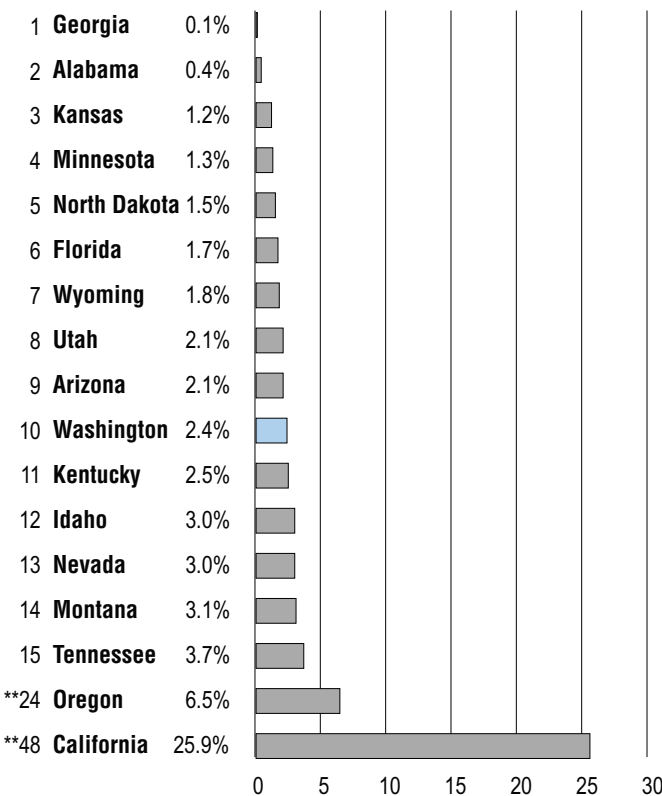
www.wsdot.wa.gov/biz/maintenance/

Motorists frequently see WSDOT maintenance crews performing functions like the following on our highways:

- Repairing pavement
- Filling potholes
- Fixing and calibrating signals
- Clearing snow and ice
- Sweeping and cleaning
- Striping highways and replacing pavement markers
- Repairing and painting bridges
- Keeping tunnel systems in working order, including the lighting, ventilation and fire safety systems
- Maintaining lighting for highways and signs
- Replacing and repairing signs
- Replacing and repairing guardrails
- Maintaining culverts and ditches
- Repairing slides and slopes
- Removing debris from highways (including dead animals)
- Maintaining landscaped areas and controlling vegetation
- Assisting at accidents
- Maintaining the state's 42 Safety Rest Areas

Fewest Roads in Rough Condition*

(Ranking of Top 15 States)



* FHWA, Highway Statistics 2000.

** Oregon and California have been added to chart for West Coast comparisons.

Did You Know?

Driving on roads in need of repair costs U.S. motorists \$49 billion a year in extra vehicle operating costs, or \$259 per Motorist* (national average).

Approximately 1,200 tons of litter and debris are removed from Washington's highways, and roadsides every year. This is equal to 24 trash bags per mile of highway each year.

In the winter of 1996-1997, over nine million cubic yards of snow was removed from Washington's highways. That's enough snow to fill four football stadiums or make 17.5 million snowmen!

295,000 gallons of paint were used to stripe 24,515 miles of Washington State highways in 2001.

*Source: TRIP (The Road Information Program) 2/4/02 news release.

Maintaining State Bridges

www.wsdot.wa.gov/eesc/bridge/index.cfm



Bridge maintenance on SR 182

Inspection

Washington State bridges undergo rigorous inspections every two years. This includes annual underwater diving inspections of floating bridges. One-third of the underwater cable systems are inspected annually. Bridges with moveable spans receive a special in-depth inspection once every five years.

Repair, Rehabilitation and Replacement

Needs are identified and expenditures are split between capital construction and highway maintenance. Nine major replacement or rehabilitation projects are scheduled for the 2001-2003 biennium.

Bridge Preservation

Bridge painting, one of the main preservation items, is a major project. Safety and environmental issues, size of the bridge, and other requirements all contribute to the complexity of bridge painting. The maintenance of protective coatings is essential to prevent corrosion and loss of capacity.

Risk Reduction

Three hundred twenty-three full or partial seismic retrofits to bridges have been completed since 1990 to meet current American Association of State and Highway Transportation Officials (AASHTO) standards. An additional 950 bridges await retrofit programming. Priorities are based on seismic risk of a site, structural deficiencies and route importance.

WSDOT'S Top Ten Priority Bridges for Replacement or Rehabilitation

		Highway	Nearest City
1	Yakima River Bridge	SR 240	Richland
2	Columbia River/Lewis & Clark Bridge	SR 433	Longview
3	Hood Canal Bridge (East Half)	SR 104	Port Gamble
4*	City Waterway Bridge	Old SR 509	Tacoma
5**	Barclay Creek Bridge	US 2	Skykomish
6	McCalla Creek Bridge	US 101	Amanda Park
7	Voights Creek Bridge	SR 162	Orting
8**	Methow River Bridge	SR 20	Twisp
9	Ebey Viaduct Bridge	US 2	Everett
10	Dry Creek Bridge	SR 12	Walla Walla

* Slated for removal.

** Barclay Creek and Methow River Bridges are currently under contract to be replaced.

This listing does not include the special issue of the Alaskan Way Viaduct.

Did You Know?

Over half of Washington's bridges were built between 1958 and 1976.

The four longest floating bridges in the country are in Washington State!

- Longest: Evergreen Floating Bridge – 7,578 feet long
- 2nd longest: Lacey V. Murrow (I-90 eastbound) – 6,620 feet long
- 3rd longest: Hood Canal Bridge – 6,521 feet long
- 4th longest: Homer Hadley (I-90 westbound) – 5, 811 feet long

Washington State Ferries

www.wsdot.wa.gov/ferries/index.cfm

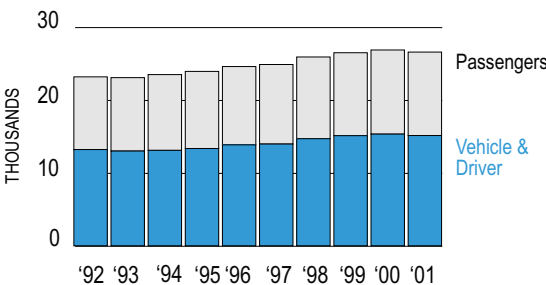
Washington State Ferries (WSF) is the largest ferry system in the United States, serving eight counties within Washington and the Province of British Columbia in Canada.

In fiscal year 2001, Washington State Ferries carried over 11 million vehicles and 26 million people making it the second largest transit system in the state. The ferry system is an essential part of western Washington's highway network, providing a critical link between the urban areas on the east side of Puget Sound and the growing communities to the west. For communities on Vashon Island and four of the San Juan Islands, Washington State Ferries provides the only link for automobile travel with the mainland.

Ferry Statistics 2001

Number of Vessels	29
Ports of Call (Terminals)	20
Number of Routes	10
Passengers Carried	26.6 million
Vehicles (including driver)	11.5 million
Gallons of fuel used in a year	19.2 million

Ferry Ridership



WASHINGTON STATE FERRY ROUTES



Did You Know?

The Illahee, the Nisqually, the Klickitat, and the Quinault, all Steel Electric Class vessels, were built in 1927, the year Babe Ruth hit 60 home runs. These vessels were part of the original purchase from the Black Ball Line in 1951 and are still in use today.

In 1940, when "Galloping Gertie," the then-new Tacoma Narrows Bridge was destroyed by wind, the Skansonia, built in 1929, was pressed into service and carried passengers until a new bridge was completed in 1950.

All vessels are safety certified annually by the U.S. Coast Guard.

Our Ferry Fleet Today



Jumbo Mark II Class: 3 Vessels

Puyallup, Tacoma, and Wenatchee

218 Autos / 2,500 Passengers
Length 460'2" Draft 17'6"
Displacements 5,600 LSW



Jumbo Class: 2 Vessels

Spokane and Walla Walla

206 Autos / 2,000 Passengers
Length 440'0" Draft 18'0"
Displacements 4,860 LSW



Super Class: 4 Vessels

Elwaha, Hyak, Kaleetan, and Yakima

160 Autos / 2,500 Passengers
Length 382'2" Draft 18'6"-19'4"
Displacements 3,609.24 - 3,755 LSW



Issaquah Class: 6 Vessels

Cathlamet, Chelan, Issaquah, Kittitas, Kitsap, and Sealh

100-130 Autos / 1,200 Passengers
Length 328'0" Draft 15'10"-16'6"
Displacements 3,072.6 - 3,312.3 LSW



Evergreen State Class: 3 Vessels

Evergreen State, Klahowya, and Tillikum

100 Autos / 1,000-1,140 Passengers
Length 310'0" Draft 15'10" - 16'21/2"
Displacements 2,301 - 2,417.64 LSW



Steel Electric Class: 4 Vessels

Illahee, Klickitat, Nisqually, and Quinault

75 Autos / 665-800 Passengers
Length 256'0" Draft 13'0"
Displacements 1,865.63 LSW



Others: 2 Vessels

Rhododendron

65 Autos / 546 Passengers
Length 227'6" Draft 10'0"
Displacements 1,481 LSW



Hiyu

40 Autos / 200 Passengers
Length 162'0" Draft 11'3"
Displacements 616 LSW



Passenger-Only: 5 Vessels

Kalama and Skagit

250 Passengers
Length 112'0" Draft 5'2"
Displacements 152.7 LSW



Tyee

329 Passengers
Length 94'4" Draft 7'11"
Displacements 121.67 LSW



Chinook and Snohomish

350 Passengers
Length 143'3" Draft 5'2"
Displacements 196.0 LSW



In 2001, Washington State Ferries celebrated its 50th year as a part of the Washington State transportation system.

*LSW = Long Tons Salt Water
Draft and Displacement are measured with vessel fully loaded.*

HOV Lanes

www.wsdot.wa.gov/hov/ (Puget Sound)

www.rtc.wa.gov/hov/ (Vancouver)

High Occupancy Vehicle (HOV) lanes are one of the tools for fighting congestion in some urban areas of the state.

Puget Sound and Vancouver region HOV lanes are one part of an overall strategy to reduce congestion and delays. HOV lanes offer the incentive of a faster, more reliable trip to people who carpool, vanpool, and ride the bus.

In October 2001, WSDOT opened the first HOV lane outside the Puget Sound region on southbound Interstate 5 in Vancouver. The initial evaluation report, published in December 2001, shows a savings



in peak-hour travel time of six minutes for commuters in the HOV lane compared to people traveling in adjacent general-purpose lanes.

Puget Sound highlights include the opening of the final 3.5 miles of HOV lanes on Interstate 405. This segment, between SR 522 and the I-5/Swamp Creek Interchange, opened in February 2002, months ahead of schedule. This segment is the final link to complete the HOV system on the east side of Seattle.

HOV Evaluation

The following is an example of HOV evaluation for to I-405: Bellevue to Lynnwood for an average weekday. Similar analysis for other HOV sections in Puget Sound are available on line at www.wsdot.wa.gov/hov/pugetsoundeval.

I-405 at NE 85th Street (MP 17.99)

Time Period	Vehicles		Persons		Average Speed*		Transit Riders/ Hour
	Ln/Hr		Ln/Hr		Ln/Hr		
	GP	HOV	GP	HOV	GP	HOV	
Northbound							
AM Peak 6am-9am	1,098	267	1,230	545	59.8	60+	51
Midday 9am-3pm	1,312	461	1,483	986	59.8	60+	20
PM Peak 3pm-7pm	1,536	1,291	1,690	3,228	28.0	56.1	341
Night 7pm-10pm	1,038	351	1,173	750	60+	60+	6
Southbound							
AM Peak 6am-9am	1,666	1,063	1,833	2,869	49.9	57.6	494
Midday 9am-3pm	1,420	573	1,718	1,266	60+	60+	16
PM Peak 3pm-7pm	1,259	630	1,385	1,380	59.9	60+	66
Night 7pm-10pm	698	213	845	472	60+	60+	6

SR (State Route); MP (Mile Post); GP (General Purpose).

* Average Speed is for the Peak 1-Hour in each time period.

Corridor Performance

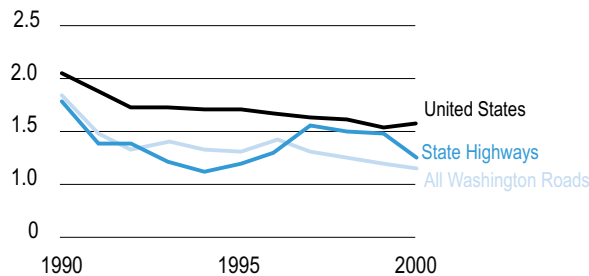
- The general purpose traffic volumes are oriented to the peak direction with the heaviest southbound volumes occurring in the AM peak and the heaviest northbound volumes in the PM peak. As a result, average speeds in both the AM and PM peak hours are well below the posted limit.
- The northbound HOV lane experiences mild congestion in the PM peak, HOV lane person throughput in the PM peak is nearly twice the general-purpose lane average. Southbound the HOV lane speed is at or near the posted limit in all time periods. However, through downtown Bellevue the HOV lane experiences congestion in the PM peak.
- Transit service is oriented to the peak periods and ridership is concentrated in the peak direction. Outside of the peak periods transit ridership is low.

Washington State Highway Safety

The goal of WSDOT, the Washington State Patrol, and the Washington Traffic Safety Commission is to reduce and eliminate deaths and disabling injuries on our state's highways and roads.

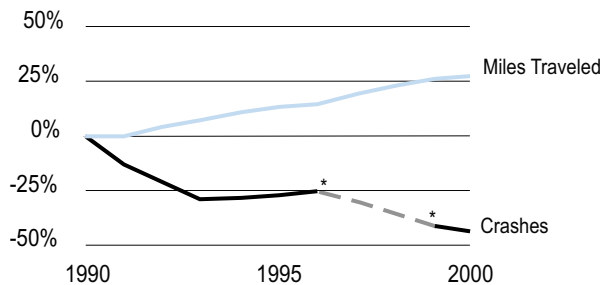
Since 1990, accident rates have fallen across the country. In Washington, since 1990, vehicle miles traveled have increased by almost 30%, while the number of fatal and disabling injuries have fallen by almost 50%.

Traffic Fatality Rates



*All Washington public roads and Washington State highways fatalities per 100 million vehicle miles traveled.

Fatal or Disabling Crashes



*Fatal/Disabling data incomplete from 1996 to 1999.

Did You Know?

Quicker incident response teams can significantly reduce incident-related congestion and pay major dividends in timesaving for the traveling public.

Roadway conditions are a factor in the deaths of about 30 percent of the estimated 42,000 people who are killed in traffic accidents in the U.S. each year.*

*Source: TRIP (The Road Information Program) 2/4/02 news release

Incident Response and Service Patrols

WSDOT Incident Response and Service Patrol Teams, in cooperation with the Washington State Patrol and the Washington Tow Truck Association, help to keep traffic moving on our highways and freeways.

A large portion of all highway congestion is due to highway incidents, and at least half of those incidents are minor, road-blocking situations. A quick response to incidents saves motorists time and money.

The WSDOT Incident Response Teams (IRTs) have specially equipped vehicles available 24 hours a day. By coordinating with the Washington State Patrol and other emergency services, IRTs can respond almost immediately to collisions or other incidents. WSDOT and the Washington State Patrol have coordinated public and private resources to try to clear collisions and incidents within 90 minutes. The Expanded Incident Response Program with its fleet 38 vehicles, will effectively reduce response and clearance times by mobilizing current on-call units into a roving mode during peak traffic periods.

In high-density traffic areas, the average response time is about three minutes (compared to 23 minutes for fixed-base response teams). There are currently four Service Patrol zones: two in the Tacoma area on I-5 and SR 16; and two in the Seattle area on I-5.

Service Patrols assist an average of 700 motorists a month, saving an estimated 22,000 hours of delays per year for the driving public.*

* Based on Service Patrols' quicker average time for clearing blocked incidents. Data series supporting these statistics is maintained in the NW Region Incident Response Database.

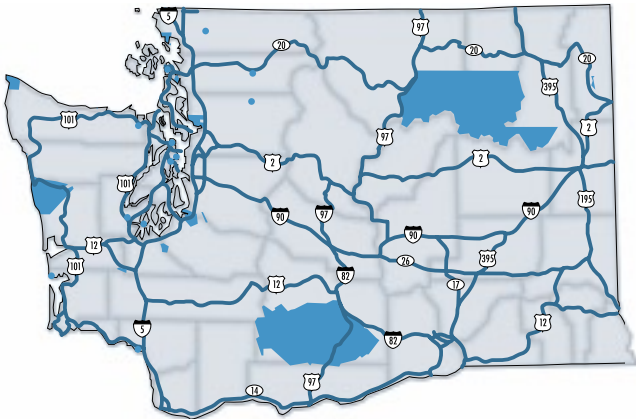
Tribal Roads

The Bureau of Indian Affairs Reservation Roads System recently opened 81 miles of Indian Nations Roads to the public, bringing the state's total public road mileage on tribal lands to 1,282 centerline miles.

Washington State is home to 29 federally recognized tribes. Four more tribes are awaiting recognition. WSDOT consults with tribes on state, local and tribal transportation projects and programs to optimize service delivery. The tribes have administrative, governmental, planning, real estate, natural resources, and cultural preservation departments that work with their respective counterparts in WSDOT. In addition, there are regional and national tribal organizations with interests in transportation.

WSDOT's Tribal Liaison Office was established in 2001 to provide support on a wide range of issues, both within the agency and externally to tribes.

Indian Reservations and Landless Tribes



Safety Rest Areas

www.wsdot.wa.gov/biz/restareas/

WSDOT maintains 42 Safety Rest Areas, 28 on Interstates, 11 on U.S. Highways, and the remaining four on state routes.

Safety Rest Areas provide a place for drivers to leave the highway to stop and rest or relax. During the 1960's the federal government provided significant funding for the construction of Safety Rest Areas as an integral part of the interstate system. Most of Washington State's Safety Rest Areas were built during this time.



The Free Coffee program at the Scatter Creek safety rest area is popular with the traveling public.

Did You Know?

38.5 million visitors a year use our Safety Rest Areas.

Nineteen Safety Rest Areas have free RV dump stations. RV dump facility maintenance is funded by a dedicated \$3 license/user fee paid by RV owners.

It costs \$560,000 a year to pick up and dispose of litter at our Safety Rest Areas.

Twenty-six of our Safety Rest Areas have a free coffee program provided by volunteer groups from nearby communities. Their generosity is deeply appreciated by motorists and we extend our thanks!

Public Transit Ridership

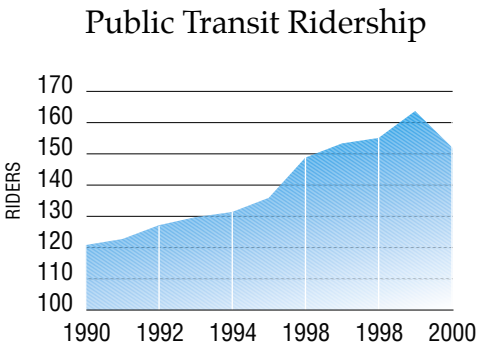
www.wsdot.wa.gov/transit/

Public transit offers safe, reliable transportation that for many is an alternative to driving. Transit operators provide over 152 million passenger trips each year.

There are 26 public transit agencies providing regular fixed route services as well as demand response service throughout the state. The chart to the right shows total ridership statewide for both fixed route and demand response service. The accompanying table details ridership for the three largest agencies over the past 11 years. King County Metro provided over 60 percent of the 152.5 million passenger-trips in 2000.

As noted in the chart to the right, ridership for 2000 dropped approximately 7.5 percent from 1999. This drop was due primarily to a reduction in service in many areas after funding was cut due to Initiative 695. To offer the most cost effective routes, reductions were made in frequency of service and geographic area served. This reduction leaves some rural areas without regular and/or dial-a-ride service.

For a listing of the Public Transit Authorities phone numbers and websites, see the directory in the Useful Resources section.



Millions of Passenger Trips (Public Transit)

Year	King County Metro	Pierce Transit	Spokane Transit Authority	All Others	Totals
1990	79.2	10.7	7.3	24.9	122.0
1991	78.7	10.0	7.6	27.9	124.2
1992	81.9	10.3	7.4	28.9	128.5
1993	81.6	10.4	7.9	31.1	131.0
1994	80.5	10.8	7.9	33.5	132.6
1995	81.7	11.3	7.9	36.1	137.0
1996	88.7	12.3	8.3	40.2	149.5
1997	89.5	12.8	8.6	43.0	153.9
1998	91.6	13.5	8.4	42.1	155.6
1999	97.1	14.3	8.5	44.0	164.0
2000	92.1	14.0	8.9	37.5	152.5

Private Carriers

Also serving Washington State are private coach lines. The chart below shows the number of one-way trips (boardings), as well as in-service miles in the state. Fleet size data is only available for 2001. For a listing of Private Carrier phone numbers and websites, see the directory in the Useful Resources section.

Private Carriers within Washington State

Company Name	2000		2001		
	Miles	Passenger Trips	Miles	Passenger Trips	Fleet Size
Greyhound Lines, Inc.	4,095,435	383,862	4,035,191	368,903	47
Northwestern Trailways	792,977	69,339	835,861	70,213	6
Olympic Bus Lines	36,119	363	37,014	372	3
Wheatland Express	N/A	N/A	80,561	150	2
Airporter Shuttle	1,169,965	118,758	1,151,757	124,286	28
Totals	6,094,496	572,322	6,140,384	563,924	86

Transportation Demand Management

www.wsdot.wa.gov/TDM/tripreduction/

Transportation Demand Management (TDM) is an umbrella term for strategies that optimize the roadway investment by encouraging alternatives to one-person-to-a-car driving. As part of WSDOT’s efforts to increase the efficiency of our transportation system, the department uses a number of TDM strategies, including:

- High-occupancy-vehicle (HOV) lanes
- Facilities that support transit, such as park and ride lots and direct-access ramps
- Vanpooling
- Commute Trip Reduction Program
- Planning for land use that requires less driving

Commute Trip Reduction Program

Washington law requires major employers located in the state’s nine most populous counties to make a good faith effort to reduce vehicle trips to their worksites during peak commuting hours. Employers partner with WSDOT and their local jurisdictions in the ten-year-old Commute Trip Reduction Program to encourage employees to get to work by means other than driving alone. Employers may tailor the program to suit their worksites.

Over 1,100 employers participate in the Commute Trip Reduction Program, including 83 employers that participate voluntarily. (Participation has declined somewhat following the loss of a tax credit available 1994–1999.) Many employers involved in the program report economic benefits from the program, such as reduced costs for providing parking and improved retention of employees.

WSDOT supports the Commute Trip Reduction Program with direct and indirect assistance to employers. WSDOT also collects data about the program.

At worksites participating in Commute Trip Reduction, 64.9 percent of employees drive alone to work – a reduction of 9.3 percent in the drive-alone rate since 1993. By comparison, the statewide percentage of employees driving alone to work has increased slightly from 73.9 percent to 74.1 percent.

Park and Ride, Carpooling and Vanpooling

Park and Ride lots and High Occupancy Vehicle (HOV) lanes support transit, carpooling and vanpooling. These lots allow people to park their vehicle, hop on a bus or in a carpool and share the ride to work. Statewide there are 215 Park and Ride lots, mostly in the Puget Sound area. Currently more than two thirds of the Puget Sound area Park and Ride lots exceed the full utilization standard of 70 percent parking stall occupancy. King County lots have the highest occupancy rates in the state at an average of 87 percent.

On workday mornings in the Puget Sound area, transit carries ten percent of all trips and carpools and vanpools carry nine percent of all trips. For a workday morning commute in downtown Seattle, transit, carpools and vanpools carry 53 percent of all trips. The number of vanpools statewide increased in 2001 by 5.1 percent, bringing the total number of vans to 1,572.

Park and Ride Lots, Statewide*
2001

County	Number of Lots	Number of Stalls
Benton	8	627
Chelan	7	160
Clallam	4	182
Clark	8	858
Cowlitz	7	465
Douglas	1	40
Franklin	1	50
Grant	4	94
Grays Harbor	3	102
Island	7	893
Jefferson	4	143
King	30	7,893
Kitsap	23	2,080
Klickitat	1	19
Lewis	3	150
Mason	4	125
Pacific	1	13
Pierce	20	4,339
San Juan	2	67
Skagit	7	220
Skamania	1	30
Snohomish	35	4,929
Spokane	13	1,645
Thurston	7	578
Whatcom	6	363
Yakima	8	376
Total	215	26,441

* Not all facilities are state owned.

Aviation

www.wsdot.wa.gov/Aviation/

Aviation is important to the economic health of Washington and the quality of life for its citizens, businesses and visitors.

The Washington State Aviation Policy, adopted in 1998, expanded the state’s role regarding airport preservation and capacity, aviation safety, environmental protection and educational outreach for the 129 public-use airports and 25,000 pilots across the state.

Public use airports provide approximately 170,000 jobs and ship over 500,000 tons of cargo throughout the state. Each year over 750 lifesaving ambulance missions and over 460 search and rescue missions are flown from our public use airports.

WSDOT aviation programs include: administering the Airport Aid Grant Program; aviation planning; coordinating air search and rescue missions; registering aircraft and pilots; and maintaining 16 state-owned airports.

Airport aid grants protect the public’s investment in airports. WSDOT Local Airport Aid grant money is distributed to small communities in Washington to fund pavement projects, airport lighting and to help communities meet local matching requirements for Federal Aviation Administration grants. Approximately \$1 million is available each year for WSDOT airport grants. In 2001, the Airport Aid Grant Program awarded funds to 37 airports across the state, primarily in rural areas.

Aviation Statistics: Millions of Passengers

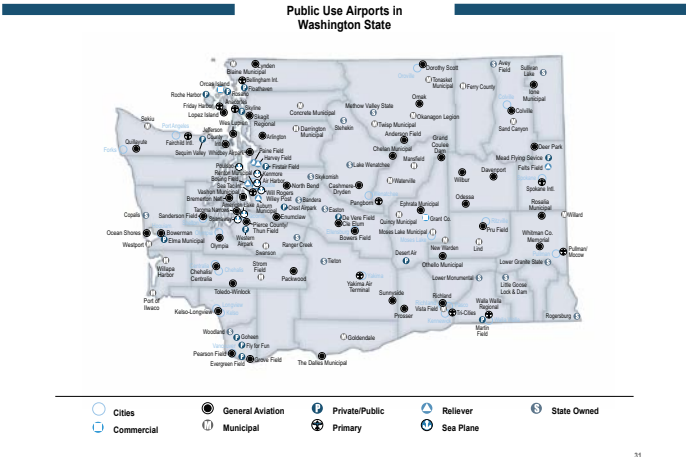
Growth	1999	2000	Increase
SeaTac*	27.7	28.4	2.5%
Spokane*	3.0	3.1	3.2%
All other	0.6	0.6	1.0%

* SeaTac, Spokane International, as well as other major commercial and general aviation airports, though eligible for WSDOT funds, rely on FAA grants for their funding.

Search and Rescue

Four hundred sixty-three search and rescue missions were flown last year by a crew of 400 certified volunteer pilots and ground crew using 200 donated personal aircraft. The majority of the missions flown were beacon retrieval with 63 accident missions and seven full-scale searches. Search and rescue certification classes are offered six times a year around the state.

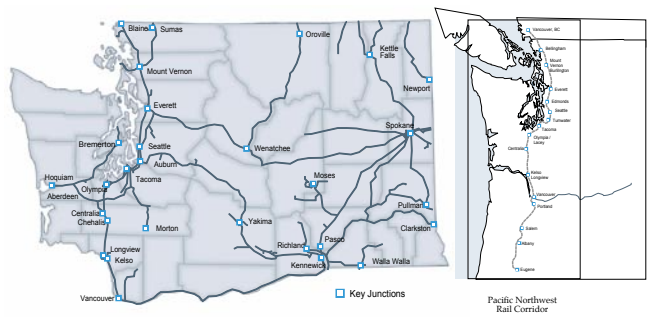
Public Use Airports in Washington State



[Click to Enlarge](#)

Rail Lines in Washington State

Rail Lines in Washington State



Click to Enlarge

32

Amtrak in Washington State

Washington State has joined with railroads, the state of Oregon, and federal and local governments to provide faster, more frequent Amtrak service between 11 cities in western Washington. In addition, four cities in Oregon and Vancouver, British Columbia complete the Pacific Northwest Rail Corridor, which extends from Eugene, Oregon, through Portland and Seattle to Vancouver, BC. 640,000 passengers rode Amtrak within the corridor in 2001.

In 1992, the Federal Railroad Administration designated this route as a high-speed rail corridor. Since then, Washington State has invested in construction and day-to-day operations of Amtrak intercity passenger rail service.

The Amtrak *Cascades* train service is sponsored in part by Washington State. Three daily round trips are provided between Seattle and Portland with two of these trips extending south to Eugene. Amtrak also offers two daily round trips between Seattle and Bellingham with one of these trains extending north to Vancouver, BC. In addition, Washington also invests in railroad track, safety system and station upgrades within the state.

There are currently two Amtrak long-distance trains that serve Washington State — the *Empire Builder* and the *Coast Starlight*. The *Empire Builder* offers one daily round trip between Seattle and Chicago and the *Coast Starlight* offers one daily round trip between Seattle and Los Angeles.

Amtrak Ridership

	1999	2000	2001	Growth 1999-2001
PNW Rail Corridor*	565,000	640,000	658,000	23.9%
Amtrak <i>Cascades</i>	452,000	530,000	560,000	16.4%

* Total PNW Rail Corridor ridership includes passengers on the *Coast Starlight* between Eugene, Oregon and Seattle.

- The Pacific Northwest Rail Corridor is 466 miles long.
- Since 1993, ridership on the Amtrak *Cascades* has increased 83%.
- 26% of Amtrak *Cascades* passengers book tickets online (the highest percentage of any route within the Amtrak system).

Freight Railroads in Washington State

www.wsdot.wa.gov/pubtran/rail.htm.

1999 Washington Freight Rail Statistics*

	Total
Total Rail Miles	3,123
Rail Carloads Handled**	1,935,177
Total Tons Carried by Rail**	77,543,585

Rail Tonnage of Top Commodities* Commodities Originating Within the State

Top Five Commodities	Tons	% of Total
Mixed Freight	5,430,380	22%
Lumber or Wood Products	4,656,936	19%
Waste and Scrap	3,152,684	13%
Pulp and Paper	1,732,108	7%
Farm Products	1,431,226	6%

Commodities Terminating Within the State

Top Five Commodities	Tons	% of Total
Farm Products	15,580,345	38%
Mixed Freight	3,966,875	10%
Lumber or Wood Products	3,286,342	8%
Food Products	2,674,478	7%
Chemicals	2,652,257	6%

Note: This page displays most recent data available.
* 1999 data from the Policy, Legislation, and Economics Department of the Association of American Railroads, Washington, DC, at Internet site www.aar.org/states1999.nsf
** Freight originating in, terminating in, or carried through the state.

Did You Know?

The first “railroad” in what is now Washington State appeared in 1851. It consisted of wooden tracks designed to carry passengers and freight on carts around the Cascades Rapids of the Columbia River.

Washington earned statehood soon after the Northern Pacific Railway completed the Stampede Pass rail tunnel in 1888. Completion of the 1.8-mile long tunnel gave the rest of the nation direct rail access to Puget Sound for the first time.

The state’s shortest rail line is the two-mile long Mount Vernon Terminal Railroad Company.

Grain Train

The grain train is a financially self-sustaining program helping 1,600 Washington State farmers move grain to deep-water ports on the Columbia River and Puget Sound.

Since railroads determined that longer hauls to the Midwest are more lucrative than short in-state hauls, eastern Washington has suffered from a chronic grain car shortage. The grain train addresses the problem by using federal funds to provide grain cars designated for short-haul use.

- The grain train’s timely delivery and low shipping costs keep Washington State products competitive in domestic and world markets.
- The first grain train recovered 80 percent of its purchase price within six years of operation.
- Grain trains serve several grain cooperatives in eastern Washington—Prescott, Endicott, Thornton, St. John, La Crosse, Warden, and Schrag.
- The grain train helps Washington State avoid highway congestion and wear and tear. Two grain trains are currently in operation.
- The grain train fleet consists of 65 cars; 47 are owned by Washington State, 18 by the Port of Walla Walla.

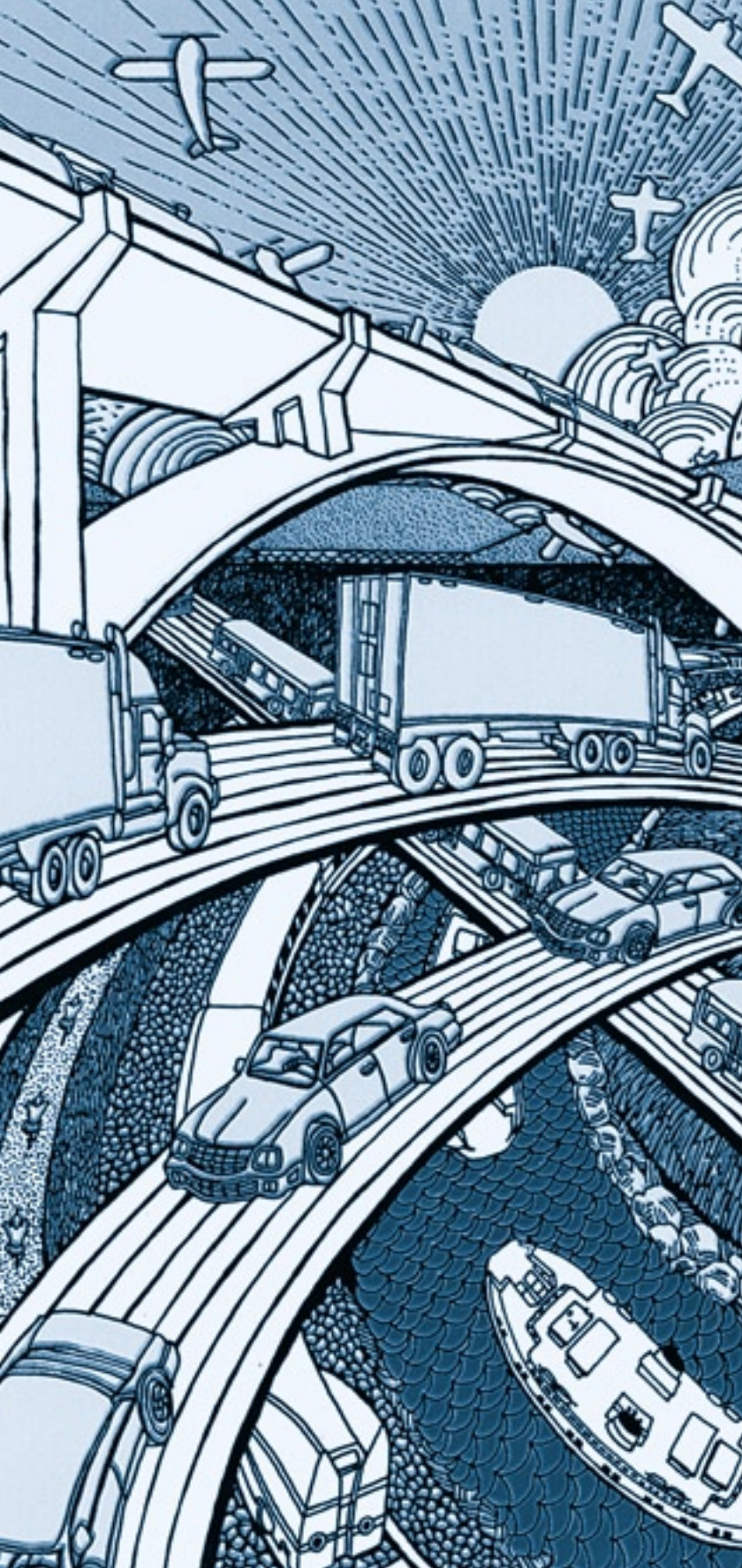
Washington Short Line Railroads

Short line railroads are regional, locally managed companies that typically operate in rural areas.

Short line railroads augment the major rail carriers providing a “feeder” service directly from the manufacturer to the larger rail lines. The Washington Short Line Railroad Association was formed in 1998 by smaller railroads that do business in Washington. There are 17 short line railroads in Washington operating more than 1,030 miles of mainline track (33 percent of the state’s total track mileage).

Short line carriers currently serve about 100 communities and employ about 200 individuals throughout the state. Much of the freight traffic carried by short line rail is related to timber, agriculture and manufacturing. Some short lines also operate tourist rail excursions, attracting thousands of passengers annually.

For a list of the Washington Short Line Railroads addresses and phone numbers, see the directory in the Useful Resources section.



The Money: How It Is Raised And How It Is Spent

Transportation projects in Washington are constructed and maintained by state, city and county governments. Funding for transportation projects is provided from tax dollars which are levied at the federal, state and local levels.

At the state level, the gas tax revenues and licenses, permits and fees are the two main tax sources used to fund transportation projects. Cities and counties receive approximately half of the 23¢ gas tax to pay for local roadway projects.

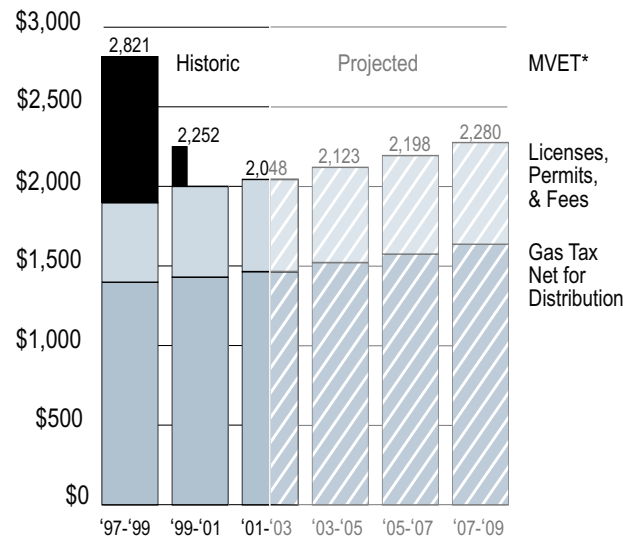
These revenue sources and the uses of these revenues and other funds will be looked at in detail in this section.

Transportation Revenue Sources

Washington funds state transportation spending mostly from the gas tax, and revenues from licenses, permits, and fees. Through December 1999, transportation was also funded by a portion of proceeds from the Motor Vehicle Excise Tax (MVET). Approval of legislation initially proposed in Initiative 695 eliminated the MVET.



Major Sources of Transportation Tax Revenue



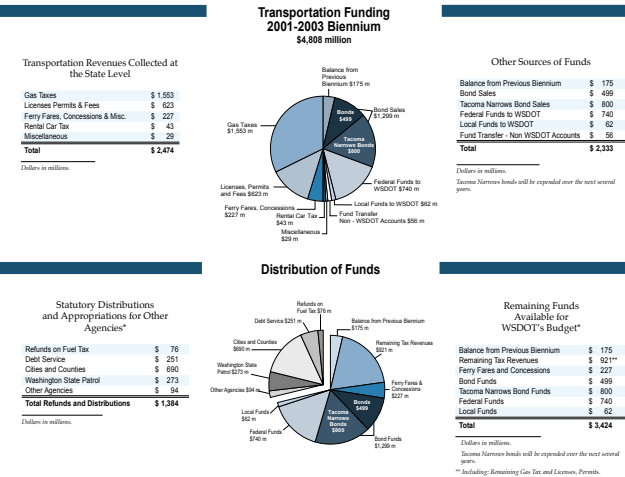
Dollars in millions.
* MVET ended December 31, 1999

How is WSDOT's Budget Funded?

Funding for WSDOT's budget comes from a variety of transportation revenues and funds. The major sources of transportation revenue are the gas tax, and licenses, permits, and fees.

The budget is also funded from ferry fares and concessions, rental car taxes, and miscellaneous revenues which include interest earnings. Funds also come from bond sales, federal funds, local funds, and remaining cash balances from previous years. Taken together, these funds are the basis from which distributions to cities, and counties, statutory revenue distributions, and state expenditures are made.

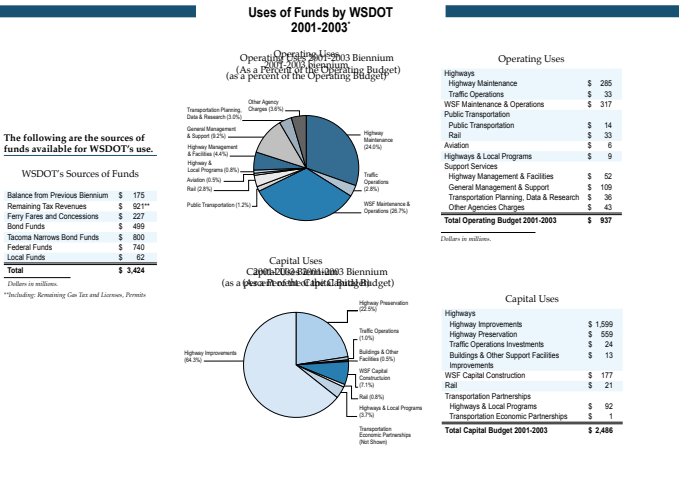
Transportation Funding 2001-2003 Biennium



Based on Supplemental Budget adopted by the Legislature, March 2002. Components may not add due to rounding. Includes compensation and unanticipated receipts.

Click to Enlarge

Uses of Funds by WSDOT 2001-2003



Click to Enlarge

WSDOT's 2001-2003 Budget

WSDOT's expenditures are categorized as operating and capital. As shown, WSDOT's operating budget is approximately \$937 million for the biennium.

The capital budget is just under \$2.5 billion, of which \$1.3 billion is bond financed. It should be noted that of the \$1.3 billion bond financing, \$800 million is slated for the Tacoma Narrows Bridge and will actually be expended over the next several years.

The budget version displayed here includes compensation adjustments and unanticipated receipts. When the legislature adopts the transportation budget it does not include either compensation adjustments or unanticipated receipts. Compensation adjustments for all state workers are part of the budgeting process of the Office of Financial Management. Compensation adjustments in the current biennium were 3.8% of salary in 2001 and 0% in 2002.

Unanticipated receipts are grants and unexpected federal or local funds. Unanticipated receipts and compensation adjustments for the 2001-2003 biennium totaled \$28.8 million, which resulted in an increase to the operating budget of \$16.04 million and \$12.82 million to the capital budget.



Gas tax revenue is the primary source of funds for the state's transportation budget.

The 18th amendment to the Washington State Constitution dedicates motor fuel tax collections to “highway purposes.”

Revenue generated from the gas tax is distributed to counties, cities and state accounts. The state receives about half of the total revenues collected. These are the funds which support the WSDOT highway programs as well as the Washington State Ferry System, which is deemed a part of the highway system for state constitutional purposes. These revenues fund highway construction, maintenance, preservation, administration and debt service on highway construction bonds. The other half of the fuel tax revenues are distributed directly to cities, counties and other agencies for local projects that are not part of the state highway system.

18th Amendment to the State Constitution

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

- (a) The necessary operating, engineering and legal expenses connected with the administration of public highways, county roads and city streets;
- (b) The construction, reconstruction, maintenance, repair, and betterment of public highways, county roads, bridges and city streets; including the cost and expense of (1) acquisition of rights-of-way, (2) installing, maintaining and operating traffic signs and signal lights, (3) policing by the state of public highways, (4) operation of movable span bridges, (5) operation of ferries which are a part of any public highway, county road, or city street.
- (c) The payment or refunding of any obligation of the State of Washington, or any political subdivision thereof, for which any of the revenues described in section 1 may have been legally pledged prior to the effective date of this act;
- (d) Refunds authorized by law for taxes paid on motor vehicle fuels;
- (e) The cost of collection of any revenues described in this section:

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

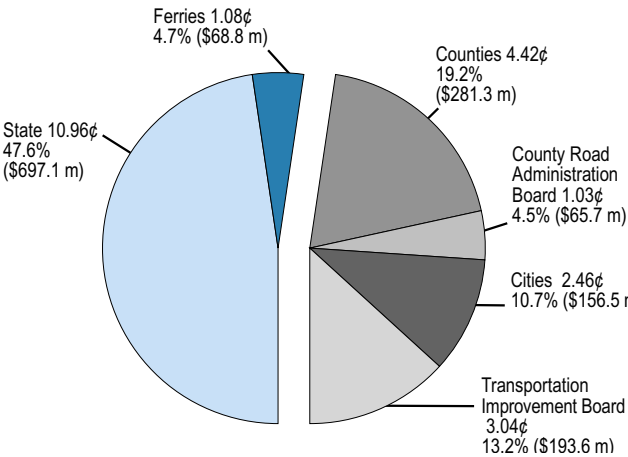
Gas Taxes

The state gas tax, set at 23¢ per gallon since 1991, is expected to generate \$1,463 million for the current biennium.

As shown below, the Department of Transportation retains about 12¢ for every 23¢ collected. The remaining portion (almost 11¢) goes to local governments for use on city streets and county roads. Regardless of who is spending gas tax revenues, the 18th Amendment to the Washington State Constitution requires that proceeds be used for highway purposes. One of the programs considered a highway purpose is the ferry system, with about 5% of total distributions paying for ferry operations and capital improvements.

The chart at the bottom of page 65 shows how inflation has eroded the purchasing power of the gas tax since its last increase in 1991. This loss has been offset only in part by overall increased gasoline sales. The gas tax rate has fallen in real dollar terms since 1991, by about 28%, i.e., the purchasing power of 23¢ in 1991 has the purchasing power of slightly less than 17¢ today. The overall value of total gas tax revenues has fallen in real dollar terms since 1991 by about 7%. Over this same time period, vehicle miles traveled has increased by 23%.

Gas Tax = 23¢ per gallon
Total Revenue = \$1,463.1 million*
(for distribution)



Dollars in millions.

Total may not add due to rounding.

* Revenue based on month of collection, after refunds and cost of collection, February 2002 Transportation Revenue Forecast.

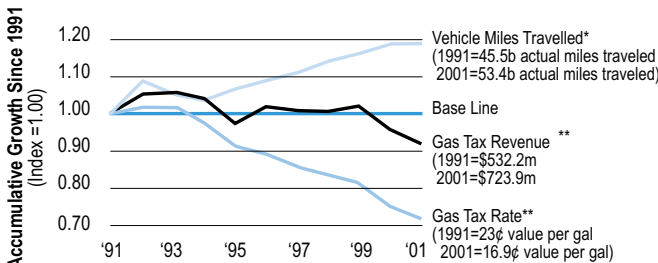
How the 23 Cent Gas Tax is Distributed (RCW 46.68.090)

State Highway Purposes	10.96¢
Bond Debt*	4.63¢
Highway Purposes	6.23¢
Special Category C Account (excluding debt service)	0.09¢
Ferry Accounts	1.08¢
Ferry Operations Account	0.54¢
Ferry Capital Construction Account	0.55¢
Cities	2.46¢
Counties	4.42¢
County Road Administration Board	1.03¢
Arterial Preservation Account	0.45¢
Rural Arterial Trust Account	0.58¢
Transportation Improvement Board	3.04¢
Transportation Improvement Account	1.30¢
Urban Arterial Trust Account	1.74¢

Total may not add due to rounding.

* Current biennium debt service is 3.97¢ for highway and ferry bonds and 0.66¢ for Special Category C bonds.

Growth Rates Compared: Vehicle Miles Traveled, Gas Tax Revenue & Gas Tax Rate



Gas tax revenue shown in millions of dollars.

* Vehicle miles traveled shown in billions of miles.

** Gas Tax Revenues and the Gas Tax rate were converted to 1991 constant dollars using the Federal Highway Administration's composite cost index for federal aid highway construction.

Nationwide Gas Tax Comparison

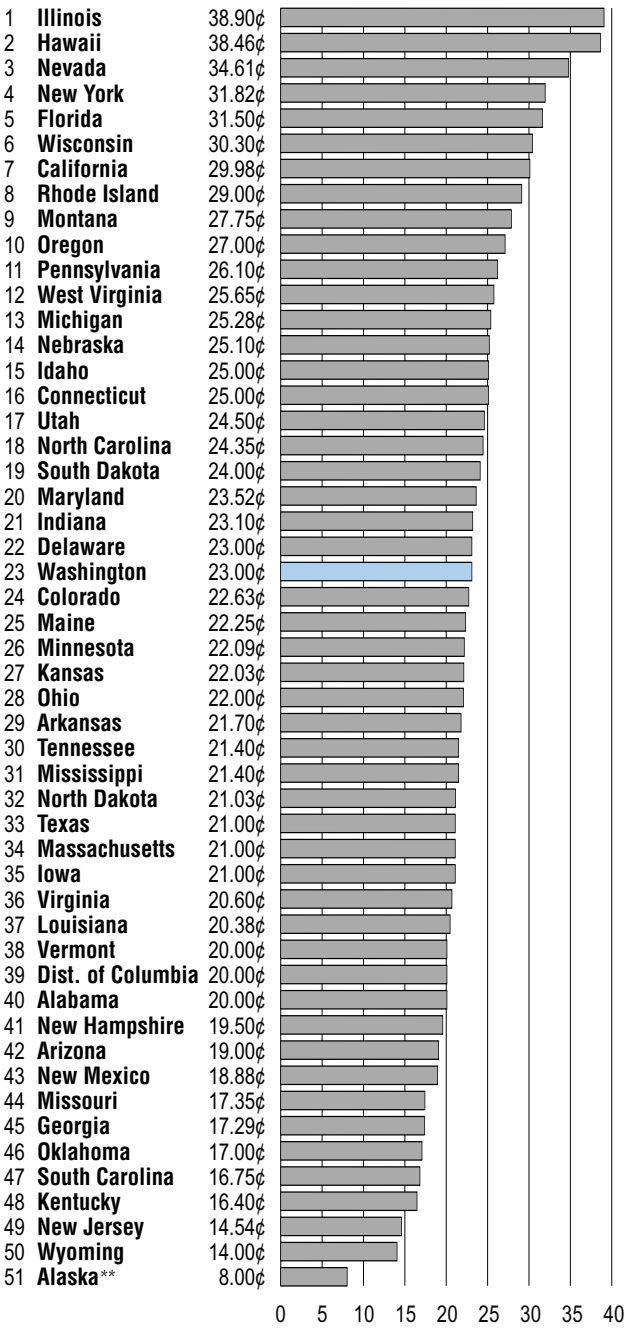
The state-by-state gas tax comparison chart is intended to compare Washington’s gas tax to that of the other 50 states and the District of Columbia. Throughout the country, state and local governments impose a variety of “cents-per-gallon” taxes (excise taxes) and taxes based on the retail or wholesale price of fuel (sales and use tax). Some states also impose other environmental or business taxes that translate into a cents-per-gallon charge at the pump.

Washington’s gas tax rate falls at about the median of the 50 states. The national average state and local gasoline tax rate is currently 23.06¢ per gallon. This places Washington’s gas tax slightly lower than the national average and considerably lower than tax rates in states with congestion problems similar to ours.

Washington Gas Tax History

Year Enacted	Tax Rate
1921	1.0¢
1924	2.0¢
1929	3.0¢
1931	4.0¢
1933	5.0¢
1949	6.5¢
1961	7.5¢
1967	9.0¢
1977	11.0¢ <i>With a 12¢ lid</i>
1979	12.0¢
1981	13.5¢ <i>Fell to 12¢ floor</i>
1983	16.0¢
1984	18.0¢
1990	22.0¢
1991	23.0¢

Nationwide Gas Tax Comparison*



* Data as of December 2001

** Alaska’s highway budget relies heavily on oil production fees, which amount to a tax in every state on every user of petroleum products derived from Alaskan oil.

Licenses, Permits, and Fees

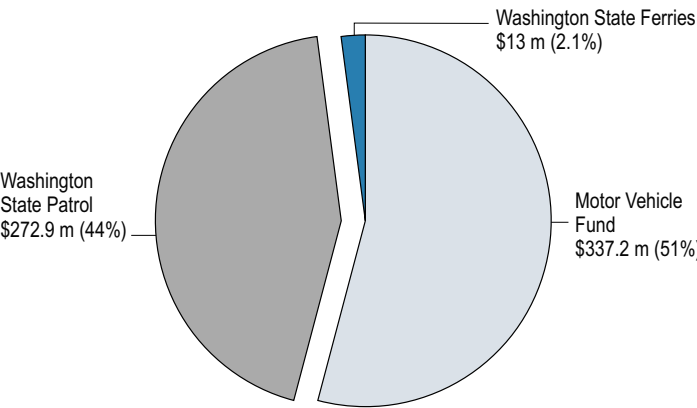
Licenses, permits, and fees are the second largest source of funds for transportation.

These funds come primarily from new and annual vehicle registration fees and combined license fees for trucks. Funds also come from other fees, such as vehicle inspection fees, title fees and special permits.

Disposition of Revenue

The Department of Licensing collects most all licenses, permits, and fees and the funds are distributed to the Washington State Patrol (46.8%), Washington State Ferries (2.2%) and to the Motor Vehicle Fund (51%).

Vehicle Licenses, Permits and Fees:
Distribution of Revenues
2001-2003 \$623.1 million*
(Reflects Passage of HB 6814)



*Statutory distribution to the Washington State Patrol based on February 2002 forecast.

License Fees

Licenses, permits, and fees are made up of various components. The principal sources are the annual registration fees for vehicles and combined license fee imposed on trucks, based on weight.

The table below is a historical look at auto registration fees and the disposition of the revenues.

History of Motor Vehicle
Registration Fee

		Automobiles for Private Use		
		Disposition of Revenue		
Year	Fee	Motor Vehicle Fund	State Patrol	Washington State Ferries
1915*	\$ 7.50	\$ 7.50		
1917*	\$ 10.00	\$ 10.00		
1919**	\$ 10.00	\$ 10.00		
1931	\$ 3.00	\$ 3.00		
1949	\$ 5.00	\$ 5.00		
1957	\$ 6.50	\$ 3.00	\$ 3.50	
1961	\$ 6.90	\$ 3.40	\$ 3.50	
1965	\$ 8.00	\$ 3.40	\$ 4.60	
1969	\$ 9.40	\$ 3.40	\$ 6.00	
1971***	\$ 9.40	\$ 9.40		
1975	\$ 13.40 new	\$ 13.40		
	\$ 9.40 renewal	\$ 9.40		
1981	\$ 13.40 new	\$ 5.38	\$ 6.00	\$ 2.02
	\$ 9.40 renewal	\$ 2.47	\$ 6.00	\$ 0.93
1982	\$ 23.00 new	\$ 5.38	\$ 15.60	\$ 2.02
	\$ 19.00 renewal	\$ 2.47	\$ 15.60	\$ 0.93
1989	\$ 27.75 new	\$ 5.38	\$ 20.35	\$ 2.02
	\$ 23.75 renewal	\$ 2.47	\$ 20.35	\$ 0.93
2000****	\$ 30.00 new	\$ 5.38	\$ 22.60	\$ 2.02
	\$ 30.00 renewal	\$ 2.47	\$ 26.60	\$ 0.93

* From 1915 - 1917 Automobiles were registered only if they were over 40 horse power. Revenues were deposited into an account called the Highway Fund.

** In 1919 registration was required on vehicles over 1,500 pounds. Revenues were still deposited into the Highway Fund.

*** From 1971- 1980 the Washington State Patrol (for highway purposes) was funded directly from the Motor Vehicle Fund.

**** The passage of Initiative 695 increased the motor vehicle registration fee to \$30 for both new and renewal registrations.

License Fees (continued)

History of The Combined License Fees Regular Gross Weight Fees and Vehicle Registrations for Trucks

Truck Weights Subject to Combined License Fees		Sample Fees	
Year	Weight (lbs)	30,000 lbs	80,000 lbs
1937	30,000 and over	\$253.00	na
1947	4,000 to 36,000	\$229.00	na
1949	6,000 to 36,000	\$275.00	na
1955	4,000 to 36,000	\$290.00	na
1957	4,000 to 36,000	\$291.50	na
1961	4,000 to 36,000	\$311.90	na
1967	4,000 to 72,000	\$178.50	na
1969	4,000 to 72,000	\$188.40	na
1976	4,000 to 80,000	\$192.40	\$936.40
1987	4,000 to 80,000	\$182.18	\$1,085.95
1988	4,000 to 80,000 plus surcharge	\$182.18 + \$4.75	\$1,085.95 + \$4.75
1990	4,000 to 80,000	\$253.00	\$1,518.00
1994	4,000 to 105,500	\$253.00	\$1,608.00

Combined License Fees

Gross weight fees that apply specifically to trucks were established in 1937. From 1937 until 1987, two fees were levied separately — a registration fee and a fee based on the weight of the truck. In January 1987, legislation went into effect that brought together the two fees to form the Combined License Fee. The last change to the Combined License Fee was in 1994 when the schedule was extended from 80,000 to 105,500 pounds and the fee was raised by \$90 for most vehicles over 40,000 pounds. The table above displays the range of truck weights subject to the Combined License Fee and sample fees for trucks with a gross vehicle weight of 30,000 and 80,000 pounds.



Did You Know?

An estimated 8.1 million truck trips occur on Washington highways each year, with two million of these trips originating from out of state.

Cargo valued at nearly \$150 billion is carried by truck through our state each year.

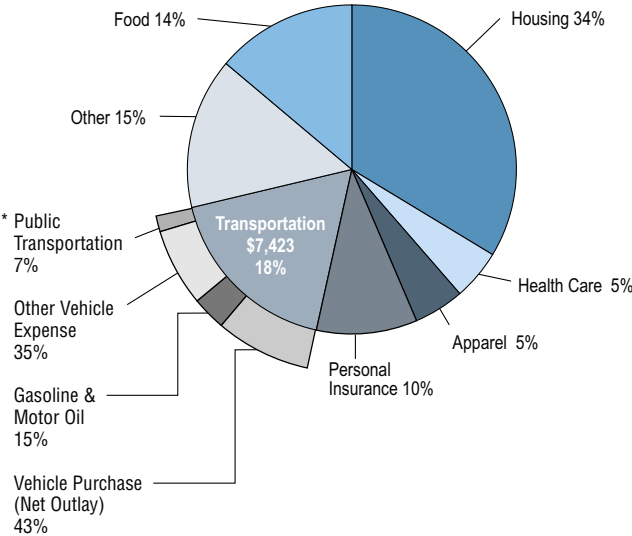
Source: EWITS Research Report #26.

Household Expenditures

Average Household Expenditures in the Western United States By Major Category

Western U.S.— Average income (before taxes)	\$45,736
Western U.S. — Average annual expenditures	\$40,647

Western United States Average Annual Household Expenditures



Source: Bureau of Labor Statistics, U.S. Department of Labor Consumer Expenditures Report, Western U.S. 1999.

*Public transportation includes: fares for airlines, intercity bus, mass transit, taxi, intercity trains, ships, also includes school buses and local transportation for out-of-town trips.

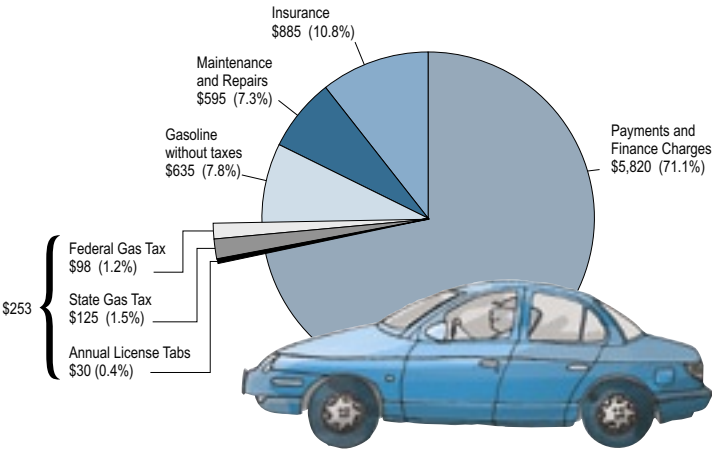
The chart above utilizes data from 1999 (the most current available from the federal government) and is for all of the Western United States. The transportation cost break down on the next page incorporates current data for Washington State.

Vehicle Expenditures

Average Vehicle Expenditures in Washington State by Major Category

Payments and Finance Charges	\$ 5,820
Insurance	\$ 885
Maintenance and Repairs	\$ 595
Gasoline without Taxes	\$ 635
Federal Gas Tax	\$ 98
State Gas Tax	\$ 125
Annual License Tabs	\$ 30
Total Vehicle Expenditures	\$ 8,188

Washington State Average Annual Personal Vehicle Cost \$8,188 per year



The average contribution per vehicle for road maintenance, preservation, and new construction throughout Washington State is \$253 per year.*

- 1) Gasoline costs based on: \$1.57 per gallon (year 2000 Washington State average).
- 2) 12,000 miles per year: 24 miles per gallon.
- 3) Average interest rate, 4th qtr., 7.8%, Data Resources, Inc. (DRI).
- 4) Average vesicle cost, Dec. 2001, \$25,797, National Automobile Dealers Association.
- 5) Personal costs vary according to purchase price and term of loan.

* A portion of these revenues is distributed to local governments and the state patrol as previously discussed.

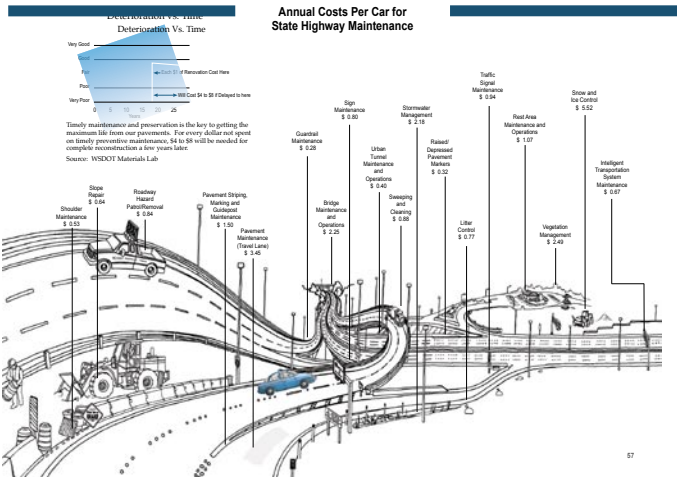
Highway Maintenance Costs

What is the cost per every registered vehicle to maintain our state highways for a year?

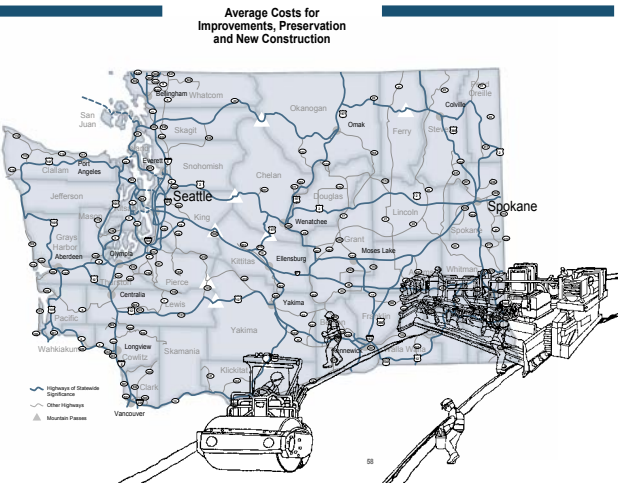
Snow and Ice Control	\$ 5.52
Pavement Maintenance (Travel Lane)	\$ 3.45
Vegetation Management	\$ 2.49
Bridge Maintenance and Operations	\$ 2.25
Stormwater Management	\$ 2.18
Pavement Striping, Marking and Guidepost Maintenance	\$ 1.50
Highway Lighting	\$ 1.11
Rest Area Maintenance and Operations	\$ 1.07
Traffic Signal Maintenance	\$ 0.94
Sweeping and Cleaning	\$ 0.88
Roadway Hazard Patrol/Removal	\$ 0.84
Sign Maintenance	\$ 0.80
Litter Control	\$ 0.77
Intelligent Transportation System Maintenance	\$ 0.67
Slope Repair	\$ 0.64
Permitting Over-Legal Loads	\$ 0.55
Shoulder Maintenance	\$ 0.53
Urban Tunnel Maintenance and Operations	\$ 0.40
Raised/Depressed Pavement Markers	\$ 0.32
Guardrail Maintenance	\$ 0.28
Keller Ferry Operations	\$ 0.28
Total	\$ 27.47

Costs include approximately 6% for training, administration and field supervision.

Annual Costs Per Car for State Highway Maintenance



Average Costs for Improvements, Preservation and New Construction



Click to Enlarge

Improvement and Preservation Costs

Improvements

Improvements are changes made to the system to relieve congestion, improve safety, accommodate, growth and retrofit existing facilities for environmental reasons. Improvements can include: widening roads, creating new interchanges, truck climbing lanes, and erecting noise mitigation walls. A typical highway safety improvement to add traffic signals all four ways with left turn lanes costs approximately \$400,000.

Preservation

Preservation of our state highways requires capital investments to preserve existing structures. Preservation includes repaving lanes to prevent cracking, replacing safety structures or repainting bridges.

Statewide Average Resurfacing Costs

	Per Mile
Roadway (includes all safety upgrades, asphalt paving with shoulder)	\$174,100
Ramps (on/off)	\$130,000

Washington State Ferry Funding

The Washington State Ferries are part of the state highway system. For legal and financial purposes people often have questions on how the ferry system is funded.

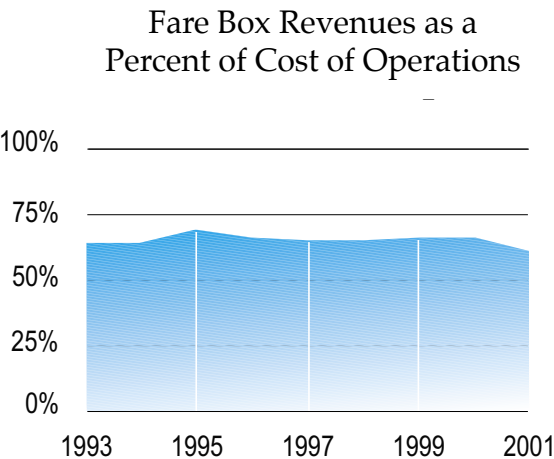
For the 2001-2003 biennium ferry capital construction is being funded from the Motor Vehicle account along with other capital highway projects. The primary sources of funds for capital projects are gas taxes, and licenses, permits and fees. Additional funding for preservation of ferry assets is also provided from federal grants. \$177 million in the capital budget was used for preservation projects, primarily vessel and terminal preservation. An additional \$47 million was used to repay debt service for the purchase of the Jumbo Mark II and the Issaquah Class ferries in the early 1990's.

Funds to operate and maintain our ferries come primarily from ferry fares. Funding also comes from concessions, gas tax revenues, license permits and fees as well as support from the Motor Vehicle account. Funds are used for vessel and terminal operating costs, including fuel, maintenance, crew and support costs.



Ferry Fare Revenues

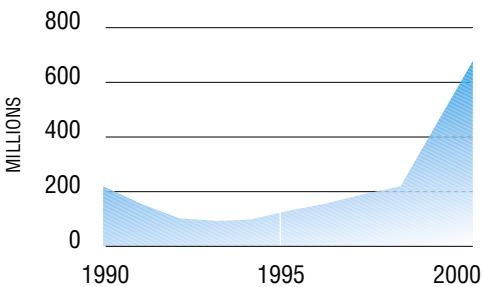
Ferry Fares vary significantly for different routes and seasons. The chart below reflects all fares collected vs. the cost of operations for all routes. There have been two fare increases in the current biennium, one in June 2001 and a second increase in May 2002. As shown below, it is estimated that 69% of the cost of operation will be covered by fares for the current biennium. The ultimate goal is to achieve 80% fare box recovery of operating costs.



Public Transit Capital Investment

Public transit capital investments rely on a mix of federal, state and local funds. The level of activity from year to year is very project sensitive. The mix of funding depends on the types of projects proposed and the success of local systems in competing for funds. These factors explain the profile of the chart to the right. The increase in capital expenditures in 1999 was the result of the sale of Sound Transit bonds. Those bond proceeds were used for the following capital projects: LINK, the electric light rail program; Regional Express, the bus program; and Sounder, the commuter rail program. Increased funding in 2000 was due to increases at the federal, local and state level. No bond sales occurred in 2000. The table on the right shows the source of funds since 1990.

Public Transit Capital Investment



Public Transit Capital Investment
Sources of Funds

	Federal Capital	Sound Transit Bonds	Local Contributions	Other Contributions	Totals
1990	67.9		145.5	0.6	\$ 214.0
1991	39.4		112.9	2.0	\$ 154.3
1992	22.1		79.2	0.6	\$ 101.9
1993	18.9		65.9	0.3	\$ 85.1
1994	24.3		66.7	4.3	\$ 95.3
1995	33.4		85.8	11.2	\$ 130.4
1996	65.5		85.1	3.7	\$ 154.3
1997	93.2		72.2	19.1	\$ 184.5
1998	64.0		137.1	18.5	\$ 219.6
1999	179.1	158.9	98.3	28.2	\$ 464.6
2000	207.3		430.0	61.8	\$ 699.1

Dollars in millions

Public transit includes fares for: taxi, bus, train, mass transit, ship, and airlines.



Public Transit Systems

Taxing Authority

There are currently 26 public transit districts serving Washington State with six different ways to form transit districts. One common element they all share is the authority to impose an additional local sales tax to support their operations.

For example, both the Spokane Transit Authority and Yakima Transit impose an additional 0.3 cents and King County /Metro Transit imposes an additional 0.8 cents.

In addition to sales taxes, transit systems are also funded by farebox proceeds, federal funds, and other local funds.

The chart to the right shows the additional sales tax imposed at the local level by authority.

Sales Tax Imposed by Transit System

Transit System	Authority	Sales Tax Rate
1 Ben Franklin Transit*	PTBA	0.3
2 Clallam Transit System	PTBA	0.6
3 C-TRAN (Clark County)	PTBA	0.3
4 Community Transit (Snohomish Co.)	PTBA	0.9
5 Cowlitz Transit Authority (CUBS)	PTBA	0.1
6 Everett Transit	City	0.3
7 Garfield County Transportation**	UTBA	0.0
8 Grant Transit Authority	PTBA	0.6
9 Grays Harbor Trans. Authority	CTA	0.6
10 Intercity Transit (Thurston County)	PTBA	0.3
11 Island Transit	PTBA	0.6
12 Jefferson Transit Authority	PTBA	0.6
13 King County/Metro Transit	County	0.8
14 Kitsap County	PTBA	0.8
15 LINK (Chelan-Douglas Counties)	PTBA	0.4
16 Mason County Transit Authority	PTBA	0.6
17 Pacific Transit System	PTBA	0.3
18 Pierce Transit***	PTBA	0.3
19 Pullman Transit****	City	0.0
21 Skagit Transit Authority	PTBA	0.2
20 Sound Transit	RTA	0.4
22 Spokane Transit Authority	PTBA	0.3
23 Twin Transit	PTBA	0.3
24 Valley Transit	PTBA	0.3
25 Whatcom Transit Authority*	PTBA	0.3
26 Yakima Transit	City	0.3

PTBA *Public Transportation Benefit Area*
19 of the 26 districts are structured this way.

RTA *Regional Transit Authority*
Two or more populous counties may establish a RTA to operate a high capacity transportation system.

CTA *County Transportation Authority*

UTBA *Unincorporated Transportation Benefit Area*

* *Ben Franklin Transit and Whatcom Transit Authority voters approved an increase from 0.3% to 0.6% in March 2002.*

** *Garfield County Transportation is financed by unspecified locally generated tax revenues rather than sales tax.*

*** *Pierce Transit voters approved an increase from 0.3% to 0.6% in February 2002.*

**** *Pullman Transit is financed by utility taxes rather than sales taxes.*

Federal Highway User Fees

User fees and fuel taxes collected at the federal level are used to support transportation programs throughout the nation.

The truck and trailer sales tax, the heavy vehicle use tax and the tire tax are all deposited into the federal highway account.

Federal fuel tax rates vary by type of fuel and are distributed into several different accounts and funds.

Truck and Trailer Sales Tax

A 12 percent tax is collected based on the retail sales price for all tractors and trucks over 33,000 pounds, gross vehicle weight (gvw) and on trailers over 26,000 pounds (gvw).

Heavy Vehicle Use Tax

The tax for trucks over 55,000 pounds (gvw) is \$100 base plus \$22 for each 1,000 pounds in excess of 55,000 pounds, with a maximum tax of \$550.



Tire Tax

The table below shows the tax rate relating to tire purchase. The tire tax is based on the actual weight of the tire.

Tire Weight		Tax Rate	
0-40	lbs	\$ 0.00	
41-70	lbs	\$ 0.15 for each lb over 40	
71-90	lbs	\$ 4.50+	\$ 0.30 for each lb over 70
Over 90	lbs	\$ 10.50+	\$ 0.50 for each lb over 90

Federal Fuel Tax

The federal tax on gasoline is 18.4 cents per gallon. The tax rate for other motor fuels as well as the disposition of these taxes is shown in the chart below.

Tax Rates and Distribution of Motor Fuels Tax (in cents)

Fuel Type	Total Tax Rate/Gal	Distribution of Tax (in cents)			
		Highway Trust Fund		Leaking Underground Storage Tank Trust Fund	
		Highway Account	Mass Transit Account	Storage Tank	General Fund
Gasoline	18.4	15.44	2.86	0.1	0.0
Diesel Fuel	24.4	21.44	2.86	0.1	0.0
Compressed Natural Gas	4.3	3.44	0.86	0.0	0.0
Special Fuels*	18.4	15.44	2.86	0.1	0.0
Ten Percent Gasohol (made with Ethanol)	13.0	6.94	2.86	0.1	3.1

* "Special Fuels" include benzol, benzene, naphtha, liquefied petroleum gas, casing head and natural gas, or any other liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gas tax provisions.

Note: On October 1, 1997, 4.3¢ of the federal gas tax which had been going to the General Fund for deficit reduction was redirected to the Highway Trust Fund, with 80% of the 4.3¢ going to the Highway Account and 20% going to the Mass Transit Account. At the same time, a one-tenth cent per gallon tax was reinstated for the Leaking Underground Storage Tank Trust Fund. The 0.1¢ had expired December 31, 1995.

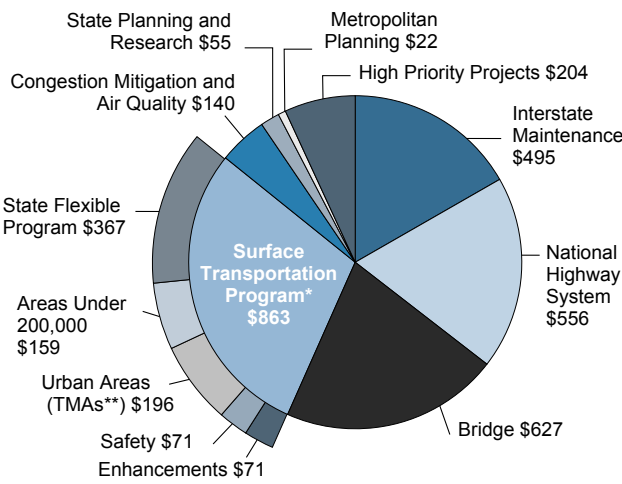
Federal Highway Programs

Apportionments to Washington State FFYs 1998-2003

The federal Transportation Equity Act for the 21st Century (TEA-21) provides authorization for federal aid to highway and transit programs from October 1, 1997, through September 30, 2003. TEA-21 builds on the initiatives established by the Intermodal Surface Transportation Efficiency Act, which was the previous major authorizing legislation for surface transportation. Federal Fiscal Year 2000 is the first year that the Highway Trust Fund receipts were tied to the annual apportionment. Washington has received \$137 million in new funds for FFY 2000, 2001, and 2002 as a result of this measure. The chart to the right displays the components of the federal highway programs.

Approximately 40 percent of Federal Highway Programs are directed through WSDOT's by our Highways and Local Programs Division and are passed on to our local agency partners to support local agency transportation needs.

Washington State Federal Highway Programs
\$2,962 million



Dollars in millions.
Components may not add to total due to rounding.

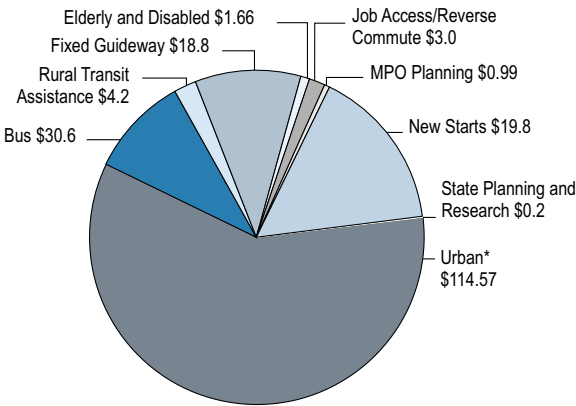
* Includes Apportionment Adjustment. Reflects federal minimums.
** Transportation Management Areas.

Federal Transit Programs

Allocations for Washington State FFY 2002

The transit formulas and discretionary programs were not significantly changed by the Transportation Equity Act for the 21st Century. The chart to the right displays the most recent year's allocations for Washington State.

Washington State Federal Transit Programs
\$193.82 million



Dollars in millions.
* Includes all Portland, Oregon/Vancouver, Washington allocations.

Local Option Transportation Taxes

www.wsdot.wa.gov/ta/homepage/hlphp.html



A local street in downtown Shelton

In addition to the portion of the gas tax they receive, local jurisdictions have optional transportation taxing authority.

The chart to the right shows the different options available by type (streets and roads, public transportation, and high capacity transportation), the legislated authorization, and jurisdictions that have enacted the taxes.

Local Option Transportation Taxes Chart

Local Option Transportation Taxes						
For City Streets and County Roads						
Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have Enacted	
Motor Vehicle and Special Fuel Tax	Ten Percent of the State Gas Tax	Highway purposes as defined by the 18th Amendment including the construction, maintenance and operation of city streets, county roads, and state highways, policing of local roads, county ferries, and related activities.	County with voter approval.	RCW 82.80.010	None.	
Vehicle License Fee	Not to exceed \$15 per vehicle.	For general transportation purposes, public transportation, high capacity transportation and other transportation related activities.	County or qualifying city or town.	RCW 82.80.020	Counties of Douglas, King, Pierce, Snohomish.	
Commercial Parking Tax	No set rate. Fee can be charged to commercial business owner or customer.	For general transportation purposes including 18th Amendment "highway purposes", public transportation, high capacity transportation, and other transportation related activities.	County (only unincorporated area) or city (incorporated area).	RCW 82.80.030	Cities of Bainbridge Island, Bremerton, Granger, Lynden, Marysville, Seattle, and Tallahas. Counties of Douglas, Franklin, Grant, Skagit, and Snohomish.	
Street Utility Tax	Not to exceed \$2.00 per month per full-time equivalent employee of a business or \$2.50 per month per housing unit for residential property.	For city street utilities including street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.	City or town.	RCW 82.80.050	Various cities (has found unconstitutional by State Supreme Court, November 2, 1995).	
Border Area Motor Vehicle Fuel Tax	In increments of 1¢ to a maximum of 1.0¢.	Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads and state highways, policing of local roads, county ferries, and related activities.	Cities and towns within ten miles of an international border crossing and any Transportation Benefit District with an international border crossing within its boundary.	RCW 82.47.020	Cities of Blaine, Nooksack, Port Roberts TID, and Sumas (all imposed at a rate of 1¢ per gallon).	
For Public Transportation Systems						
Sales and Use Tax	Up to 0.5%.	For operation, maintenance and capital needs of transit districts.	Public Transit Districts.	RCW 82.14.045	See Training on page 41.	
For HOV Systems and High Capacity Transportation						
Enacted	Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have
	HOV (High Occupancy Vehicle) Employer Tax	Up to \$2.00 per employee per month, measured by the number of full-time equivalent employees.	For HOV lane development, mitigation of environmental impacts of HOV development and support of employer programs to reduce single occupant commuting.	King, Pierce, and Snohomish Counties with voter approval.	RCW 81.100.030	None.
	HOV Exclusion Tax	Up to 13.64% of the State Motor Vehicle Excise Tax (MVET) revenue less 2.2%. In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 13.64% local MVET.	For HOV lane development, mitigation of environmental impacts of HOV development and support of employer programs to reduce single occupant commuting.	King, Pierce, and Snohomish Counties with voter approval.	RCW 81.100.060	None. Note: Even though the local MVET is still authorized the state MVET was repealed in January 2005.
	High Capacity Transportation Employer Tax	Up to \$2.00 per employee per month, measured by the number of full-time equivalent employees (not allowed if HOV employer tax is in effect).	For planning, constructing and operating HCT, commuter rail and bus rapid transportation systems.	Authorized for the Regional Transportation Authority and transit agencies in Clark, Spokane, Thurston, Whatcom, and Yakima Counties with voter approval.	RCW 81.104.100	None.
	Motor Vehicle Excise Tax	Up to 0.8% of the vehicle value (MVET revenue for HOV and HCT can not exceed amount generated by 0.8% MVET).	For planning, constructing, and operating HCT, commuter rail and bus rapid transportation systems.	Authorized for the RTA and transit agencies in Clark, Spokane, Thurston, Whatcom, and Yakima Counties with voter approval.	RCW 81.104.160	In November 1995 the voters within the boundaries of the Sound Transit Regional Transit Authority approved a ten-year plan. The plan includes funding from local MVET (0.3%).
	Sales and Use Tax	Up to 1% of the selling price in the case of a sales tax, or value of the article used in the case of a use tax. This tax may not exceed 0.5% where the 0.1% Sales and Use Tax for central justice (under RCW 81.14.340) is in effect.	For planning, constructing and operating HCT, commuter rail and bus rapid transportation systems.	Authorized for the RTA and transit agencies in Clark, Spokane, Thurston, Whatcom, and Yakima Counties with voter approval.	RCW 81.104.170	In November 1995 the voters within the boundaries of the Sound Transit Regional Transit Authority approved a ten-year plan. The plan includes funding from local Sales and Use Tax (0.4%).

Click to Enlarge

**Local Option Transportation
Taxes Chart (continued)**

**The
People**

To bring any project from inception to successful completion takes teamwork. The people of Washington state, the governor, members of the legislature, the Transportation Commission, and the employees of the Department of Transportation are all necessary to make our state's transportation systems work.

Transportation Commission

The Washington State Transportation Commission is a seven-member voluntary citizen's board appointed by the Governor with the consent of the Senate. The Commission is empowered to: propose legislation related to transportation, establish transportation policies of the state, direct the Secretary of Transportation to prepare and submit a statewide transportation plan, approve and propose the biennial and supplemental transportation budgets, approve issuance and sale of highway bonds and exercise other powers as vested in it by state law (RCW 47.01).

Representation on the Commission must be balanced both geographically and politically. No more than two members may reside in the same county and no more than four members may belong to the same political party. The six-year terms for the seven seats on the Commission are staggered and no member may serve more than two full consecutive terms.

Policy Objectives of the Commission:

- Protect our investments by keeping the transportation infrastructure in sound operating condition.
- Operate transportation systems to work reliably and responsibly for the customer.
- Improve safety through continuous reduction in the societal costs of accidents.
- Provide viable mobility choices for the customer and expand the system to accommodate growth.
- Support the economy through reduced barriers to the movement of people, products, and information.
- Meet environmental responsibilities.
- Cooperate and coordinate with public and private transportation partners so that systems work together cost effectively.
- Continuously improve the efficient and effective delivery of agency programs.



Aubrey Davis, King County

Appointed by Governor Gardner in February 1992 and reappointed by Governor Lowry in February 1993 and in July 1995. Became Chair in July 2002



George Kargianis, King County

Appointed by Governor Locke in August 1998. Became Vice-Chair in July 2002.



Ed Barnes, Clark County

Appointed by Governor Lowry in June 1995.



Elmira Forner, Chelan County

Appointed by Governor Locke in December 2000.



Michele Maher, Spokane County

Appointed by Governor Locke in December 1997 and reappointed by Governor Locke in June 1999.



Christopher Marr, Spokane County

Appointed by Governor Locke in December 1997.



Connie Niva, Snohomish County

Appointed by Governor Lowry in February 1993 and was reappointed by Governor Locke in 1997.

Citizens of Washington State

Governor Gary Locke

Washington State Transportation Commission

Ed Barnes
Elmira Forner

Aubrey Davis, Chair

George Kargianis
A. Michèle Maher

Christopher Marr
Connie Niva

Secretary
D. MacDonald

Attorney General
S. Reinmuth, AAG

Chief of Staff
P. Hammond

Audit Office
W. Donaldson

Equal Opportunity
Office
B. Richardson

Engineering &
Regional Operations
J. Conrad

Northwest
Washington
J. Okamoto

Washington State
Ferries
M. Thorne

Finance &
Administration
R. Ybarra

Communications
L. Mullen

Governmental
Liaison
D. Griffith

Ombudsman
A. Briggs

Tribal Liaison
C. Jollie

Federal Liaison
L. Ehl

Highways &
Local Programs
K. Davis

Public Transportation
& Rail
J. Slakey

Aviation
J. Sibold

Transportation
Economic Partnerships
J. Ellis

Freight Strategy
& Policy
J. Doyle

Environmental &
Engineering Programs
D. Nelson

Maintenance &
Operations Programs
B. Ziegler

Planning & Capital
Program Management
R. Smith

Eastern Region
J. Lenzi

North Central
Region
D. Senn

South Central
Region
D. Whitehouse

Southwest Region
D. Wagner

Planning & Policy
C. Howard

Northwest Region
L. Eng

Olympic Region
R. Hain

Urban Corridors
D. Dye

I-405
Team

SR 520
Team

Viaduct
Team

I-90
Team

Tacoma Narrows
Team

SR 167
Team

Sound
Transit

To Be Developed

Finance
S. Kuntz

Org. Strategies
& Human Resources
G. Baldwin

Operations
J. Nortz

Maintenance
M. Nitchman

Corporate Relations
& Communications
P. Patterson

Terminal Engineering
R. East

Vessel Engineering
L. Zuidweg

Information
Technology
J. Long

Board of Pilotage
Comissioners
H. Dudley

Finance
A. Arnis

Budget
B. Ford

Human Resources
K. Wooden

Information
Technology
B. O'Brien

Accounting
M. Yates

Administrative
M. Bowman

Risk Management
W. Henselman



Douglas B. MacDonald

Secretary of Washington State Department of Transportation

WSDOT Regions and Divisions

Headquarters

360-705-7000
310 Maple Park Avenue SE
PO Box 47300
Olympia, WA 98504-7300

- Doug MacDonald, Secretary of Transportation
E-mail: MacDonD@wsdot.wa.gov
Web: www.wsdot.wa.gov

Northwest Washington Division

206-464-1210
401 Second Avenue South, Suite 560, TB85-99
Seattle, WA 98104-2862+2887

- John Okamoto, Assistant Secretary
E-mail: Okamoto@wsdot.wa.gov

Olympic Region

360-357-2600
5720 Capitol Boulevard
PO Box 47440
Olympia, WA 98504-7440

- Randy Hain, Regional Administrator
E-mail: HainR@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / olympic

Northwest Region

206-440-4000
15700 Dayton Avenue North
PO Box 330310
Seattle, WA 98133-9710

- Lorena Eng, Regional Administrator
E-mail: EngL@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / northwest

Urban Corridors

206-464-1220
(Mega Projects)
401 Second Avenue South, Suite 560, TB85
Seattle, WA 98104-2862

- David Dye, Administrator
E-mail: DyeD@wsdot.wa.gov

Engineering and Regional Operations Division

360-705-7032
310 Maple Park Avenue SE
PO Box 47316
Olympia, WA 98504-7316

- John Conrad, Assistant Secretary
E-mail: ConradJ@wsdot.wa.gov

Eastern Region

509-324-6000
2714 North Mayfair Street
Spokane, WA 99207-2090

- Jerry Lenzi, Regional Administrator
E-mail: LenziJC@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / eastern

North Central Region

209-667-3000
1551 North Wenatchee Avenue
PO Box 98
Wenatchee, WA 98807-0098

- Don Senn, Regional Administrator
E-mail: SennD@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / northcentral

South Central Region

509-577-1600
2809 Rudkin Road, Union Gap
PO Box 12560
Yakima, WA 98909-25360

- Don Whitehouse, Regional Administrator
E-mail: WhitehD@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / southcentral

Southwest Region

360-905-2000
11018 NE 5th Circle
S-15, PO Box 1709
Vancouver, WA 98682-6686

- Don Wagner, Regional Administrator
E-mail: WagnerD@wsdot.wa.gov
Web: www.wsdot.wa.gov / regions / southwest

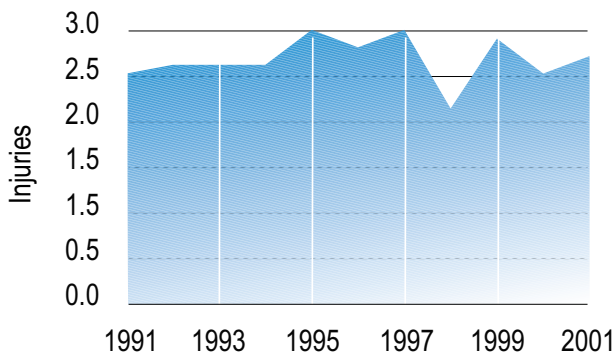
Worker Safety at WSDOT

Keeping WSDOT a safe place to work is a prime objective of our agency.

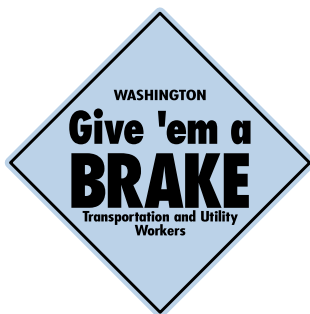
Because of the dangerous nature of the work we do, tracking injuries and taking steps to improve worker safety is a constant endeavor.

The chart above and the three charts to the right show injury trends per 100 workers. The chart above represents all of WSDOT, excluding ferry vessel workers. The three charts following track our higher risk employees, including the ferry vessel workers and relate the data to a nationally used benchmark for each particular classification.

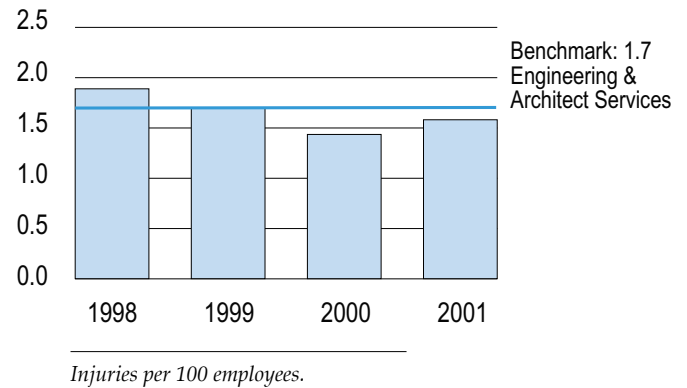
WSDOT Recordable Injuries*



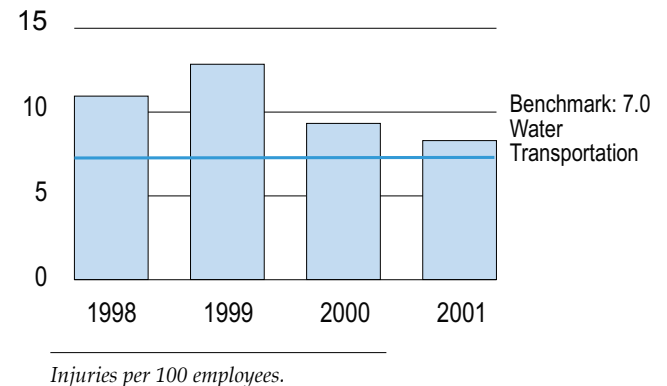
* All WSDOT employees except ferry vessel workers.
Injuries per 100 employees.



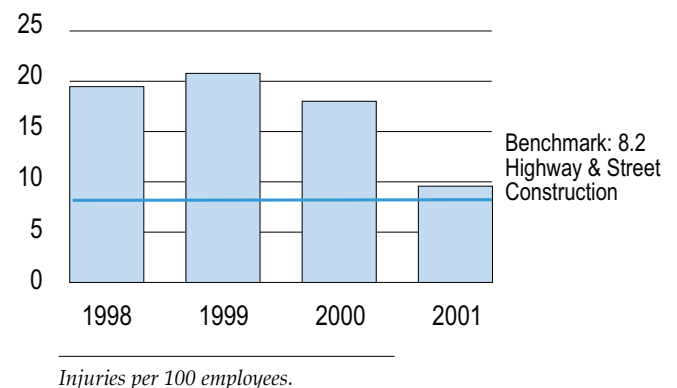
Highway Engineers Recordable Injuries

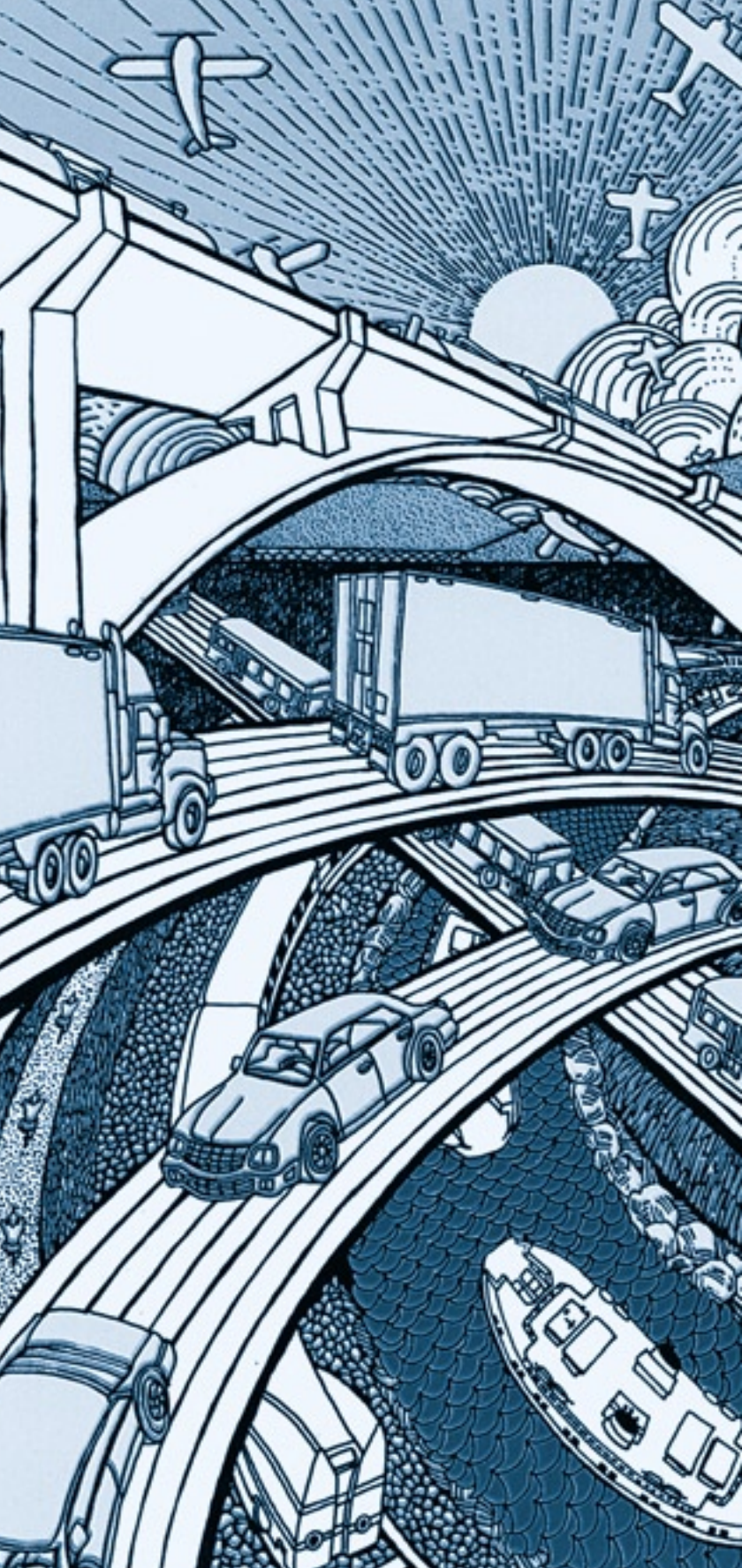


Ferry Vessel Workers Recordable Injuries



Highway Maintenance Recordable Injuries





Useful Resources

WSDOT Mission Statement

The Washington State Department of Transportation keeps people and business moving by operating and improving the state transportation systems vital to our taxpayers and communities.

Washington State Department of Transportation Website

www.wsdot.wa.gov

WSDOT constantly updates its web-based information for the public. In addition to accessing instant road and traffic conditions from the WSDOT cameras, the public can obtain ferry schedules and routes, get emergency road conditions, check the Amtrak *Cascades* schedules, find where the closest Park and Ride lot is, what bus to take, and get up-to-date project information for any number of major road projects currently planned or under construction in the state (as well as accessing lots of other helpful information). Visit our new, easier to use website at www.wsdot.wa.gov.



Highway Projects:

www.wsdot.wa.gov/projects/

The projects home page gives you weekly updates as well as access to detailed information on current, recently completed and future projects. Each project page contains information about the job schedule, safety concerns, possible road closures, financial information, photos and drawings, environmental issues, and what we hope the project will accomplish.

Traveler Information:

www.wsdot.wa.gov/traveler.htm

The WSDOT web-based traveler information site, recognized as one of the leading “intelligent transportation system” applications in the country, provides access to real time highway cameras across the state, traffic maps covering most of central Puget Sound, construction reports, emergency highway condition and closure information.

The pass reports web page includes frequently updated video snapshots of Snoqualmie Pass (I-90), Stevens Pass (US 2), Blewett Pass (US 97), White Pass (US 12) and Satus Pass (US 97), along with current weather conditions, forecasts, and tire / chain requirements. WSDOT’s website with mountain pass reports, traffic cameras and weather information, also supports traffic information reporting on radio and television and is linked to websites of numerous media and other information providers around the state.



Accountability

www.wsdot.wa.gov/accountability/default.htm

One of the newest areas added to our website is the accountability section. This site contains information that citizens can use to learn about WSDOT’s programs and how programs delivery measures against schedules, plans and budgets. Our quarterly publication, *Measures, Markers, and Milestones* (also known as the *Gray Notebook*) is available on line. This publication reports on numerous performance measures on WSDOT programs. Recent topics reviewed include highway safety, congestion, pavement conditions, Amtrak *Cascades* service, and incident response.

This site also contains the state audit report, WSDOT management principles and current steps to improve congestion throughout the state as well as other topical information. Material on the site also describes the last decade’s record of capital transportation investment on project delivery at WSDOT.



State Route Global Positioning System

www.wsdot.wa.gov/mapsdata/tdo/gps.htm

WSDOT is responsible for establishing the length and mileposts for state routes. With the advent of Global Positioning System (GPS) technology, WSDOT has been able to achieve positional accuracy of approximately three feet for all state routes. Accurately referenced state route centerlines ensure better maintenance asset management and utility location. GPS location of state routes allows WSDOT to interact easily and efficiently with other agencies and businesses that also rely on GPS.



Take A Virtual Drive with SRview

www.wsdot.wa.gov/mapsdata/tdo/srweb.htm

Users to the SRview website can “drive” state highways from their computer by viewing digital images filmed and made available by WSDOT. SRview allows WSDOT’s engineers to see any state road or highway for safety reviews, planning, engineering design, and accident investigation. The Attorney General’s Office and the Washington State Patrol, as well as other agencies and private companies also utilize this site. WSDOT continues to upgrade SRview for better use and functionality.



Contacts

The Washington State Department of Transportation (WSDOT) provides a wide variety of services and programs. Here is a list of helpful contacts and web sites

WSDOT

Aviation

360-651-6300 / Toll Free, 1-800-552-0666

- www.wsdot.wa.gov/Aviation/
- State Airport Locations
www.wsdot.wa.gov/Aviation/airports/airport-default.htm
- Commercial Air Travel
www.wsdot.wa.gov/choices/airplane.cfm
- Air Search and Rescue
www.wsdot.wa.gov/Aviation/search-rescue/SAR-default.htm

Bicycle and Pedestrian Program

- 360-705-7258
www.wsdot.wa.gov/hlrd/Sub-defaults/Bicycle-default.htm

Claims for Damages

- 360-704-6355 / Toll Free, 1-800-737-0615
Risk Management Office

Communications Office

- 360-705-7075
www.wsdot.wa.gov/Business.htm#Communications
Linda Mullen
email: MullenL@wsdot.wa.gov

Environmental Affairs Office

- 360-705-7481
www.wsdot.wa.gov/eesc/environmental/

Ferries (Washington State Ferries)

- 206-464-6400
In-state: 1-888-808-7977
Automated in-state information: 1-800-843-3779
www.wsdot.wa.gov/ferries/index.cfm

Financial Information

360-705-7400
www.wsdot.wa.gov/FASC/default.htm

Highway Maintenance

360-705-7850
www.wsdot.wa.gov/biz/maintenance

Human Resources

360-705-7040
www.wsdot.wa.gov/personel/hr/

Information/Reception Desk

360-705-7000
www.wsdot.wa.gov

Ombudsman

- 360-705-7081 / Toll Free, 1-800-368-2559
www.wsdot.wa.gov/contact/ombudsman.htm
Ann Briggs / email: ABriggs@wsdot.wa.gov

Region Offices

- **Eastern:**
Serving Adams, Ferry, Lincoln, Pend Oreille, Spokane, Stevens, and Whitman counties
509-324-6000
www.wsdot.wa.gov/regions/eastern/
- **North Central:**
Serving Chelan, Douglas, Grant, and Okanogan counties
509-667-3000 / Toll Free, 1-888-461-8816
www.wsdot.wa.gov/regions/northcentral/
- **Northwest:**
Serving King, Skagit, Snohomish, and Whatcom counties
206-440-4000
www.wsdot.wa.gov/regions/northwest/
- **Olympic:**
Serving Clallam, Grays Harbor, Jefferson, Kitsap, Mason, Pierce, and Thurston counties
360-357-2600
www.wsdog.wa.gov/regions/olympic/
- **South Central:**
Serving Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Yakima, and Walla Walla counties
509-577-1600
www.wsdot.wa.gov/regions/southcentral/

- **Southwest:**
Serving Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties
360-905-2000
www.wsdot.wa.gov/regions/southwest/

■ Road Conditions

- 1-800-695-ROAD
- Motorists Information Recording: 1-800-695-7623 (1-800-695-ROAD)
Seattle calling area: 206-368-4499 (260-DOT-HIWAY)
www.wsdot.wa.gov/traffic/road/mnts/mntbas.htm

■ Secretary of Transportation

- 360-705-7054
Douglas B. MacDonald
P.O. Box 47316
Olympia, WA 98504-7316
email: MacDonD@wsdot.wa.gov

■ Tribal Liaison

- 360-705-7025
Colleen Jollie
email: JollieC@wsdot.wa.gov

■ Transit, Park and Ride

- 360-705-7919
www.wsdot.wa.gov/choices

■ Traveler Information

- www.wsdot.wagov/traveler.htm

■ Trucks (Motor Carrier Services)

- 360-704-6340

Other State Agencies

■ Governor's Office

- 360-753-6780
www.governor.wa.gov/

■ Washington State Legislature

- 1-800-562-6000
www.leg.wa.gov/wsladm/default.htm

■ State Senate

- 360-786-7550
www.leg.wa.gov/senate/default/htm

■ House of Representatives

- 360-786-7573
www.leg.wa.gov/house/default/htm

■ Department of Licensing

- 360-902-3600
www.dol.wa.gov/

■ Driver Licensing

- 360-902-3900

■ Vehicle Licensing

- 360-902-3770

■ State Patrol

- 360-753-6540
www.wa.gov.wsp/wsphome.htm
Emergencies: 911

■ Transportation Commission

- 360-707-7070
www.wsdot.wa.gov/commission/

Transit

■ Public Transit Authorities

■ Ben Franklin Transit

- 509-735-4131
www.bft.org

■ Clallam Transit System

- 360-452-4511
www.clallamtransit.com

■ Community Transit

- 425-348-7100
www.commtrans.org

■ C-Tran

- 360-696-4494
www.c-tran.com

■ Cowlitz Transit Authority (CUBS)

- 360-442-5663
www.ci.longview.wa.us

- **Everett Transit**
425-257-8803
www.ci.everett.wa.us
- **Garfield County Transportation**
509-843-3563
- **Grant Transit Authority**
509-754-1075
www.gta-ride.com
- **Gray's Harbor Transportation**
360-532-2770
www.ghcog.org/tranpage.htm
- **Intercity Transit**
360-786-8585
www.intercitytransit.com
- **Island Transit**
360-678-7771
www.islandtransit.org
- **Jefferson Transit Authority**
360-385-4777
www.jeffersontransit.com
- **King County Department of Transportation**
206-684-1481
www.metrokc.gov
- **Kitsap Transit**
360-377-2877
www.kitsaptransit.org
- **Link Transit**
509-662-1155
www.linktransit.com
- **Mason County Transit Authority**
360-426-9434
www.masontransit.org
- **Pacific Transit**
360-875-9418
- **Pierce Transit**
253-581-8000
www.piercetransit.org
- **Pullman Transit**
509-332-6535
www.pullmantransit.com
- **Skagit Transit System**
360-757-8801
www.skagat.org
- **Sound Transit**
1-888-889-6368
www.soundtransit.org

- **Spokane Transit Authority**
509-328-7433
www.spokanetransit.com
- **Twin Transit**
360-330-2072
- **Valley Transit**
509-525-9140
www.valleytransit.com
- **Whatcom Transportation Authority**
360-676-7433
www.ridewta.com
- **Yakima Transit**
509-575-6175
www.ci.yakima.wa.us/services/transit

■ Private Transit Carriers

- **Airporter Shuttle**
1-866-235-5247
www.enjoytheride.com
- **Greyhound Lines, Inc.**
1-800-231-2222
Incwww.greyhound.com
- **Northwestern Trailways**
1-800-366-6975
www.nwadv.com/northw/
- **Olympic Bus Lines**
1-800-457-4492
www.olympicbusline.com
- **Wheatland Express**
509-334-2200
www.wheatlandexpress.com

■ Washington Short Line Railroads

- **Ballard Terminal Railroad**
4725 Ballard Avenue NW, Seattle, WA 98107-4810
206-782-1447
- **Blue Mountain Railroad**
PO Box 155, Rosalia, WA 99170-0155
509-523-3303
- **Camas Prairie RailNet, Inc.**
PO Box 1166, Lewiston, ID 83501-1166
208-743-2211
- **Cascade and Columbia River Railroad**
901 East Omak Avenue, Omak, WA 98841-9465
509-826-3752

- **Columbia & Cowlitz Railway**
PO Box 209, Longview, WA 98632-0209
360-636-6535
- **Columbia Basin Railroad**
PO Box 159, Warden, WA 98957-0159
509-349-8994
- **Curtis, Milburn & Eastern**
222A Downie Road, Chehalis, WA 98532-8762
360-748-9365
- **Lewis & Clark Railway Co.**
PO Box 604, Battle Ground, WA 98604-0604
360-687-2007
- **Meeker Southern**
4725 Ballard Avenue NW, Seattle, WA 98107-4810
206-782-1447
- **Montana Rail Link**
PO Box 16390, Missoula, MT 59808-6390
406-532-1500
- **Mount Vernon Terminal Railway, LLC**
PO Box 216, Clear Lake, WA 98235-0216
360-424-8040
- **Palouse River & Coulee City**
PO Box 155, Rosalia, WA 99170-0155
509-523-3303
- **Pend Oreille Valley Railroad**
1981 Black Road, Usk, WA 99180-9701
509-445-1750
- **Puget Sound & Pacific Railroad**
PO Box L2, Elma, WA 98541-0650
360-482-4994
- **Tacoma Municipal Belt Line Railway**
2601 SR 509 North Frontage Road
Tacoma, WA 98421-3134
253-502-8891
- **Tacoma Rail – Mountain Division**
2601 SR 509 North Frontage Road
Tacoma, WA 98421-3134
253-502-8891
- **Toppenish Simcoe & Western Railroad Co.**
3650 Branch Road, Wapato, WA 98951-8722
509-877-1276
- **Tri-Cities Railroad**
PO Box 1700, Richland, WA 99352-6500
509-371-1410

Acronyms Glossary

This edition of Key Facts was published using as few acronyms as possible, however, the following are some of the more commonly used transportation acronyms that you might encounter.

AASHTO	American Association of State Highway and Transportation Officials
Amtrak	AMerican TRavel TrAcK
CTR	Commute Trip Reduction
DOL	Department of Licensing (Washington State)
DOT	Department of Transportation
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTE	Full Time Employee equivalent
GIS	Geographic Information System
GPS	Global Positioning System
GVW	Gross Vehicle Weight
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
IRT	Incident Response Team
ISTEA	Intermodal Surface Transportation Efficiency Act (Federal)
JOPS	Joint Operations Policy Statement

LPF	Licenses, Permits and Fees (Washington State)
LRRT	Light Rapid Rail Transit
MP	Mile Post
MVET	Motor Vehicle Excise Tax (Washington State)
NHS	National Highway System
OFM	Office of Financial Management (Washington State)
PNW	Pacific Northwest
ROW	Right of Way
SR	State Route
TEA 21	Transportation Equity Act for the 21st Century (Federal)
TDM	Transportation Demand Management
TIB	Transportation Improvement Board
VMS	Variable Message Sign
WSDOT	Washington State Department of Transportation
WSF	Washington Sate Ferries
WSP	Washington State Patrol

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

