

TRANSPORTATION RESOURCE MANUAL JANUARY 2015



JOINT TRANSPORTATION COMMITTEE
WASHINGTON STATE LEGISLATURE

January 12, 2015

We are pleased to present the fifteenth edition of the *Transportation Resource Manual*. The Joint Transportation Committee is a bipartisan agency of the Washington State Legislature founded to promote transportation policy based on factual information available to all interested parties. The *Resource Manual* is a key piece of that effort.

Washington State's transportation system is an elaborate network of roads, railways, runways, paths and trails, governed and operated by public and private entities, and supported through a myriad of funding sources including federal, state and local taxes, and private capital. The *Resource Manual* provides comprehensive information about this complex transportation system, its governance and its funding.

A searchable electronic version of the manual is available on our website: <http://www.leg.wa.gov/JTC>

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

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



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Washington State

Transportation Resource Manual

(Updated January 2015)

Joint Transportation Committee

2015-2017 Transportation Resource Manual

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Transportation Budget & Key Legal Information

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State Budgeting Overview

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

OPERATING BUDGET

Purpose:

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

Source:

- About half of the operating budget is financed through the State General Fund. The State General Fund receives about 84% of its revenues from three tax sources: retail sales and use tax (51.9%), business and occupation tax (20.4%), and property tax (11.4%). The remainder of State General Fund revenues are derived from a variety of other taxes such as real estate excise taxes and public utility taxes as well as several nontax sources such as license fees and investment earnings.
- The remainder of operating budget revenues comes from estates taxes, lottery proceeds, and from federal and other funding sources.

CAPITAL BUDGET

Purpose:

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

Source:

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

TRANSPORTATION BUDGET

Purpose:

- Pays for transportation operating and capital costs, such as maintaining, preserving, and improving the highway system; operating ferries; motor vehicle registration; and enforcing traffic laws on the state highway system. For the 2013-15 biennium, capital program appropriations represent \$5.6 billion of the transportation budget, and operating programs total \$3.5 billion.

Source:

- The primary sources of funding for the 2013-15 transportation budget are motor vehicle fuel taxes (23%); bonds (23%); federal funds (26%); and vehicle license, permits, and fees (12%); and other sources (16%).

2013-15 Transportation Budget Overview

The transportation budget appropriates operating *and* capital funding to agencies that provide a wide variety of transportation functions and services. Operating programs are the day-to-day expenses of running an agency or program including salaries, benefits, and goods and services such as supplies and fuel. Capital programs are projects that are longer lived including construction of roads, buildings, ferry terminals, and building or refurbishing vessels.

The major agencies include the Department of Transportation (WSDOT), the Department of Licensing (DOL), and the Washington State Patrol (WSP). Many smaller transportation agencies and committees are also funded through the transportation budget including the Transportation Improvement Board (TIB), County Road Administration Board (CRAB), Traffic Safety Commission, and the Joint Transportation Committee.

Total appropriations in the 2013-15 transportation budget, including the changes made in the 2014 Supplemental, are \$9.17 billion. Of that amount, 62% is for capital purposes and 38% is for operating purposes.

Information on the most recent proposed and enacted budgets can be found at the LEAP Committee website: <http://leap.leg.wa.gov/>

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

Transportation Operating Budget

Of the total 2013-15 transportation operating budget the major expenditure categories are shown below. Over eighty percent of the operating budget is accounted for by five programs and agencies: payment of bond debt; the ferry system; Washington State Patrol; highway maintenance; and the Department of Licensing.

Transportation Operating Budget

Agency/Program, 2013-15	Dollars (1000s)	Share of budget
Bond Retirement and Interest	1,291,789	36.7%
WSDOT - WA State Ferries-Op	483,525	13.8%
WSDOT - Highway Maintenance	408,358	11.6%
Washington State Patrol	401,550	11.4%
Department of Licensing	260,244	7.4%
WSDOT - Public Transportation	111,630	3.2%
WSDOT - Charges from Other Agys	77,666	2.2%
WSDOT - Information Technology	72,002	2.0%
WSDOT - Toll Op & Maint-Op	68,155	1.9%
WSDOT - Traffic Operations	52,355	1.5%
WSDOT - Planning, Data & Resch	49,474	1.4%
WSDOT - Pgm Delivery Mgmt Suppt	49,437	1.4%
WSDOT - Rail	46,026	1.3%
Traffic Safety Commission	45,625	1.3%
WSDOT - Transportation Mgmt	28,490	0.8%
WSDOT - Hwy Mgmt & Facilities	26,114	0.7%
WSDOT - Local Programs	11,239	0.3%
WSDOT - Aviation	10,059	0.3%

Transportation Capital Budget

Of the total 2013-15 transportation capital budget the major expenditure categories are shown below. The “mobility” category accounts for over half of the transportation capital budget and includes congestion relief projects for vehicle mobility as well as projects for bike and pedestrian mobility. The “structures” category principally includes bridge preservation projects, while the “roadway” category principally includes paving and striping projects. "Economic initiatives" are highway projects with a freight or economic development purpose. For instance, the Snoqualmie Pass project is included in this category.

Transportation Capital Budget

Agency/Program, 2013-15	Dollars (1000s)	Share of budget
WSDOT - Improvements - Mobility	3,245,096	57.4%
WSDOT - Rail	484,897	8.6%
WSDOT - WA State Ferries	379,013	6.7%
WSDOT - Preservation - Roadway	314,953	5.6%
WSDOT - Preservation - Structures	280,467	5.0%
Transportation Improvement Board	247,101	4.4%
WSDOT – Improvements - Econ Initiatives	140,261	2.5%
County Road Administration Board	100,100	1.8%
WSDOT - Improvements - Safety	90,927	1.6%
WSDOT - Local Programs	75,482	1.3%
WSDOT – Preservation – Other Facilities	74,535	1.3%
WSDOT – Improvements - Enviro Retro	67,325	1.2%
WSDOT – Preservation – Pgm Support	48,508	0.9%
Freight Mobility Strategic Investment Board	31,516	0.6%
WSDOT – Improvements – Pgm Support	28,963	0.5%
WSDOT - Facilities Capital	23,859	0.4%
WSDOT – Traffic Operations	14,267	0.3%

Revenue Sources for the Transportation Budget

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

2013-15 Transportation Revenue As Applied to the 2013-15 Biennial Budget

Source of revenue	\$ millions	Share of total 2013-15 revenue
Fuel tax (gas and diesel)	1,920	23%
Non-driver-related licenses, permits, fees	1,031	12%
Driver-related license, permits, and fees	284	3%
Ferry fares	348	4%
Vehicle sales tax	77	1%
Rental car tax	56	1%
Toll revenue	293	4%
Aviation and Other Revenues	37	0%
Local Funds	187	2%
Federal Funds	2,185	26%
Bond Sales, including SR 520 Bridge Funds	1,918	23%
Balances from previous biennium	832	n/a
TOTAL	9,165	100.0%

Based on November 2014 Revenue Forecast and 2014 Supplement Budget

Gas Tax Recent History

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

Prior to 2003, the last gas tax increase was approved by the Legislature in 1991. In 1990, the tax was increased by four cents; in 1991 the tax was increased by an additional penny. In 2003 and again in 2005, the Legislature enacted gas tax increases as part of the Nickel package and the Transportation Partnership Act. For a more complete history of the fuel tax, please see the Motor Vehicle Fuel page in the State Taxes and Fees Section, page 68.

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

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

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

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

Funding for activities eligible for 18th amendment funds included:

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

Funding for non-highway purposes included:

- \$236 million in public transportation investments
 - \$30 million increase in the commute trip reduction tax credit;
 - \$30 million for new van pools;
 - \$75 million for rural transit agency grants; and,
 - \$98 million for special needs transportation grants to transit agencies and private non-profit transit service providers.
- **The Transportation Partnership Package:** In 2005, the Legislature enacted the Transportation Partnership Act (TPA) to continue to address the significant transportation needs of the state, including the replacement of major facilities such as the SR 520 Bridge and the Alaskan Way Viaduct (AWV). The TPA funding package was estimated to raise \$8.5 billion over a 16-year period, including a 9.5 cent gas tax increase phased in over four years and vehicle weight fees on cars, light trucks, and SUVs. Of the estimated total, \$7.1 billion must be spent on highway purposes and \$1.4 billion are flexible funds which may be used for non-highway purposes.

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

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

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

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

Distribution of the 37.5¢ Gas Tax

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

2013-15 Distribution of the 37.5 cent gas tax (\$2.4 billion)

Account/Distribution	Cents	\$ millions	Share of total \$
Motor Vehicle Account*	10.21	660.4	28%
Special Category C Account	0.75	47.8	2%
Ferry Capital and Operating	1.08	78.4	3%
2003 Transportation "Nickel" Account	5.00	318.6	13%
Transportation Partnership Account	8.5	541.6	23%
Distribution to Cities	2.96	183.3	8%
Transportation Improvement Board	3.04	195.8	8%
Distribution to Counties*	4.92	297.7	12%
Country Road Administration Board	1.03	65.9	3%
TOTAL	37.5	2,389.5	100%

Based on November 2014 Revenue Forecast.

*Dollar amounts and share of total dollars include county refunds and DOT Highways and Local Programs administrative expenses.

- **Motor Vehicle Account/State Highway Program**– 10.21 cents deposited into the Motor Vehicle Account. Primarily used for state highway related expenditures.
- **Special Category C** - 0.75 cents deposited into the Motor Vehicle Account for high-cost highway projects.
- **Ferry Capital** - 0.55 cents deposited into the Puget Sound Capital Construction Account for the construction and maintenance of the state's ferries and terminals.
- **Ferry Operations** - 0.54 cents deposited into the Puget Sound Ferry Operations Account for the operation of the state ferry system.
- **Transportation 2003 (Nickel) Account** – 5 cents deposited into the Transportation 2003 (Nickel) Account for designated projects. This amount will expire when the projects are completed and the bonds associated with this revenue stream are retired.
- **Transportation Partnership Account 2005 (TPA)** – 9.5 cents deposited into the Transportation Partnership Account for designated projects. 1 cent of the 9.5 cents is distributed directly to cities (1/2) and counties (1/2).
- **Cities** – 2.96 cents distributed directly to cities based on population, for construction, maintenance, and policing of city streets.

- **Counties** – 4.92 cents distributed directly to counties for construction, maintenance, and policing of county roads. Of this amount, 10% is evenly distributed, 30% by population, 30% based on annual road costs, and 30% based on needs for construction and maintenance.

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

- **County Road Administration Board**
 - **Rural Arterial Program** - 0.58 cents deposited into the Rural Arterial Trust Account. The account is administered by the County Road Administration Board and the funds are distributed to counties as grants for construction and reconstruction of rural arterials.
 - **County Arterial Preservation Program** - 0.45 cents deposited in the County Arterial Preservation Account distributed by the County Road Administration Board for structural integrity and safety of county arterials.

Licenses, Permits and Fees

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

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

2013-15 Distribution of License, Permit, and Fee Revenue

Account receiving fee revenue	\$ millions	Share of total
Highway Safety Fund	242.7	18.5%
Freight Mobility Multimodal Account	6.0	0.5%
State Ferries Operating Account	15.5	1.2%
Transportation Partnership Account	42.3	3.2%
Transportation 2003 Nickel Account	76.5	5.8%
Multimodal Transportation Account	138.0	10.5%
Motor Vehicle Account	425.4	32.4%
Capital Vessel Replacement Account	10.3	0.8%
State Patrol Highway Account	338.7	25.8%
Motorcycle Safety Education Account	4.3	0.3%
Recreational Vehicle Account	1.3	0.1%
License Plate Technology Account	3.1	0.2%
DOL Services Account	6.1	0.5%
Ignition Interlock Device Revolving Account	3.8	0.3%
Multiuse Roadway Safety Account	0.1	0.0%
TOTAL	1,314.1	100.0%

Based on November 2014 Revenue Forecast

➤ **Ferry Fares**

Ferry passengers pay a toll (fare). The fares vary significantly for different routes and seasons. Currently, the fares cover approximately 72% of state ferry operating costs. Ferry fares for the 2013-15 biennium are estimated at \$348 million.

➤ **Vehicle License Fees**

This fee is the annual registration fee for cars, motorcycles, travel trailers, trailers and motor homes. The \$30 license fee is distributed to the State Patrol Highway Account (\$20.35 for each renewal and original), to the Puget Sound Ferry Operating Account (\$2.02 for originals and \$0.93 for renewals), with the remainder being distributed to the Motor Vehicle Account.

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

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

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

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

➤ **Driver Licenses**

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

➤ **Vehicle Sales Tax**

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

➤ **Rental Car Sales Tax**

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

➤ **Other Revenue**

Other revenue sources include interest earnings on fund balances, aircraft fuel taxes, ferry concessions, speeding fines in school zones, sales of Department of Transportation right-of-ways, WSP access fees, breathalyzer test fees, DUI cost reimbursement, terminal safety inspection fees, commercial vehicle penalties, communication tower leases, ignition interlock vendor fees, and transfers from existing fund balances.

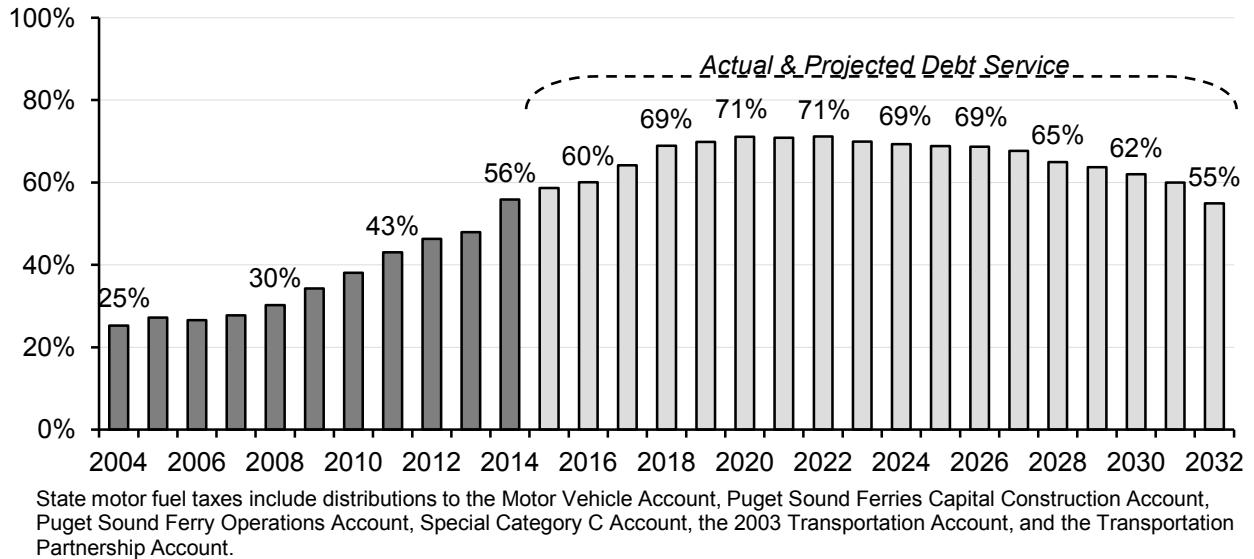
Bonds

- Initially, cash was used to pay for transportation improvements. During and after the 1930s, however, public debt was incurred for highway construction projects.
- Debt financing has increased or decreased, depending on the availability of tax revenues and the magnitude of needed improvements.
- Transportation bonds are ultimately backed by the full faith and credit of the state (general obligation) but have other sources of repayment that constitute the primary source for debt service. Highway bonds are first backed by gas tax revenues and are exempt from statutory or constitutional debt limits.
- In 1998, Referendum 49 was approved by the voters, authorizing \$1.9 billion in bonds for the location, design, right of way, and construction of state and local highway improvements. The bonds were backed by gas tax revenues.
- In 2003, \$2.6 billion in bonds were authorized for transportation projects backed by a five cent increase in the gas tax. Also in 2003, \$349 million in bonds were authorized and backed by revenues from the Multimodal Transportation Account. These multimodal account bonds are subject to the state's debt limit.
- In 2005, \$5.1 billion in bonds were authorized for sale to provide funds for the location, design, right of way, and construction of selected projects and improvements identified as 2005 Transportation Partnership Projects. These bonds were backed by revenues from a phased-in 9.5 cent per gallon gas tax increase.
- In 2007, the bond authorization for Special Category C improvements was increased from \$330 million to \$600 million. The bond authorization for Transportation 2003 projects was increased from \$2.6 billion to \$3.2 billion, and the bond authorization for Transportation 2005 projects was increased from \$5.1 billion to \$5.3 billion. The bond authorization for urban arterials was also increased by \$50 million.
- In 2009, \$1.95 billion of SR 520 bonds were authorized to pay for State Route 520 corridor projects, including the replacement of the floating bridge and east side connections. The SR 520 bonds are first payable by tolls and then backed by gas tax revenues and the full faith and credit of the state. This is in contrast to the Tacoma Narrows Bridge bonds which are first payable by gas tax revenues and reimbursed from toll revenue.
- The chart on the next page illustrates the increasing amount of debt service as a percent of the state portion of the gas tax. The debt service peaks around 61% of total state gas tax revenues in 2021-23.

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

State Share $12.04\text{¢} + 5\text{¢} + 8.5\text{¢} = 25.5\text{¢}$

(Excludes Tacoma Narrows Bridge and SR 520 Debt Service)



Source: Bond projections are based on the November 2014 revenue forecast and WSDOT's 2015-17 agency request budget.

Federal Funding

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted by Congress in June of 2012, authorizing federal funding through Federal Fiscal Year (FFY) 2014 for highways, bridges, highway safety, mass transportation (including transit, rail, air, ferry systems), transportation alternatives (e.g., bicycle/pedestrian facilities, recreational trails), and air quality issues. Other features of MAP-21 included:
 - Continued funding at FFY12 levels plus inflation, depending on appropriations;
 - Extension of the federal gas tax through FFY16.
 - Consolidation and elimination of federal programs: remaining programs are mostly formula-driven; earmarks eliminated.
 - Moves to a performance based system: USDOT must establish performance measures for safety, system reliability, infrastructure condition, congestion reduction. States and MPOs will set the performance targets. Failure to make progress results in penalties.
- As of December 2014, MAP-21 authorization is in place through May 15, 2015.
- Previous federal transportation authorization legislation:
 - The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provided four years of funding (FFYs 2005 through 2009) with continuing resolutions through FFY 2011.
 - The Transportation Equity Act for the 21st Century (TEA-21) was enacted for a six year period (FFYs 1998-2003).
 - The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) expired in 1997.
- See *Federal Funding* section on page 141 for additional details.

Transportation Budget Process

- Each summer all state agencies, including those funded by the transportation budget, prepare budget submittals per instructions from the Office of Financial Management (OFM). In even numbered years the agencies are preparing for the upcoming biennial budgets and in odd numbered years they are preparing for the first supplemental budget.
- Typically in December, the Governor submits a biennial transportation budget to the Legislature, which contains proposed expenditures for each of the transportation agencies.
- Each year the Governor's budget is introduced in both the House and Senate but, by tradition, the House and Senate alternate each biennium in initiating the passage of the budget. In 2015, the House will initiate the budget. It is also customary for the first legislative budget to be released shortly after the spring revenue forecast. In odd numbered years, the forecast is released in mid-March, in even numbered (supplemental budget) years, the forecast occurs in February.
- After the Governor's budget is introduced and referred to the House and Senate transportation committees, the following typically occurs:
 - The Governor's budget office presents the Governor's budget recommendations;
 - Agencies present their budget requests to the committees;
 - Public hearings are held;
 - Work sessions are held to provide members an opportunity to debate issues, ask questions, explore issues, and develop potential amendments to the budget;
 - The committee chair of the initiating chamber presents a budget proposal for the committee's consideration; and
 - An executive session is held to vote on the chair's proposed budget bill and consider possible committee amendments.
- After the budget bill is passed out of the transportation committee, it is sent to the full House or Senate body for consideration.
- The Rules Committee has responsibility for scheduling floor action on the budget bill (and all others) on the floor of the House or Senate.
- Once the bill is on the Second Reading calendar, any member of the legislative body can offer amendments.
- A simple majority vote is required for Final Passage (called Third Reading). (A 60% vote of both houses is required for Final Passage of bond authorization bills.)
- If passed, the budget bill goes to the opposite legislative body where the entire process is repeated.
- Usually the budget bill passed by one legislative body is not identical to that passed by the other. If neither House nor Senate is willing to accept the other's version, differences are often resolved by appointing members from each legislative body to a Conference Committee.
- A simple majority vote by each legislative body is then necessary for adoption of the Conference version of the budget. Amendments to the Conference version are not permitted.
- The budget, as adopted, is then sent to the Governor's Office for signature and enactment. The Governor may veto whole sections of a budget bill or individual provisions in their entirety.

Miscellaneous Budget Information

- The state budget is developed on a biennial basis starting July 1 of each odd-numbered year. State fiscal years run from July 1 to June 30. State agency appropriations are made either by fiscal year or for the biennium, depending on the account and fund source. The federal government budgets for one year at a time, with a fiscal year that starts on October 1. Local governments generally have annual budgets based on the calendar year.
- Appropriation sections in budget bills are not codified (i.e., are not incorporated into the Revised Code of Washington (RCW)). Language in these sections lapses at the end of the biennium that it addresses. Codified law may be modified in an appropriations bill if the total section of law is set forth and the modification relates to fiscal matters.
- Expenditure authority of agencies is limited by appropriation levels and proviso language included in budget legislation.
- Bills other than budget bills may also contain appropriations.
- The Governor is required to propose a biennial budget to the Legislature by December 20 preceding odd year legislative sessions. Supplemental budgets are to be submitted not fewer than 20 days prior to legislative session.
- The Governor may veto whole sections of the budget bill or individual provisions in their entirety.
- A biennial budget may be amended during the biennium it addresses in a supplemental budget bill. Supplemental budgets are commonly adopted in each of the two regular sessions that occur during a biennium.
- During the legislative session, budgets and bills required to complete the budget are exempt from the normal cutoff dates, as outlined each year in the House and Senate session cutoff calendars.
- Bills authorizing the sale of bonds require a 60% vote for Final Passage. A simple majority is required on all prior votes and in committee.
- Beginning with the 1990 transportation revenue increase, the Legislature has provided project-specific direction. In 1990, the Legislature established the Special Category C program which initially earmarked the additional portion of the gas tax to improvements on Seattle's First Avenue South Bridge (State Route 509), State Route 18, and the Spokane North-South Freeway.
- In 2002, the Legislature submitted Referendum 51 to the voters which asked for approval of new revenues for a specific set of highway and multimodal improvements. After the failure of Referendum 51, the Legislature passed the 2003 transportation package, providing additional highway and multi-modal revenues for a list of projects referenced specifically by project, fund, and amount.
- In 2005, the Legislature enacted the Transportation Partnership Account. Similar to the 2003 transportation package, additional revenues were provided solely for a list of projects referenced specifically by project, fund, and amount. Expenditures from this account are limited to projects or improvements identified as 2005 transportation partnership projects or improvements, including any principal and interest on bonds authorized for the projects or improvements.

Recent Initiatives

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Initiative 601 – Expenditure & Revenue Limitation

Background

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

Main Provisions

- Spending limits apply only to state General Fund: The spending limits imposed by I-601 apply only to expenditures from the state General Fund. Transportation-related funds and accounts that do not reside within the state General Fund are not subject to the spending limits. Examples of such funds and accounts include the Motor Vehicle Fund (MVF) and the Transportation Fund (TF).
- State agencies restricted from increasing fees: I-601 provides that fees may not be increased in any fiscal year by a percentage greater than the fiscal growth factor (reflecting population growth and inflation), unless the Legislature specifically authorizes the increase. No distinction is made between transportation-related fees and other government fees. Money charged by state government as penalties, fines, or forfeitures are not restricted by this provision.
- I-601 requires a two-thirds vote of the Legislature for tax increases. Transportation tax increases were interpreted to be exempt from the 601 two-thirds vote requirement.

Subsequent Actions

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

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

The legislative role in authorizing fee increases has been clarified most recently by a formal opinion from the State Attorney General regarding the impact of initiative 1185.

For more background on I-1185 see: [House Office of Program Research Initiative 1185 Summary](#)

Initiative 695 – MVET Repeal and Tax Restrictions

Background

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

Main Provisions

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

Subsequent Actions

The constitutionality of I-695 was challenged and brought before King County Superior Court. On March 14, 2000, the court ruled that the I-695, in its entirety, was unconstitutional.

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

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

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

Initiative 776 – High Capacity MVET Repeal and Local Tax Restrictions

Background

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

Main Provisions

- State combined license fee for light trucks: The combined license fee schedule contained in RCW 46.16.070 was amended so that trucks with a Declared Gross Weight of 8,000 pounds or less pay a combined license fee of \$30.
- High Capacity Transportation MVET: The authority of a Regional Transit Authority (RTA), and certain other eligible transit districts, to levy a voter-approved, high capacity transportation MVET was repealed.
- Local option vehicle license fee: The statute authorizing a county or a qualified city or town to impose a voter-approved vehicle license fee of up to \$15 per year was repealed. The following four counties had imposed the fee: Douglas; King; Pierce; and Snohomish Counties.

Subsequent Actions

Prior to I-776's effective date, a legal action was filed against the state challenging the Initiative's constitutionality. This legal challenge, and other court decisions that came later, required the Department of Licensing to continue collecting the local option fees on behalf of the local jurisdictions that had imposed the fees. Douglas and Snohomish Counties chose not to join the law suit and stopped imposing the local option vehicle fee after the effective date of the Initiative.

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

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

Initiative 960—Tax and Fee Increases Imposed by State Government

Background

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

Main Provisions

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

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

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

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

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

Subsequent Actions

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

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

For more background on Initiative 960 see: [Senate Committee Services Initiative 960 Summary](#)

Initiative 1053—Tax and Fee Increases Imposed by State Government

Background

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

Main Provisions

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

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

Subsequent Actions

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

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

For more background on Initiative 1053 see: [House Office of Program Research Initiative Summary 1053](#)

Initiative 1185—Tax and Fee Increases Imposed by State Government

Background

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

Main Provisions

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

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

For more background on I-1185 see: [House Office of Program Research Initiative 1185 Summary](#)

Subsequent Actions

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

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

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

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

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

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

18th Amendment to the Constitution

The 18th Amendment to the Washington State Constitution is codified as Article 2, Section 40, and was approved November 1944. The amendment restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to “highway purposes.”

The text of the amendment reads as follows:

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

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

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

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

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

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

Provided, That this section shall not be construed to include revenue from general or special taxes or excises not levied primarily for highway purposes, or apply to vehicle operator's license fees or any excise tax imposed on motor vehicles or the use thereof in lieu of a property tax thereon, or fees for certificates of ownership of motor vehicles.” Wash. Const. Art. II, Sec. 40. Approved November, 1944.

Case Law:

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

- Public Transportation – The expenditure of 18th amendment protected funds for the financing of a public transportation system violates the 18th amendment since it is not for a highway purpose contemplated by the 18th amendment (*State ex rel. O’Connell v. Slavin*, 75 Wn. 2d 544, 452 P.2d 943 (1969)).

- Park and Ride facilities – The expenditure of 18th amendment protected funds on the construction of park and ride facilities does not violate the 18th Amendment because such facilities are directly related to a more efficient and safer operation of the highway system (*Washington State Highway Commission v. O'Brien*, 83 Wn. 2d 878, 523 P.2d 190 (1974)).
- Relocation of Utilities – The expenditure of 18th amendment protected funds on the relocation of utilities violates the 18th amendment because the relocation of such facilities does not directly or indirectly benefit the highway system (*Washington State Highway Commission v. Pacific Northwest Bell Tel. Co.*, 59 Wn. 2d 216, 367 P.2d 605 (1961)).
- Debt Payment – The expenditure of 18th amendment protected funds for the repayment of bonds issued for the construction of a highway bridge does not violate the 18th amendment because the bonds were issued for a highway purpose (*State ex rel. Bugge v. Martin*, 38 Wn. 2d 834, 232 P.2d 833 (1951)).
- Tort Claims – The expenditure of 18th amendment protected funds for the payment of tort judgments violates the 18th amendment because such an expenditure does not relate to the highway purposes listed in the amendment (*Automobile Club of Wash. v. City of Seattle*, 55 Wn. 2d 161, 346 P.2d 695 (1959)). However, please note that the case was decided before the state waived its sovereign immunity.
- Motor Vehicle Excise Tax Revenue – Motor Vehicle Excise Tax revenue may be deposited into the Motor Vehicle Fund to be used for highway purposes, although the 18th Amendment does not require such deposits (*State ex rel. Heavey v. Murphy*, 138 Wn. 2d 800, 982 P.2d 611 (1999)).
- Valuation of Highway Property - Valuation performed in anticipation of the eventual transfer or lease of highway land indirectly benefits public highways and serves a valid highway purpose under the 18th Amendment (*Freeman v. Gregoire*, 171 Wn. 2d 316, 256 P.3d 264 (2011)).
- Other Taxes Imposed on Gas - Because the Hazardous Substance Tax was enacted for the purpose of cleaning up spills of hazardous substances, it falls under the 18th Amendment's proviso excluding the tax from the "highway purposes" restrictions (*Automotive United Trades Organization v. State*, 175 Wn. 2d 537, 286 P.3d 377 (2012)).
- Gas Tax Refunds – Refunds for gas taxes levied on nonhighway driving, to benefit recreational trails, comes within the Legislature's plenary powers of taxation, and nothing in the 18th Amendment prohibits it. Such refunds for gas taxes are considered a "highway purpose" under the 18th Amendment (*Motorcycle Ass'n v. Interagency Comm.*, 127 Wn. App. 408, 110 P.3d 1196 (2005)). However, the refunds must benefit nonhighway users who paid the gas taxes (*Wash. Off-Highway Vehicle Alliance et al. v. State*, 176 Wn. 2d 225, 290 P.3d 954 (2012)).

State Taxes and Fees

Overview and Table of Contents

This section summarizes most of the state's transportation taxes and fees, the major source of revenue for state transportation purposes. After being collected by the administering agency (usually the Department of Licensing), these user taxes and fees are sent to the State Treasurer, placed into accounts as directed by statute, and expended after being appropriated by the Legislature.

The taxes and fees in this section are arranged in alphabetical order. The gas tax information can be found under the title "motor vehicle fuel and special fuel taxes."

The Department of Revenue's [Tax Reference Manual 2010](#) provides more information about Washington State taxes.

The [fee inventory on fiscal.wa.gov](#) also provides information on fees charged by the Departments of Licensing and Transportation.

The Transportation Revenue Forecast documents can be found on the OFM web site at the following address: <http://www.ofm.wa.gov/budget/info/transportationrevenue.asp>

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Summary of Transportation Taxes and Fees, 2015-17

(November 2014 Transportation Revenue Forecast)

* denotes a fee which is restricted all or in part by the 18th Amendment

Revenue Source	Amount	2015-17 Forecast
Aircraft Dealers License Fee	\$75 per calendar year \$10 for additional certificates	Minimal
Aircraft Excise Tax	\$20-\$125 per year by type of aircraft	\$0.6 million to General Fund \$0.07 million to Aeronautics Account
Aircraft Fuel Tax	11 cents per gallon	\$5.3 million
Aircraft Registration Fee	\$15 per year per aircraft	\$0.21 million
Camper Registration Fee*	\$4.90 Original; \$3.50 Renewal	\$0.18 million
Commercial Driver License	\$17 per year, or \$102 every six years, in addition to the fee for basic driver license \$10 for instruction permit	\$8.9 million
Commercial Vehicle Safety Enforcement Fee*	\$16 per vehicle per year	\$5.6 million
Copies of Driver's Record*	\$13 per copy \$6.50 to Highway Safety Fund (HSF) \$6.50 to State Patrol Highway Account (WSP)	\$65.4 million \$32.7 million to HSF \$32.7 million to WSP
Driver Instruction Permit	\$25 for photo or non-photo (good for one year)	\$5.7 million
Driver License Examination Fee	\$35 per exam	\$18.4 million
Driver License Fee	\$9 per year or \$54 for six year license	\$114.3 million
Driver License Reinstatement Fee	\$75 (non-alcohol-related offense) \$150 (alcohol-related offense)	\$12.5 million
Duplicate Driver License Fee	\$20 per license/ ID card/ permit	\$11.9 million
Electric Vehicle License Fee*	\$100 per year	\$1.9 million
Enhanced Driver License/Identification Card Fee	\$18 additional fee for original or renewal with driver license or identification card, 6 years (\$3 per year if less than 6 years)	\$3.4 million
Farm Exempt Decal Fee*	\$5 one-time fee	Minimal
Farm Vehicle Reduced Gross Weight Fee*	Fee varies by weight, starting at \$24.50 for vehicles up to 4,000 pounds	\$2.0 million
Farm Vehicle Trip Permit Fee*	\$6.25 for partial month, up to four permits authorized per year	\$6,600

Ferry Fares*	Fares set by Transportation Commission + 25 cent vessel replacement surcharge Ferry System fare calculator	\$351.9 million (fares), of which \$7.85 million is attributable to the 25 cent surcharge
For-Hire Business Permit and Vehicle Certificates	For-Hire: \$110 original business license (no renewal) \$55 per year per vehicle for certificate (original, changed, or duplicate) Limousine: \$350 per year business license \$75 per year per vehicle for certificate \$20 Changed and duplicate vehicle certificates \$25 Training course applications	For-Hire \$0.3 million Limousine \$0.98 million
Hulk Haulers, Scrap Processors, Wreckers License Fees*	\$10 original, renewal--Hulk Haulers \$25 original, \$10 renewal--Scrap Processors \$25 original, \$10 renewal--Wreckers	Included in Vehicle Business License Revenue Forecast
Ignition Interlock Device Fee	\$20 per month per device	\$4.0 million
International Fuel Tax Agreement Decals*	\$10 per set of decals per year	\$0.68 million
License Fee by Weight*	\$38 to \$3,400 per year	\$360.1 million
License Plate Fees*	\$10 per plate; \$4 motorcycle plate, \$1 per set of replacement license plate tabs \$20 per vehicle for retaining current license plate number \$10 transfer fee	Original: \$26.0 million Plate replacement: \$33.8 million Plate number retention: \$0.18 million
Log Truck Additional Weight Permit*	\$50 per year beginning April 1, prorated for shorter time periods \$37.50 if issued after July 1 \$25 if issued after October 1 \$12.50 if issued after January 1	Included in Special Permit Fee for Oversize/Overweight Movements
Mobile Home Title Elimination Fee*	\$25 per application (set by DOL Director)	Minimal
Monthly Declared Gross Weight Fee*	\$2 for each month vehicle used plus a \$2 admin fee (paid in addition to prorated license fee by weight)	\$1.1 million
Motor Home Weight Fee	\$75 annual fee	\$10.0 million
Motor Vehicle Fuel Tax & Special Fuel Tax*	37.5 cents per gallon	\$2,420.6 million (net for distribution)
Motor Vehicle Weight Fee	Motor Vehicle Weight fee at \$10, \$20 and \$30 for most vehicles	\$120.7 million
Motorcycle Endorsement Fee/Instruction Permits	\$12 initial 6 year endorsement (\$2/year) \$30 renewal endorsement, every 6 years (\$5/year) \$5 examination fee \$15 instruction permit	\$4.66 million

Natural Gas and Propane Fee*	\$145.63 to \$786.25 per year Includes \$5.00 handling fee	Minimal
Occupational Driver's License Fee	\$100 application fee	\$2.2 million
Off-Road Vehicle Use Permits	\$18 annual permit \$7 for 60-day temporary permit \$5 transfer fee	\$3.0 million
Personalized License Plates	\$52 for original plates \$42 for renewal In addition to regular vehicle registration fee	\$8.1 million
Private Use Single-Axle Trailer Fee*	\$15 annual fee for trailers of 2,000 pound scale weight or less	\$14.1 million
Proportional Registration Plates and Fees*	\$10 apportioned plates \$2 cab card \$2 tabs \$4.50 transaction fee	\$82.1 million
<u>Recreational Vehicle Sanitary Disposal Fee*</u>	\$3.00	\$1.4 million
Reflectorized Plate Fee*	\$2 per plate	\$12.2 million
Rental Vehicle Sales Tax	5.9% of rental contract amount	\$59.6 million
Retail Sales and Use Tax on Motor Vehicles	0.3% of selling price in addition to state and local sales taxes	\$82.7 million
Special License Plates*	\$0 - \$45	Minimal
Special Permit for Oversize/Overweight Movement*	Single Trip -- \$10 30 day permit (Oversize) - \$10 to \$20 30 day permit (Overweight) \$70 to \$90 1 year permit (Oversize) - \$100 to \$150 1 year permit (Overweight garbage trucks) - \$42/1000 lbs.	\$15.6 million
Tolling SR 167 HOT Lanes	\$0.50 to \$9.00 dynamic toll	HOT lanes pilot program expires June 30, 2015
Tolling – I-405 Express Toll Lanes*	To be set by Transportation Commission in 2015	TBD
Tolling – SR 520 Bridge	Varies depending on the day of the week, time of day and type of customer Toll schedule	\$123.0 million
Tolling - Tacoma Narrows Bridge*	\$5.50 Cash Toll \$4.50 Electronic Toll \$6.50 Pay By Mail	\$152.1 million
Tow Truck Capacity Fee*	\$25 per year in addition to the basic motor vehicle license fee, but in lieu of the License Fee by Weight	\$0.07 million
Tow Truck Operator Fee*	\$100 per year for business; \$50 per vehicle per year	Included in Vehicle Business License Revenue Forecast

Transporter License Fee and Plates*	\$25 for new license \$15 for annual renewal \$2 per set of plates	Included in Vehicle Business License Revenue Forecast
Trip Permit Fee*	\$25 for three days	\$7.1 million
Trip Permit, Special Fuel Users	\$30	\$0.44 million
Vehicle Business Licenses*	<i>Original fee (Renewal fee)</i> Dealer, Principal location--\$975 (\$325) Dealer, Subagency--\$100 (\$25) Dealer Temporary subagent--\$100 (\$25) Manufacturer--\$500 (\$250)	\$3.36 million (includes license fee revenue from hulk haulers, scrap processors, wreckers, tow trucks, and transporters)
Vehicle Certificate of Title and Inspection Fees*	\$15 Certificate of Title \$15 Stolen Vehicle Check \$65 WSP VIN Inspection	\$13.0 million Inspection \$65.46 million Certificate
Vehicle Registration Fee (License Fee)*	\$30 Original & Renewal	\$321.9 million
Vehicle Transaction Service Fees*	\$5 service fee for each renewal or obtain initial vehicle registration (county auditors & DOL transactions only) \$12 service fee for title transactions	\$38.9 million
Vessel Pilot License Fee	\$6,500 per year	\$0.75 million
Vessel Registration Fee	\$10.50 per year	\$5.3 million
Vessel Visitor Permit	\$30 at the time of issuance of identification document.	Minimal
Watercraft Excise Tax	0.5% of fair market value (\$5 minimum)	\$25.3 million
Wheeled All-Terrain Vehicles*	On-road \$12 initial and renewal Off-road \$18 initial and renewal Both: \$2 metal tag, every 7 years	On-road use \$85,000 Off-road use \$140,600

*18th Amendment tax or fee, all or in part

Washington State Vehicle Counts for Fiscal Year 2014

Vehicles paying Basic License Fee (\$30)

Passenger Cars and Cabs	4,529,669
Motor Homes	65,975
Travel Trailers	126,313
Motorcycles	229,822
Other Trailers	107,205
Tow Trucks	1,390

Vehicles paying Weight-based Registration Fee (Trucks)

Trucks	1,459,229
For Hire, Buses, Stages	3,225
Combination License Fee Trailers	67,337
Prorate Motor Vehicles	27,662

Vehicles paying Varying Fees

Restored and Antiques	9,631
Campers	24,177
Mopeds	9,040
Exempt	6,404
Personal Trailers	440,741
Off-Road Vehicles	82,244
Wheeled All-Terrain Vehicles	424
Snowmobiles	24,688

Total Washington State Highway and Off-Road Vehicle Registrations 7,215,178

REVENUE SOURCE: **Aircraft Dealers License Fee**

AUTHORIZED: [RCW 14.20.050](#)
[RCW 14.20.060](#) (where deposited)

WHO PAYS: Aircraft dealers

RATE: \$75 per calendar year. Additional certificates are \$10 each per calendar year.

ADMINISTERED BY: Department of Transportation – Aviation Division.

WHERE DEPOSITED: Aeronautics Account

DISTRIBUTION & USE: 100% to the Aeronautics Account, appropriated to cover the cost of administration of the DOT Aviation Division.

EXEMPTIONS: None

HISTORY:

1955	\$25 per calendar year
1998	\$75 per calendar year

2013-15 ESTIMATE: Minimal

2011-13 FORECAST: Minimal

VALUE OF INCREASE: Minimal

<u>REVENUE SOURCE:</u>	Aircraft Excise Tax
<u>AUTHORIZED:</u>	RCW 82.48.030 RCW 82.48.080 (where deposited)
<u>WHO PAYS:</u>	Aircraft owner
<u>RATE:</u>	Single-engine fixed wing, \$50; small multiengine fixed wing, \$65; large multi-engine fixed wing, \$80; turboprop multiengine fixed wing, \$100; turbojet multiengine fixed wing, \$125; helicopter, \$75; sailplane, \$20; lighter than air, \$20; home built, \$20. Collected at first registration and annually thereafter.
<u>ADMINISTERED BY:</u>	Department of Transportation – Aviation Division
<u>WHERE DEPOSITED:</u>	General Fund 90%; Aeronautics Account 10%
<u>DISTRIBUTION & USE:</u>	90% to General Fund for purposes of general government as appropriated by the Legislature; 10% to Aeronautics Account appropriated to cover the cost of administration of the DOT Aviation Division.
<u>EXEMPTIONS:</u>	Aircraft owned by U.S. government or political subdivision; aircraft registered by foreign country; aircraft registered in another state unless based in this state for 90 days or longer; aircraft engaged in interstate commerce; aircraft owned by manufacturer or dealer if part of stock in trade; aircraft owned by a nonprofit organization exempt from federal income tax under 26 U.S.C. Sec. 501(c)(3), and, be exclusively used to provide emergency medical transportation services (RCW 82.48.100).
<u>HISTORY:</u>	1949 1% of fair market value of aircraft per year 1967 \$15 single-engine aircraft; \$25 multiengine 1983 See current tax rates above
<u>2013–15 ESTIMATE:</u>	\$630,503 General Fund \$70,056 Aeronautics Account
<u>2015–17 FORECAST:</u>	\$637,290 General Fund \$70,810 Aeronautics Account

<u>REVENUE SOURCE:</u>	Aircraft Fuel Tax
<u>AUTHORIZED:</u>	RCW 82.42.020 RCW 82.42.090 (where deposited)
<u>WHO PAYS:</u>	Aircraft fuel users
<u>RATE:</u>	11 cents per gallon
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Aeronautics Account
<u>DISTRIBUTION & USE:</u>	Appropriated for administration of the DOT Aviation Division, airport construction and maintenance, and local airport aid.
<u>EXEMPTIONS:</u>	Commercial use, farm use, research, testing, training, emergency medical air transport entities (RCW 84.42.030).
<u>HISTORY:</u>	<p>1967 2 cents/gallon on retail sales</p> <p>1982 Agricultural spray planes exempted 3% x weighted average retail price in third month of fiscal 1/2 year.</p> <p>1983 Minimum rate set at 5 cents</p> <p>1989 5.5 cents</p> <p>1991 January 6.5 cents</p> <p>1991 July 6.0 cents</p> <p>1997 June 6.0 cents</p> <p>2000 July 6.5 cents</p> <p>2001 January 7.5 cents</p> <p>2002 July 7.0 cents</p> <p>2003 July 10 cents</p> <p>2005 July 11 cents</p>
<u>2013–15 ESTIMATE:</u>	\$5.0 million
<u>2015–17 FORECAST:</u>	\$5.3 million
<u>VALUE OF INCREASE:</u>	\$457,100 per one-cent increase per biennium

For comprehensive information on the Aviation Fuel Tax, see JLARC's [2011 Tax Preference Performance Reviews](#), pages 23 to 34.

<u>REVENUE SOURCE:</u>	Aircraft Registration Fee
<u>AUTHORIZED:</u>	RCW 47.68.250 (effective until July 1, 2021)
<u>WHO PAYS:</u>	Aircraft Owner
<u>RATE:</u>	\$15 per annum per aircraft
<u>ADMINISTERED BY:</u>	Department of Transportation – Aviation Division
<u>WHERE DEPOSITED:</u>	Aeronautics Account
<u>DISTRIBUTION & USE:</u>	Appropriated for activities of the DOT Aviation Division.
<u>EXEMPTIONS:</u>	Aircraft owned by U.S. government or any political subdivision; aircraft registered by foreign country; aircraft engaged in interstate commerce; aircraft owned by manufacturer or dealer if part of stock in trade; aircraft registered in another state unless aircraft based in this state for 90 days or longer.
<u>HISTORY:</u>	1947 Up to \$10 1949 \$2 1967 \$4 1999 \$8 2003 \$15
<u>2013–15 ESTIMATE:</u>	\$205,035
<u>2015–17 FORECAST:</u>	\$207,400
<u>VALUE OF INCREASE:</u>	\$13,670 per \$1 fee increase per biennium

REVENUE SOURCE: **Camper Registration Fee**
18th Amendment tax or fee

AUTHORIZED: [RCW 46.17.350](#)
[RCW 46.68.030\(1\)](#) (where deposited)

WHO PAYS: Vehicle owner

RATE: Original \$4.90, renewal \$3.50; paid annually.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes.

EXEMPTIONS: None

HISTORY: 1971 \$3.50 per year
1975 Original \$4.90; renewal \$3.50

2013-15 ESTIMATE: \$176,300

2015-17 FORECAST: \$179,700

VALUE OF INCREASE: \$49,500 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Commercial Driver License
<u>AUTHORIZED:</u>	RCW 46.20.049
<u>WHO PAYS:</u>	Drivers endorsed to operate specialized vehicles (e.g., large trucks, buses); went into effect in 1989.
<u>RATE:</u>	\$102 every six years in addition to \$54 for basic driver license; \$10 for instruction permit \$17/year if extended for a period other than five six years
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for administration of commercial driver license (CDL) program.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	<p>1967 Original endorsement not to exceed \$10; renewal not to exceed \$8</p> <p>1969 Original not to exceed \$10; renewal fee eliminated</p> <p>1985 Original not to exceed \$10; renewal not to exceed \$3</p> <p>1989 Original, renewal not to exceed \$12; \$5 instruction permit</p> <p>2000 Original, renewal not to exceed \$25</p> <p>2002 Instruction permit increased from \$5 to \$10</p> <p>2005 (July) Original, renewal increased from not to exceed \$25 to a set fee of \$30</p> <p>2011 Original, renewal increased from \$30 to \$61</p> <p>2012 (October) Original, renewal increased from \$61 to \$85</p> <p>2013 (June) Original, renewal proportionately increased from \$8 to \$102 – term went from 5 year to 6 year</p>
<u>2013-15 ESTIMATE:</u>	\$6.3 million
<u>2015-17 FORECAST:</u>	\$8.9 million
<u>VALUE OF INCREASE:</u>	\$95,400 per \$1 increase per biennium

<u>REVENUE SOURCE:</u>	Commercial Vehicle Safety Enforcement Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.315
<u>WHO PAYS:</u>	Commercial motor vehicle carriers that have terminals in this state.
<u>RATE:</u>	\$16 per year per vehicle; fee is apportioned for interstate vehicles operating under the International Registration Plan.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	State Patrol Highway Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	Vehicles owned by transportation businesses which are rate-regulated by the WUTC: passenger charter companies, auto transportation companies, solid waste collection companies, household goods carriers (RCW 46.32.080(1)). Motor vehicles owned by farmers for their own products (RCW 46.32.080(2)).
<u>HISTORY:</u>	1995 \$10 1996 Fee for IRP vehicles added 2007 Fee increased to \$16
<u>2013-15 ESTIMATE:</u>	\$5.1 million
<u>2015-17 FORECAST:</u>	\$5.6 million

<u>REVENUE SOURCE:</u>	Copies of Driver's Records 18 th Amendment tax or fee, in part
<u>AUTHORIZED:</u>	RCW 46.52.130
<u>WHO PAYS:</u>	Drivers; insurance companies, employers or prospective employers, volunteer organizations, transit authorities; alcohol/drug assessment or treatment agencies; city attorneys and county prosecuting attorneys, state colleges, universities, or agencies, or units of local government, superintendent of public instruction
<u>RATE:</u>	\$13 per copy of any Department of Licensing record (records for confidential use only are not available).
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	\$6.50 to Highway Safety Fund \$6.50 to State Patrol Highway Account
<u>DISTRIBUTION & USE:</u>	Appropriated to cover driver and highway related purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1961 \$1.00 per abstract 1963 \$1.50 1985 \$3.50 1987 \$4.50 2002 \$5.00 2007 \$10.00 2012 \$13.00
<u>2013-15 ESTIMATE:</u>	\$65.2 million
<u>2015-17 FORECAST:</u>	\$65.4 million
<u>VALUE OF INCREASE:</u>	\$5.0 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Driver Instruction Permit
<u>AUTHORIZED:</u>	RCW 46.20.055 RCW 46.68.041 (where deposited)
<u>WHO PAYS:</u>	Individuals learning to drive (must be fifteen and a half years of age or older).
<u>RATE:</u>	\$25 for photo or non-photo permit (good for one year).
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for driver-related programs.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1965 \$1.50 1979 \$2.50 1985 \$5.00 2002 \$15.00 2006 \$20.00 2012 \$25.00
<u>2013-15 ESTIMATE:</u>	\$6.1 million
<u>2015-17 FORECAST:</u>	\$5.7 million
<u>VALUE OF INCREASE:</u>	\$227,900 per \$1 fee increase per biennium

(See [Motorcycle Endorsement Fee/Instruction Permit](#), page 77)

<u>REVENUE SOURCE:</u>	Driver License Examination Fee												
<u>AUTHORIZED:</u>	RCW 46.20.120 RCW 46.68.041 (where deposited)												
<u>WHO PAYS:</u>	Any individual applying for a new driver license (including individuals who already have a license from another state and those whose previous Washington license has been expired for over five years).												
<u>RATE:</u>	\$35 examination fee paid to DOL plus additional fees when testing is given by commercial driving school.												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	Highway Safety Fund												
<u>DISTRIBUTION & USE:</u>	Appropriated for driver-related programs.												
<u>EXEMPTIONS:</u>	None												
<u>HISTORY:</u>	<table> <tr> <td>1953</td> <td>\$2 exam fee</td> </tr> <tr> <td>1975</td> <td>\$3</td> </tr> <tr> <td>1985</td> <td>\$7</td> </tr> <tr> <td>2002</td> <td>\$10</td> </tr> <tr> <td>2005</td> <td>\$20 exam fee</td> </tr> <tr> <td>2012</td> <td>\$35</td> </tr> </table>	1953	\$2 exam fee	1975	\$3	1985	\$7	2002	\$10	2005	\$20 exam fee	2012	\$35
1953	\$2 exam fee												
1975	\$3												
1985	\$7												
2002	\$10												
2005	\$20 exam fee												
2012	\$35												
<u>2013-15 ESTIMATE:</u>	\$19.4 million												
<u>2015-17 FORECAST:</u>	\$18.4 million												
<u>VALUE OF INCREASE:</u>	\$524,660 per \$1 fee increase per biennium												

<u>REVENUE SOURCE:</u>	Driver License Fee
<u>AUTHORIZED:</u>	RCW 46.20.161 (original) RCW 46.20.181 (renewal) RCW 46.68.041 (where deposited)
<u>WHO PAYS:</u>	Drivers
<u>RATE:</u>	\$54 for 6-year license (licenses with CDL Hazardous Materials endorsements will be issued at \$9 per year for no more than a 5-year period) \$9 per year if extended for period other than 6 years
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for general government and driver-related purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1971 \$1.90 temporarily dedicated to General Fund 1975 General Fund diversion made permanent; increased from \$5 to \$6 (two-year license) 1980 Increased from \$6 for two-year license to \$14 for four-year license 1995 Entire fee to Highway Safety Account (formerly, \$3.80 of fee went to General Fund) 2000 \$25 for five-year license; gradually implemented through 2005 2012 \$45 until June 30, 2013; \$54 after June 30, 2013 2013 \$54 for six year license
<u>2013-15 ESTIMATE:</u>	\$109.6 million
<u>2015-17 FORECAST:</u>	\$114.3 million
<u>VALUE OF INCREASE:</u>	\$2.3 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Driver License Reinstatement Fee
<u>AUTHORIZED:</u>	RCW 46.20.311 RCW 46.68.041 (where deposited)
<u>WHO PAYS:</u>	Drivers who have had their licenses suspended; drivers may not receive a new license following suspension or revocation until the reinstatement fee has been paid.
<u>RATE:</u>	\$75 (nonalcohol-related offense) \$150 (alcohol-related offense)
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund Impaired Driver Safety Account – 63% of alcohol-related reinstatement fee
<u>DISTRIBUTION & USE:</u>	As appropriated for driver-related programs.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1965 \$4 (same as regular license fee) 1973 \$10 in addition to regular fee 1982 \$20 1983 \$20 (\$50 for alcohol or drug-related offense) 1998 \$150 for alcohol or drug-related offense 2005 \$75 for non-alcohol-related offense
<u>2013-15 ESTIMATE:</u>	\$13.1 million
<u>2015-17 FORECAST:</u>	\$12.5 million
<u>VALUE OF INCREASE:</u>	\$178,680 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Duplicate Driver License Fee
<u>AUTHORIZED:</u>	RCW 46.20.200 RCW 46.68.041 (where deposited)
<u>WHO PAYS:</u>	Individuals who wish to replace lost or destroyed permits, identification cards, or driver licenses.
<u>RATE:</u>	\$20 per license/identification card/permit
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for driver-related programs
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1921 50 cents 1975 \$2.50 1985 \$5.00 2002 \$15.00 2012 \$20.00
<u>2013-15 ESTIMATE:</u>	\$12.1 million
<u>2015-17 FORECAST:</u>	\$11.9 million
<u>VALUE OF INCREASE:</u>	\$595,170 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Electric Vehicle License Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.323
<u>WHO PAYS:</u>	Owners of electric vehicles which use propulsion units powered solely by electricity.
<u>RATE:</u>	\$100 per year
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Up to \$1 million, deposited in Motor Vehicle Fund. Over \$1 million: <ul style="list-style-type: none"> • Seventy percent to the Motor Vehicle Fund; • Fifteen percent to the Transportation Improvement Account; • Fifteen percent to the Rural Arterial Trust account.
<u>DISTRIBUTION & USE:</u>	Provide funds to mitigate the impact of vehicles on state roads and highways and for the purpose of evaluating the feasibility of transitioning from a revenue collection system based on fuel taxes to a road user assessment system.
<u>EXEMPTIONS:</u>	Those exempt from the electric vehicle fee include: electric vehicles that have the capability to drive at a speed of no more than 35 miles per hour; government owned vehicles; horseless carriages; collector vehicles; off road vehicles; snowmobiles; mopeds, restored vehicles, private school buses; vehicles registered to Disabled American Veterans, Former Prisoners of War, and Congressional Medal of Honor recipients.
<u>HISTORY:</u>	2012 \$100
<u>2013-15 ESTIMATE:</u>	\$ 1.1 million
<u>2015-17 FORECAST:</u>	\$ 1.9 million
<u>VALUE OF INCREASE:</u>	\$ 19,000 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Enhanced Driver License/Identification Card Fee
<u>AUTHORIZED:</u>	RCW 46.20.202 (fee set by WAC 308-105-100) RCW 46.68.041 (where deposited)
<u>WHO PAYS:</u>	All applicants who provides the department with proof of US citizenship, identity, and state residency.
<u>RATE:</u>	\$18 for 6 year license, original or renewal with driver license or identification card. \$3 per year if extended for period other than 6 years.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for general government and driver-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2007 \$15 additional fee original or renewal with driver license or identification card 2013 \$18 additional fee original or renewal with driver license or identification card
<u>2013-15 ESTIMATE:</u>	\$3.3 million
<u>2015-17 FORECAST:</u>	\$3.4 million
<u>VALUE OF INCREASE:</u>	\$205,300 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Farm Exempt Decal Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.325
<u>WHO PAYS:</u>	Owners of farm vehicles as defined in RCW 46.04.181 , which are only incidentally used on highways are exempt from normal licensing requirements; decal from Department of Licensing allows limited use on or along public highways.
<u>RATE:</u>	\$5, one-time charge; valid as long as vehicle is used as a farm vehicle.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1967 \$5
<u>2013-15 ESTIMATE:</u>	Minimal
<u>2015-17 FORECAST:</u>	Minimal
<u>VALUE OF INCREASE:</u>	Minimal

<u>REVENUE SOURCE:</u>	Farm Vehicle Reduced Gross Weight Fee* 18 th Amendment tax or fee												
<u>AUTHORIZED:</u>	RCW 46.16A.425 (reduced gross weight license fee) RCW 46.17.330 (fee schedule) RCW 46.68.030 (where deposited)												
<u>WHO PAYS:</u>	Vehicle owners registering their farm vehicles with gross weight of 4,000 pounds or more.												
<u>RATE:</u>	In lieu of all other licensing fees, unless specifically exempt, annual fee (varies) based on weight (\$24.50 to \$1,710.50)												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	<table> <tr> <td>Motor Vehicle Account</td> <td>59.495%</td> </tr> <tr> <td>State Patrol Highway Account</td> <td>22.360%</td> </tr> <tr> <td>Puget Sound Ferry Operations Account</td> <td>1.375%</td> </tr> <tr> <td>Transportation 2003 Account</td> <td>5.237%</td> </tr> <tr> <td>Transportation Partnership Account</td> <td><u>11.533%</u></td> </tr> <tr> <td>TOTAL</td> <td>100.000%</td> </tr> </table>	Motor Vehicle Account	59.495%	State Patrol Highway Account	22.360%	Puget Sound Ferry Operations Account	1.375%	Transportation 2003 Account	5.237%	Transportation Partnership Account	<u>11.533%</u>	TOTAL	100.000%
Motor Vehicle Account	59.495%												
State Patrol Highway Account	22.360%												
Puget Sound Ferry Operations Account	1.375%												
Transportation 2003 Account	5.237%												
Transportation Partnership Account	<u>11.533%</u>												
TOTAL	100.000%												
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes, State Patrol, and State Ferries.												
<u>EXEMPTIONS:</u>	None												
<u>HISTORY</u>	<p>Previously, farm vehicle reduced gross weight fees were calculated using a formula based on the gross weight fees for trucks, buses, and for-hire vehicles. Chapter 161, Laws of 2010, section 423 deleted the formula in RCW 46.16.090 and recodified the section as RCW 46.16A.425. Section 527 of the same act provided a table of reduced gross weight fees, now codified as RCW 46.17.330.</p> <p><i>See the tax history for the License Fees by Weight (formerly Combined License Fee), page 61.</i></p>												
<u>2013-15 ESTIMATE:</u>	\$2 million												
<u>2015-17 FORECAST:</u>	\$2 million												
<u>VALUE OF INCREASE:</u>	Data is not available for estimating increases.												

REVENUE SOURCE: **Farm Vehicle Trip Permit Fee**
18th Amendment tax or fee

AUTHORIZED: [RCW 46.17.400](#) (fee schedule)
[RCW 46.68.035](#) (where deposited)

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

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

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED:

Motor Vehicle Account	59.495%
State Patrol Highway Account	22.360%
Puget Sound Ferry Operations Account	1.375%
Transportation 2003 Account	5.237%
Transportation Partnership Account	11.533%
TOTAL	100.000%

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

EXEMPTIONS: None

HISTORY: 2005 Farm trip permit created at \$6.25

2013-15 ESTIMATE: \$6,514

2015-17 FORECAST: \$6,600

VALUE OF INCREASE: Minimal

<u>REVENUE SOURCE:</u>	Ferry Fares 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 47.56.030 (authority to set and collect fares) RCW 47.60.315 (where deposited, vessel replacement surcharge)
<u>WHO PAYS:</u>	Vehicles and passengers using ferries
<u>RATE:</u>	Ferry System fare calculator on WSDOT website. Fares are set by Transportation Commission; may be revised during the biennium if total revenue from fares and other revenue deposited in the Puget Sound Ferry Operations Account are less than projected total cost of maintenance and operations for the biennium. 25 cent vessel replacement surcharge on each fare
<u>ADMINISTERED BY:</u>	Department of Transportation – Washington State Ferries
<u>WHERE DEPOSITED:</u>	Puget Sound Ferry Operations Account Capital Vessel Replacement Account
<u>DISTRIBUTION & USE:</u>	Appropriated for ferry system operations.
<u>EXEMPTIONS:</u>	Frequent users have the option of purchasing reduced fares; children under five years of age are free (determined by Transportation Commission).
<u>HISTORY:</u>	<p>1951 State took over system.</p> <p>1952 Reduction in cross-Sound fares to better match shorter routes on a cost-per-mile basis.</p> <p>1955 Across-the-board increase of 5 cents for passenger and 10 cents for auto fares.</p> <p>1957 Across-the-board increase of 10% for all fares; actual fare increases ranged from 0% to 15% due to rounding.</p> <p>1959 Passenger fares increased 10 to 20 cents, and auto fares increased by 10 cents.</p> <p>1964 Across-the-board fare increase of 5 cents for both passengers and autos, except for Bremerton, Clinton, and Sidney routes.</p> <p>1968 Across the board increase of 5 cents for passengers and 10 cents for autos, except Anacortes/San Juans.</p> <p>1969 Fare increases ranged from 5 to 15 cents for passengers, and 15 to 20 cents for autos.</p> <p>1972 Raised Anacortes-Sidney fares only.</p> <p>1975 Fare increases ranged from 0 to 20 cents for passengers, and 10 cents to \$1.05 for autos in attempt to establish uniform multiple of 3.4 for auto fares vs. passenger fares.</p> <p>1977 Raised Anacortes-Sidney fares only.</p> <p>1979 Across-the-board fare increase of 13%; 20% summer surcharge instituted for autos; actual increase ranged from 0% to 15%.</p> <p>1980 Across-the-board fare increase of 25%; actual increases ranged from 20% to 27%.</p>

- 1981 Across-the-board fare increase of 13%; actual increases ranged from 11% to 14%
- 1982 Across-the-board fare increase of 6.6%; actual increases ranged from 5.4% to 7.4%.
- 1984 Across-the-board fare increase of 4.7%; actual increases ranged from 9.5% to 20%.
- 1987 Across-the-board fare increase of 3.0%.
- 1992 Merger of commercial and recreational vehicles into a single oversized rate; first phase of oversized fare modifications.
- 1993 Phase II of oversized vehicle fare modifications.
- 1994 (May) Across-the-board nominal fare increase of 6.04%; Sidney fare raised 7.18%.
- 1994 (October) Phase III of oversized vehicle fare modifications; Sidney fare raised an additional 6.46%.
- 1996 Final phase of oversized vehicle fare modifications.
- 1998 General fare increase of 2.28% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and adjustments to the passenger coupon discount.
- 1999 General inflationary fare increase of 2.2% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and a reduction of the frequent-use passenger ticket book savings from 35% to 30%.
- 2001 General fare increase of 20% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
- 2002 General fare increase of 12.5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
- 2003 General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
- 2004 General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.
- 2005 General fare increase of 6% plus rounding up to the nearest \$0.05.
- 2006 General fare increase of 6% plus rounding up to the nearest \$0.05
- 2007 General Fare increase of 2.5% plus rounding u to the nearest \$0.05 beginning May 1, 2007.
- 2009 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning October 11, 2009.
- 2011 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning January 1, 2011.
- 2011 \$0.25 capital program surcharge on ferry fares implemented by Transportation Commission August 2011.
- 2011 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning October 1, 2011.
- 2012 General fare increase of 3.0% plus rounding up to the nearest \$0.05 beginning May 1, 2012.
- 2013 General fare increase of 2% for passengers and 3% for vehicles beginning October 1, 2013
- 2014 General fare increase of 2% for passengers and 2.5% increase for vehicle beginning May 1, 2014.

2013-15 ESTIMATE: \$340.3 million total ferry farebox revenue (includes \$7.47 million revenue from the 25 cent vessel replacement surcharge). Assumes no future fare increases.

2015-17 FORECAST: \$351.9 million total ferry farebox revenue (includes \$7.85 million revenue from the 25 cent vessel replacement surcharge). Assumes future fare increases.

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

<u>REVENUE SOURCE:</u>	For-Hire Business Permit and Vehicle Certificates
<u>AUTHORIZED:</u>	Chapter 46.72 RCW (for-hire regulation generally) RCW 46.72.110 (deposit of for-hire fees) Chapter 46.72A RCW (limousine regulation generally) RCW 46.72A.110 (deposit of limo fees)
<u>WHO PAYS:</u>	Owners of for-hire (taxis) and limousine businesses and vehicles. Permit is required for place of business, certificate required in each vehicle. Owners must have liability insurance or post bond.
<u>RATE:</u>	For-Hire (WAC 308-89-060) \$110 Original and renewals for hire business applications \$55 Original, changed and duplicate vehicle certificates Limousines (WAC 308-83-020) \$350 Limousine carrier business license applications – new and renewals \$75 Vehicle certificate – new and renewals \$20 Changed and duplicate of vehicle certificates \$25 Training course applications
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	For support of driver-related programs
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	For-Hire 1947 \$5 one-time-only charge; \$1 annual fee per vehicle for certificates. 1993 Annual fee increased to \$20 2012 For-Hire (WAC 308-89-060) \$20 Original and renewals for hire business applications \$20 Original, changed and duplicate vehicle certificates 2013 For Hire (WAC 308-89-060) \$110 Original and renewals for hire business applications \$55 Original, changed and duplicate vehicle certificates Limousines 1996 \$40 Limousine carrier business license application \$40 Limousine carrier business license renewal \$25 Vehicle certificate \$25 Vehicle certificate renewal \$20 Change of vehicle certificate \$20 Duplicate vehicle certificate \$25 Training course application

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

2013-15 ESTIMATE: For-Hire \$300,000
Limousine \$965,700

2015-17 FORECAST: For-Hire \$300,000
Limousine \$982,500

VALUE OF INCREASE: For-Hire \$4,056 per \$1 fee increase per biennium
Limousine \$5,600 per \$1 fee increase per biennium

REVENUE SOURCE: **Hulk Haulers and Scrap Processors, Wreckers License Fees**
18th Amendment tax or fee

AUTHORIZED: [RCW 46.79.040](#) (hulk hauler/scrap processor fee and disposition)
[RCW 46.79.050](#) (renewal fee)
[RCW 46.79.060](#) (special plate fee for transported vehicle)
[RCW 46.80.040](#) (wrecker fee and disposition)
[RCW 46.80.050](#) (renewal fee)

WHO PAYS: Hulk haulers – businesses that transport destroyed vehicles or parts
(Chapter 46.79 RCW)
Scrap processors – businesses that recycle salvage vehicles through
baling and shredding (Chapter 46.79 RCW)
Wreckers – businesses that wreck vehicles for the purpose of selling
second-hand parts (Chapter 46.80 RCW)

RATE: Annual Fee
Hulk Haulers \$10 new, \$10 renewal
Scrap Processors \$25 new, \$10 renewal
Wreckers \$25 new, \$10 renewal

Special Plate Fee for Transported Vehicle: \$5 original plate, \$2
additional plates

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes

TAX EXEMPTIONS: None

TAX HISTORY: Vehicle Wreckers: 1947 \$5 original, \$2 additional
Hulk Haulers: 1971 \$5 original, \$2 additional
Scrap Processors: 1971 \$5 original, \$2 additional
Plate fee, transported vehicle set in 1971

2013-15 ESTIMATE: Included in *Vehicle Business Licenses, page 101*

2015–17 FORECAST: Included in *Vehicle Business Licenses, page 101*

VALUE OF INCREASE: Minimal

<u>REVENUE SOURCE:</u>	Ignition Interlock Device Fee
<u>AUTHORIZED:</u>	RCW 46.20.385(6) (fee) RCW 46.68.340 (where deposited)
<u>WHO PAYS:</u>	Any person licensed under RCW 46.20.385 who is convicted of a violation of RCW 46.61.502 or 46.61.504 or an equivalent local or out-of-state statute or ordinance, or a violation of RCW 46.61.520(1)(a) or 46.61.522 (1)(b), or who has had or will have his or her license suspended, revoked, or denied under RCW 46.20.3101 may submit an application for an ignition interlock driver's license.
<u>RATE:</u>	\$20 per month per device
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Ignition Interlock Device Revolving Account
<u>DISTRIBUTION & USE:</u>	Proceeds are deposited into the ignition interlock device revolving account. Expenditures from the account may be used only to administer and operate the ignition interlock device revolving account program.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2008 \$20
<u>2013-15 ESTIMATE:</u>	\$3.8 million
<u>2015-17 FORECAST:</u>	\$4.0 million
<u>VALUE OF INCREASE:</u>	\$198,300 per \$1 fee increase per biennium

REVENUE SOURCE: **International Fuel Tax Agreement Decal**
18th Amendment tax or fee

AUTHORIZED: [RCW 82.38.110\(8\)](#) (fee)
[RCW 82.38.290](#) (where deposited)

WHO PAYS: Motor Carriers

RATE: \$10 per year per set of decals

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Highway purposes

EXEMPTIONS: None

HISTORY: 2002 \$10

2013-15 ESTIMATE: \$670,300

2015-17 FORECAST: \$680,000

VALUE OF INCREASE: \$67,000 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	License Fee by Weight (formerly Combined Licensing Fee) 18 th Amendment tax or fee												
<u>AUTHORIZED:</u>	RCW 46.17.355 (fees) RCW 46.68.035 (where deposited)												
<u>WHO PAYS:</u>	Vehicle owners registering trucks with gross weight of 4,000 pounds or more; commercial trailers; and prorate vehicles (i.e., vehicles engaged in interstate commerce; see <i>Proportional Registration Plates and Fees</i> , page 83.												
<u>RATE:</u>	In lieu of vehicle licensing fee, unless specifically exempt, annual fee (varies) based on weight; \$38 to \$3,400 per year.												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	<table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Motor Vehicle Account</td> <td style="text-align: right;">59.495%</td> </tr> <tr> <td>State Patrol Highway Account</td> <td style="text-align: right;">22.360%</td> </tr> <tr> <td>Puget Sound Ferry Operations Account</td> <td style="text-align: right;">1.375%</td> </tr> <tr> <td>Transportation 2003 Account</td> <td style="text-align: right;">5.237%</td> </tr> <tr> <td>Transportation Partnership Account</td> <td style="text-align: right;"><u>11.533%</u></td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">100.000%</td> </tr> </table>	Motor Vehicle Account	59.495%	State Patrol Highway Account	22.360%	Puget Sound Ferry Operations Account	1.375%	Transportation 2003 Account	5.237%	Transportation Partnership Account	<u>11.533%</u>	TOTAL	100.000%
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Puget Sound Ferry Operations Account	1.375%												
Transportation 2003 Account	5.237%												
Transportation Partnership Account	<u>11.533%</u>												
TOTAL	100.000%												
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes, State Patrol, and State Ferries												
<u>EXEMPTIONS:</u>	Certain on-road use of farm vehicles (RCW 46.16A.080(3)) Tow trucks pay a capacity fee in lieu of the license fee by weight (RCW 46.17.335)												
<u>HISTORY:</u>	<p>1987 Effective January 1, 1987, with fees ranging from \$27.75 to \$1,085.95, depending on licensed gross weight of the vehicle</p> <p>1990 \$1 increase in filing fee, \$4.75 increase for State Patrol, and 40% increase in gross weight fee; combined fee ranges from \$37 to \$1,518. 1957 Across-the-board increase of 10% for all fares; actual fare increases ranged from 0% to 15% due to rounding.</p> <p>1993 Fee schedule extended to include vehicles with gross weight of up to 105,500 pounds, and \$90 was added for vehicles weighing more than 40,000 pounds that are used to tow trailers; combined fee ranges from \$37 to \$2,973.</p> <p>2002 Initiative 776 limited combined fee to \$30 for vehicles under 10,000 pounds licensed gross weight.</p> <p>2003 15% increase in gross weight fee for vehicles over 10,000 pounds. New revenue to go into the Transportation 2003 (Nickel) Account.</p> <p>2005 Increased fee for vehicles under 10,000 pounds gross weight</p> <p>2006 Revised distribution percentages, adding a distribution to the Transportation Partnership Account.</p>												

2013-15 ESTIMATE: \$355.5 million (includes \$4.7 million from trailers; \$86.3 million from prorate vehicles).

2015-17 FORECAST: \$360.1 million (includes \$4.8 million from trailers; \$82.1 million from prorate vehicles).

VALUE OF INCREASE: \$3.6 million per 1% increase per biennium

<u>REVENUE SOURCE:</u>	License Plate Fees 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.16A.200 (license plate requirements) RCW 46.17.200 (fees and disposition of retention fee) RCW 46.68.070 (where most license plate fees deposited)
<u>WHO PAYS:</u>	Vehicle owners who purchase replacement plates and tabs.
<u>RATE:</u>	\$10 per plate \$4 per plate for motorcycles \$1 per set of replacement license plate tabs \$20 per vehicle retaining current license plate number \$10 license plate transfer fee
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account Multimodal fund (plate number retention fee)
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes.
<u>EXEMPTIONS:</u>	Commercial vehicles over 26,000 pounds, horseless carriages, and medal of honor recipients not subject to replacement requirements.
<u>HISTORY:</u>	1915 50 cents per plate 1921 \$2 for one or two plates 1929 \$1 per plate 1947 Same as original fee for two plates; \$1 for single plate. 1951 \$2 per plate; \$1 per motorcycle plate; \$1 for tabs or windshield emblem if issued instead of plates. 1986 \$3 per plate; \$2 per motorcycle plate; \$1 for tabs, etc. 1997 Established the mandatory periodic plate replacement program. 2004 \$20 license plate number retention option under the mandatory periodic plate replacement program. 2005 \$10 per plate; \$2 per motorcycle plate. 2012 \$10 per plate (original or replacement); \$4 per motorcycle plate (original or replacement). 2014 Requirement to periodically replace license plates removed. Plates must still be replaced at change of ownership.
<u>2013-15 ESTIMATE:</u>	Original Plates: \$25.4 million Plate Replacement: \$32.1 million Plate Number Retention: \$1.3 million
<u>2015-17 FORECAST:</u>	Original Plates: \$26.0 million Plate Replacement: \$33.8 million Plate Number Retention \$0.18 million
<u>VALUE OF INCREASE:</u>	Original Plates: \$1.4 million per \$1 fee increase per biennium Plate Replacement: \$1.7 million per \$1 fee increase per biennium Plate Number Retention: \$9,100 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Log Truck Additional Weight Permit 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.44.047 (fees and where deposited)
<u>WHO PAYS:</u>	Vehicle owner who wishes to carry additional weight (up to 6,800 additional pounds) on vehicle licensed to maximum gross weight of 68,000 pounds.
<u>RATE:</u>	\$50 per year beginning April 1, prorated for shorter time periods \$37.50 if issued after July 1 \$25.00 if issued after October 1 \$12.50 if issued after January 1
<u>ADMINISTERED BY:</u>	Department of Transportation
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1953 \$50
<u>2013-15 ESTIMATE:</u>	Included in Special Permit Fee for Oversize/Overweight Movements
<u>2015-17 FORECAST:</u>	Included in Special Permit Fee for Oversize/Overweight Movements
<u>VALUE OF INCREASE:</u>	Minimal

The revenue associated with additional tonnage, special permit fees, and log tolerance permits are included in [Special Permit Fee for Oversize/Overweight Movements](#), page 91.

<u>REVENUE SOURCE:</u>	Mobile Home Title Elimination Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 65.20.090 (fee)
<u>WHO PAYS:</u>	Applicant for elimination of vehicle title when the mobile (manufactured) home is affixed to land owned by the applicant.
<u>RATE:</u>	\$25 each application (set by DOL director)
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1990 \$25 (set by DOL director)
<u>2013-15 ESTIMATE:</u>	Minimal
<u>2015-17 FORECAST:</u>	Minimal
<u>VALUE OF INCREASE:</u>	Minimal

<u>REVENUE SOURCE:</u>	Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee) 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.360 (fee and disposition)
<u>WHO PAYS:</u>	Vehicle owners purchasing licenses for periods of less than one year; for vehicles with a declared gross weight in excess of 12,000 pounds.
<u>RATE:</u>	\$2 fee for each monthly period the vehicle will be used, paid in addition to the monthly portion of combined licensing fee; additional \$2 administration fee is also collected.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1951 \$1 1979 \$2 1985 \$2 for each month of license purchase + \$2
<u>2013-15 ESTIMATE:</u>	\$1.1 million
<u>2015-17 FORECAST:</u>	\$1.1 million
<u>VALUE OF INCREASE:</u>	\$540,000 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Motor Home Weight Fee
<u>RCW:</u>	RCW 46.17.365 (fee) RCW 46.68.415 (3) (disposition)
<u>WHO PAYS:</u>	All motor homes
<u>RATE:</u>	\$75 annual fee
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Multimodal Account
<u>DISTRIBUTION & USE:</u>	The vehicle weight fee provides funds to mitigate the impact of vehicle loads on the state roads and highways and is separate and distinct from other vehicle license fees. Proceeds from the fee may be used for non-highway purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2005 Motor home weight fee established at \$75
<u>2013-15 ESTIMATE:</u>	\$10.0 million
<u>2015-17 FORECAST:</u>	\$10.0 million
<u>VALUE OF INCREASE:</u>	\$133,000 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Motor Vehicle Fuel Tax and Special Fuel Tax (Gas Tax) 18 th Amendment tax or fee
<u>RCW:</u>	Chapter 82.36 RCW (motor vehicle fuel tax) RCW 82.36.025 (motor vehicle fuel tax rate) Chapter 82.38 RCW (special fuel tax) RCW 82.38.030 (special fuel tax rate) RCW 46.68.090 (distribution of motor fuel tax revenue) RCW 46.68.110 (distribution of amount allocated to cities and towns) RCW 46.68.120 (distribution of amount allocated to counties)
<u>WHO PAYS:</u>	The tax is imposed at the time of fuel removal from a terminal rack in Washington. Gasoline and diesel distributors pay the same rate.
<u>RATE:</u>	37.5 cents per gallon
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account (RCW 46.68.070) Transportation 2003 (Nickel) Account (RCW 46.68.280) Transportation Partnership Account (RCW 46.68.290) Rural Arterial Trust Account (RCW 36.79.020) Transportation Improvement Account (RCW 47.26.084) County Arterial Preservation Account (RCW 46.68.090(2)(i)) Special Category C Account (RCW 46.68.090(2)(b)) Puget Sound Ferry Operations Account (RCW 47.60.530) Puget Sound Capital Construction Account (RCW 47.60.505) A portion of fuel tax (representing unclaimed nonhighway use refunds) is transferred to the following accounts: <ul style="list-style-type: none"> - Marine Fuel Tax Refund Account (RCW 79A.25.040) - Recreation Resource Account (RCW 79A.25.070, RCW 79A.25.200) - ORV and Nonhighway Vehicle Account (RCW 46.09.520) - Nonhighway and Off-Road Vehicle Activities Program Account (RCW 46.09.510, RCW 46.09.520) - Snowmobile Account (RCW 46.68.350, RCW 46.10.510) - Aeronautics Account (RCW 82.42.090, 82.36.415)
<u>DISTRIBUTION & USE:</u>	Cost of administration Refunds & transfers City streets County roads Transportation Improvement Account (Funded Program) Urban Arterial Trust Account (Funded Programs) Rural Arterial Program County Arterial Preservation Program Ferry operations Ferry capital construction State highways

EXEMPTIONS:

Motor Vehicle Fuel Tax and Special Fuel Tax

- Nonhighway use of motor vehicle fuel ([RCW 82.36.280](#))
- Transportation providers for elderly/handicapped ([RCW 82.36.285](#), [82.38.080](#)(1)(h))
- Urban transportation systems ([RCW 82.36.275](#), [82.38.080](#)(3))
- Employees/representatives of foreign governments (gasoline only) ([RCW 82.36.245](#))
- Lost or destroyed fuel ([RCW 82.36.370](#), [82.38.180](#) (4))
- Power take-off equipment ([RCW 82.36.280](#)(2), [82.38.080](#)(1)(d)).

(Note: No tax exemption is provided for off-road use of motor vehicle fuel in vehicles licensed for road use ([RCW 82.36.280](#))).

Special fuel tax exemptions only ([RCW 82.38.020](#)):

- Dyed special fuel
- Government-owned vehicles used for road construction and maintenance
- Public owned fire-fighting equipment
- Mobile construction-type equipment
- U.S. government vehicles
- Heating fuel
- Incidental movement of off-road vehicles
- For logging operations on federal land

TAX HISTORY:

1921	1 cent/gallon
1929	2 cents
1931	4 cents
1933	5 cents; off-highway refunds
1935	Fuel oil at 1/4 cent/gallon
1941	5 cents on use fuel (diesel)
1944	18th Amendment to State Constitution
1949	6.5 cents/repeal fuel oil tax of 1935
1961	7.5 cents
1967	9 cents
1977	11 cents
1979	12 cents
1981	13.5 cents
1982	12 cents (variable rate study decrease)
1983	16 cents
1984	18 cents
1990	22 cents (effective April 1, 1990)
1991	23 cents (effective April 1, 1991)
1999	Raised the imposition of the motor fuel tax from the distributor/dealer to the supplier (terminal-rack)
2003	28 cents (effective July 1, 2003)
2005	31 cents (effective July 1, 2005)
2006	34 cents (effective July 1, 2006)
2007	36 cents (effective July 1, 2007)
2008	37.5 cents (effective July 1, 2008)

2013-15 ESTIMATE: \$2,389.4 million (net for distribution*)

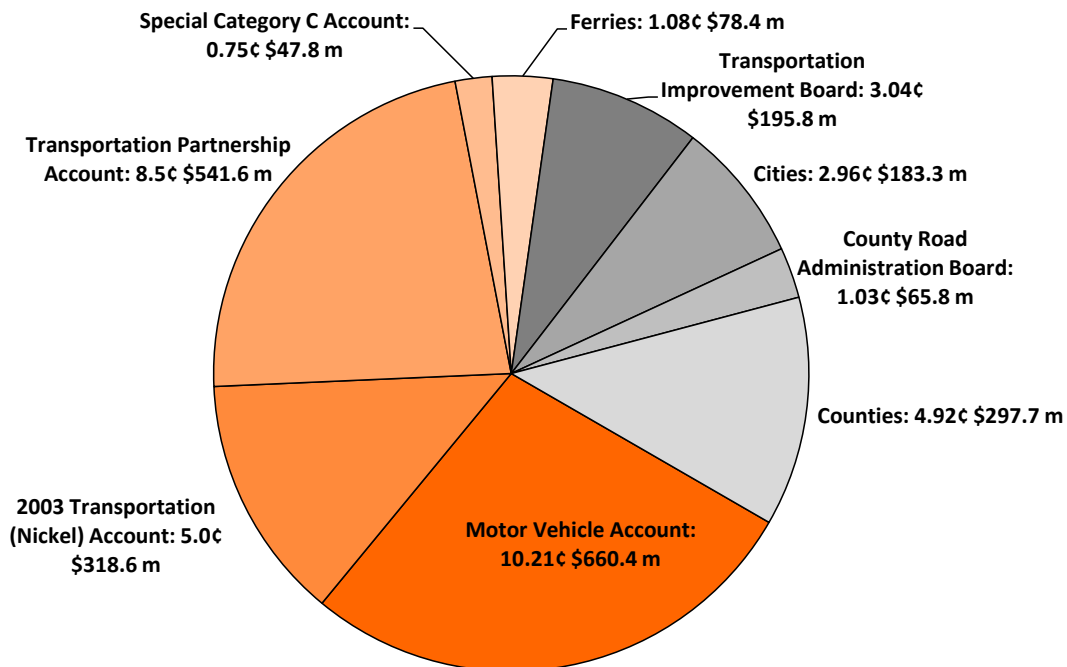
2015-17 FORECAST: \$2,420.6 million (net for distribution*)

VALUE OF INCREASE: \$64.6 million per 1 cent increase per biennium

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

Distribution of 37.5-Cent Motor Vehicle Fuel Tax Graph

**37.5¢ Gas Tax Revenue - Distribution of \$2,389.4 million
2013-15 Biennium**



Numbers may not add due to rounding.

Gas Tax Revenue Distribution is Based on the November 2014 Transportation Revenue Forecast

Motor Fuel Tax Distributions

2009-11 BIENNIUM THROUGH 2015-17 BIENNIUM ⁽¹⁾

(Dollars in Millions)

	<u>09-11</u>	<u>11-13</u>	<u>13-15</u>	<u>15-17</u>
Gross Gasoline Tax	\$2,011.7	\$2,001.8	\$2,043.8	\$2,058.6
Less: Non-Highway Refunds	7.4	12.3	16.6	16.5
Less: Tribal Reservation Refunds	40.9	51.5	55.8	57.8
Less: Aeronautics Transfer	0.6	0.6	0.6	0.6
Less: General Transfer	1.1	1.34	1.3	1.3
Less: Marine Transfer	11.7	12.3	12.6	12.7
Less: Outdoor RV Transfer	11.5	11.8	12.1	12.1
Less: Snowmobile Transfer	1.8	1.7	1.6	1.6
Gross Special Fuel Tax	480.5	481.5	497.5	522.7
Less: Refunds & Transfers	40.3	49.1	26.5	31.4
Less: Tribal Reservation Refunds	4.0	6.2	9.0	10.1
Less Administrative Expenses				
Department of Licensing	15.9	15.4	16.0	16.4
State Treasurer	0.0	0.0	0.0	0.0
Net Fuel Tax for Distribution ⁽²⁾	\$2,357.2	\$2,321.1	\$2,389.4	\$2,420.6
State Highway Account (MVA) ⁽³⁾	614.7	631.9	650.5	659.08
Transportation 2003 Account (Nickel)	314.3	309.5	318.6	322.8
Transportation Partnership Account (TPA)	534.3	526.1	541.6	548.7
State Highway Program – Special Category C	47.1	46.4	47.8	48.4
Ferry Capital Construction	34.3	33.8	34.8	35.2
Ferry Operations	43.5	42.6	43.6	43.9
Transportation Improvement Account	193.2	190.2	195.8	198.4
Cities, Regular and TPA Distribution ^{(4) (5)}	180.8	178.0	183.3	185.7
Counties, Regular and TPA Distribution ^{(4) (6) (7)}	292.8	289.1	297.7	301.9
County Arterial Preservation Program	28.3	27.9	28.7	29.0
Rural Arterial Program	36.7	36.1	37.2	37.7
Total	\$2,357.2	\$2,321.1	\$2,389.4	\$2,420.6

Notes: (Totals may differ due to rounding.)

(1) Based on Fuel Tax Revenue Forecast November 2014.

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

(3) When compared to pie chart on previous page, excludes funds not available for distribution: \$9.9 million for studies, state supervision purposes and CRAB allocations.

(4) 1.5% and 0.33% are transferred from the cities and the counties normal distribution to the state, for state supervision and studies, respectively.

(5) 1% of cities normal distribution is transferred to the Small City Pavement and Sidewalk Account for expenditure on the City Hardship Assistance Program.

(6) Less withholding for County Road Administration Board

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

Distribution of 37.5-Cent Gas Tax*

Dedicated 23-Cent Distribution

[RCW 46.68.090\(2\)](#)

State Highway Program (Motor Vehicle Account)	44.3870%	10.21 cents
State Highway Program (Special Category C)	3.2609%	0.75 cents
Counties	19.2287%	4.42 cents
Cities	10.6961%	2.46 cents
Ferry Operations	2.3283%	0.54 cents
Ferry Capital Construction	2.3726%	0.55 cents
Rural Arterial Trust Program	2.5363%	0.58 cents
County Arterial Preservation Program	1.9565%	0.45 cents
Transportation Improvement Account	<u>13.2336%</u>	<u>3.04 cents</u>
TOTAL	100.00%	23.00 cents

Dedicated 5-Cent Distribution

[RCW 46.68.090\(3\)](#)

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

[RCW 46.68.090\(4\)\(c\)\(5\)\(c\)\(6\)](#)

Transportation Partnership Account	83.3334%	8.50 cents
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[RCW 46.68.090\(4\)\(a\)\(5\)\(a\)](#)

City Distributions	8.3333%	0.50 cents
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[RCW 46.68.090\(4\)\(b\)\(5\)\(b\)](#)

County Distributions	<u>8.3333%</u>	<u>0.50 cents</u>
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TOTAL	100.00%	9.50 cents
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*DOL costs of collection, refunds, and transfers related to non-highway use of motor fuel are deducted from gross collections before the above distributions are calculated. Tax rate of 37.5 cents was the fully implemented tax rate incorporated in the Transportation 2005 legislation. The full 37.5 cent rate was effective July 1, 2008.

37.5-Cent Motor Vehicle Fuel Tax – Distributions and Uses

STATE HIGHWAY PROGRAM

- Distribution: 10.21 cents
- Revenue deposited in Motor Vehicle Account
- Appropriated for Department of Transportation highway programs
- 2013-2015 estimate: \$650.5 million

TRANSPORTATION 2003 ACCOUNT (NICKEL ACCOUNT)

- Distribution: 5.00 cents
- New account created in 2003 to be the repository of the 5-cent tax increase. Account used for cash funding for highway and ferry projects identified by the Legislature and for the payment of costs for bond sales to provide debt financing for highway projects.
- 2013-2015 estimate: \$318.6 million

TRANSPORTATION PARTNERSHIP ACCOUNT

- Distribution: 8.50 cents
- New account created in 2005 to be the repository of 8.5 cents of a 9.5-cent tax increase. Account used for cash funding for highway and ferry projects identified by the Legislature and for the payment of costs for bond sales to provide debt financing for highway projects. Remaining 1 cent distributed to cities and counties.
- 2013-2015 estimate: \$541.6 million

STATE HIGHWAY PROGRAM – SPECIAL CATEGORY C

- Distribution: 0.75 cents
- Revenue deposited in Motor Vehicle Account
- Provides bond financing for high-cost projects
- Project list includes First Avenue South Bridge in Seattle, SR 18 from Auburn to North Bend, and the North-South Corridor in Spokane.
- 2013-2015 estimate: \$47.8 million

RURAL ARTERIAL PROGRAM

- Distribution: 0.58 cents
- Revenue deposited in Rural Arterial Trust Account
- Distributed by County Road Administration Board (CRAB) to counties on a regionally competitive basis for construction and reconstruction of rural arterials and collectors. Regional allocation is based on rural land area and eligible road mileage.
- 2013-2015 estimate: \$37.2 million

TRANSPORTATION IMPROVEMENT ACCOUNT (TIB FUNDED PROGRAMS)

- Distribution: 3.04 cents or 13.2336 percent of 23 cents deposited in the Transportation Improvement Account, summed from two separate distributions of 7.5597 percent and 5.6739 percent.
- Administered by the Transportation Improvement Board (TIB)
- 2013-2015 estimate: \$195.8 million (excludes the \$1.9 million transfer from the city distributions to the Transportation Improvement Account to fund the City Hardship Assistance Program).

Transportation Partnership Program, TIB

- The Transportation Partnership Program provides funding for cities with a population greater than 5,000, urban counties, and Transportation Benefit Districts (TBD).
- Transportation Partnership Program projects address congestion caused by economic development or fast growth. They must be consistent with state, regional, and local transportation plans. Project must also be partially funded by local contributions.

Arterial Improvement Program, TIB

- The intent of the Arterial Improvement Program is to improve mobility and safety while supporting an environment essential to the quality of life of the citizens of Washington State.
- Eligible agencies are counties with urban areas, cities and towns within an urban area, and cities with a population of 5,000 or greater.

Small City Program, TIB

- The intent of the Small City Program is to preserve and improve the roadway system in a manner that is consistent with local needs.
- An eligible agency is a city or town that has a population less than 5,000.

Pedestrian Safety and Mobility Program, TIB

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

City Hardship Assistance Program, TIB

- The City Hardship Assistance Program provides funding to offset extraordinary costs associated with the transfer of state highways to cities with a population less than 20,000.
- City Hardship Assistance Program projects are selected based on structural condition, accident experience, and relationship to other local agency projects.

COUNTY ARTERIAL PRESERVATION PROGRAM

- Distribution: 0.45 cent
- Revenue deposited in County Arterial Preservation Account
- To sustain structural, safety, and operational integrity of urban and rural county arterials
- Distributions by County Road Administration Board (CRAB) based on paved arterial lane miles in unincorporated areas.
- 2013-2015 estimate: \$28.7 million

COUNTIES – REGULAR AND TRANSPORTATION 2005 LEGISLATION DISTRIBUTION

- Distribution: 4.92 cents (4.83 cents after deductions for state supervision and studies).
- Pierce, Skagit and Whatcom counties are first reimbursed for 50% of any deficit incurred during the previous fiscal year in operating their county-owned ferry systems (limited to \$1,000,000 per biennium).
- 1.5% provided to DOT and CRAB for statutory regulation, supervision of grants, and technical support to counties.
- Up to 0.33% for studies
- \$2 million per year withholding for CRAB

- Sums required to be repaid to counties composed of islands are provided (San Juan and Island counties) (RCW 46.68.080/ "Capron Act").
- Remainder distributed according to following formula: 10% evenly distributed, 30% by population, 30% based on annual road cost (maintenance costs plus 1/25 of replacement costs), 30% based on annual monetary needs; for construction and maintenance of county roads.
- Redistribution of \$9.5 million to Ferry Operations (RCW 46.080.68(5))
- 2013-2015 estimate: \$297.7 million (\$284.9 million after deductions, withholding, and redistributions)

CITIES – REGULAR AND TRANSPORTATION 2005 LEGISLATION DISTRIBUTION

- Distribution: 2.96 cents (2.88 cents after deductions for state supervision, studies, and Small City Pavement and Sidewalk Account).
- Up to 1.5% distributed to DOT for supervision of federal grants and roadwork.
- Up to 0.33% for studies
- 1% to Small City Pavement and Sidewalk Account to implement the City Hardship Assistance Program to help small cities that take over maintenance of state highways within their boundaries.
- Remainder distributed by population for construction and maintenance of streets.
- 2013-2015 estimate: \$188.6 million (\$183.3 million after deductions)

FERRY OPERATIONS

- Distribution: 0.54 cents
- Revenue deposited in Puget Sound Ferry Operations Account
- Redistribution of Capron revenues from San Juan and Island counties (RCW 46.080.68(5)).
- 2013-2015 estimate: \$34.1 million (\$43.6 million after Capron redistributions from counties).

FERRY CAPITAL CONSTRUCTION

- Distribution: 0.55 cents
- Revenue deposited in Puget Sound Capital Construction Account
- 2013-2015 estimate: \$34.8 million

<u>REVENUE SOURCE:</u>	Motor Vehicle Weight Fee
<u>AUTHORIZED:</u>	RCW 46.17.365 (fee) RCW 46.68.415 (distribution)
<u>WHO PAYS:</u>	All motor vehicles licensed under RCW 46.17.350 (1) (a), (d), (e), (h), (j), (n), and (o), except motor homes, which are subject to a Motor Home Weight Fee , page 67. Fee is based on vehicle scale weight.
<u>RATE:</u>	The motor vehicle weight fee is based on the motor vehicle scale weight and is the difference determined by subtracting the vehicle license fee required in RCW 46.17.350 from the license fee in Schedule B of RCW 46.17.355, plus two dollars. Minimum fee is \$10. For most passenger vehicles, weight fees are \$10, \$20, or \$30.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Freight Mobility Multimodal Account: \$6 million per biennium Multimodal Account: Remainder
<u>DISTRIBUTION & USE:</u>	The motor vehicle weight fee provides funds to mitigate the impact of vehicle loads on the state roads and highways and is separate and distinct from other vehicle license fees. RCW 46.68.415 declares that the fee must be used for transportation purposes and may not be used for the general support of state government.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2005 Vehicle weight fee established at \$10, \$20, and \$30 for most vehicles.
<u>2013-15 ESTIMATE:</u>	\$114.8 million
<u>2015-17 FORECAST:</u>	\$120.7 million
<u>VALUE OF INCREASE:</u>	\$11.5 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Motorcycle Endorsement Fee/Instruction Permit
<u>AUTHORIZED:</u>	RCW 46.20.505 (exam and endorsement fee and disposition) RCW 46.20.510 (instruction permit fee and disposition)
<u>WHO PAYS:</u>	Motorcycle drivers; applicant must be at least 16 years old and have a driver license.
<u>RATE:</u>	\$12 initial 6 year endorsement (\$2/year) \$30 renewal endorsement, every 6 years (\$5/year) \$5 exam fee \$15 instruction permit Motorcycle drivers must have their driver license specially endorsed, which requires passage of the motorcycle exam. Instruction permits are good for 90 days and may be renewed for a second 90-day period.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motorcycle Safety Education Account
<u>DISTRIBUTION & USE:</u>	Appropriated for motorcycle safety education.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1967 \$4 initial exam, \$2 renewal exam 1987 \$6 initial exam, \$4 renewal exam 1988 \$7 initial or new category, \$5 renewal exam 1989 \$2 exam fee, \$6 initial or new category endorsement, \$7.50 renewal endorsement, \$2.50 instruction permit 1993 \$2 exam fee, \$6 initial or new category endorsement, \$14 renewal endorsement, \$2.50 instruction permit 1999 \$2 exam fee, \$10 initial or new category endorsement, \$25 renewal endorsement, \$2.50 instruction permit 2002 \$5 exam fee, \$15 renewal endorsement 2012 \$5 exam fee, \$2 per year for initial or new category endorsement, \$5 per year for renewal endorsement
<u>2013-15 ESTIMATE:</u>	\$4.32 million
<u>2015-17 FORECAST:</u>	\$4.66 million
<u>VALUE OF INCREASE:</u>	\$262,100 per \$1 fee increase per biennium

REVENUE SOURCE: **Natural Gas and Propane Fee**
18th Amendment tax or fee

AUTHORIZED: [RCW 82.38.075](#) (fee)
[RCW 82.38.290](#) (disposition)

WHO PAYS: Vehicles powered by natural gas or propane

RATE: An annual license fee in lieu of the special fuel tax imposed by RCW 82.38.030 is imposed upon the use of natural gas and propane used in a motor vehicle based on the vehicle tonnage or gross vehicle weight (GVW) rating. The total fee imposed is the base fee in the schedule below, multiplied by the motor vehicle fee tax rate (currently 37.5 cents per gallon), divided by twelve cents per gallon, plus a five dollar handling fee.

<u>Vehicle Tonnage (GVW)</u>	<u>Base Fee</u>	<u>Total Fee</u>
0 - 6,000	\$45.00	\$145.63
6,001 - 10,000	\$45.00	\$145.63
10,001 - 18,000	\$80.00	\$255.00
18,001 - 28,000	\$110.00	\$348.75
28,001 - 36,000	\$150.00	\$473.75
36,001 and above	250.00	\$786.25

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes

EXEMPTIONS: None

HISTORY:

1977 The license fee in lieu of special fuel tax enacted (special fuel tax at that time was 12 cents per gallon)

1983 Fee indexed: base fee adjusted to reflect increases in the special fuel tax above 12 cents

2013-15 ESTIMATE: Minimal

2015-17 FORECAST: Minimal

VALUE OF INCREASE: Minimal

<u>REVENUE SOURCE:</u>	Occupational Driver License Fee
<u>AUTHORIZED:</u>	RCW 46.20.380 (fee and disposition)
<u>WHO PAYS:</u>	Drivers who have had their driver license suspended or revoked; for work-related use only; license may not be issued in first 30 days following suspension or revocation; only one issuance.
<u>RATE:</u>	\$100 nonrefundable application fee
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Highway Safety Fund
<u>DISTRIBUTION & USE:</u>	Appropriated for support of driver-related programs
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1961 \$10 1985 \$25 2004 \$100
<u>2013-15 ESTIMATE:</u>	\$2.1 million
<u>2015-17 FORECAST:</u>	\$2.2 million
<u>VALUE OF INCREASE:</u>	\$22,400 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Off-Road Vehicle Use Permit
<u>AUTHORIZED:</u>	RCW 46.17.350 (license fee) RCW 46.17.400 (temporary permit) RCW 46.17.410 (transfer fee) RCW 46.68.045 (where deposited)
<u>WHO PAYS:</u>	Off-road vehicle owners
<u>RATE:</u>	\$18 for annual license fee \$7 for 60-day temporary permit \$5 transfer fee
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Non-highway and Off-Road Vehicle Activities Program (NOVA) Account receives a minimum of 82%; DOL may retain up to 18% for administrative costs.
<u>DISTRIBUTION & USE:</u>	Appropriated for outdoor recreation and highway-related purposes (Outdoor Recreation Account appropriations found in General Fund budget).
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1971 \$5 new & renewal; \$1 transfer fee; \$2 nonresident permit 1986 \$5 new & renewal; \$1 transfer fee; \$2 temporary use permit 2002 \$5 new & renewal; \$5 transfer fee; \$2 temporary use permit 2004 \$18 new & renewal; \$5 transfer fee; \$7 temporary use permit
<u>2013-15 ESTIMATE:</u>	\$2.9 million
<u>2015-17 FORECAST:</u>	\$3.0 million
<u>VALUE OF INCREASE:</u>	\$165,500 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Personalized License Plates
<u>AUTHORIZED:</u>	RCW 46.17.210 (fee) RCW 46.68.435 (where deposited)
<u>WHO PAYS:</u>	Vehicle owners
<u>RATE:</u>	\$52 set of new plates, \$42 for renewal of plates; paid in addition to the regular vehicle registration fee and any other required fees or taxes. Personalized plate fees are in addition to all other vehicle and license plate fees.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Wildlife Account (104) Wildlife Rehabilitation Account (14A)
<u>DISTRIBUTION & USE:</u>	Appropriated to Department of Licensing to cover administrative costs of program and to Department of Fish and Wildlife for wildlife protection and enhancement.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1973 \$30 new, \$20 renewal 1991 \$40 new, \$30 renewal 2007 \$42 new, \$32 renewal 2013 \$52 new, \$42 renewal
<u>2013-15 ESTIMATE:</u>	\$7.8 million
<u>2015-17 FORECAST:</u>	\$8.1 million
<u>VALUE OF INCREASE:</u>	\$185,800 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Private Use Single-Axle Trailer Fee 18 th Amendment tax or fee												
<u>AUTHORIZED:</u>	RCW 46.17.350(1)(k) (fee) RCW 46.68.035 (disposition) RCW 46.16A.440 (Reduced License Fee)												
<u>WHO PAYS:</u>	Private-use single-axle trailers of 2,000 pounds scale weight or less may qualify for a reduced license fee if used on public highways and are not rental trailers.												
<u>RATE:</u>	\$15 annual fee												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	<table> <tr> <td>Motor Vehicle Account</td> <td>59.495%</td> </tr> <tr> <td>State Patrol Highway Account</td> <td>22.360%</td> </tr> <tr> <td>Puget Sound Ferry Operations Account</td> <td>1.375%</td> </tr> <tr> <td>Transportation 2003 Account</td> <td>5.237%</td> </tr> <tr> <td>Transportation Partnership Account</td> <td><u>11.533%</u></td> </tr> <tr> <td>TOTAL</td> <td>100.000%</td> </tr> </table>	Motor Vehicle Account	59.495%	State Patrol Highway Account	22.360%	Puget Sound Ferry Operations Account	1.375%	Transportation 2003 Account	5.237%	Transportation Partnership Account	<u>11.533%</u>	TOTAL	100.000%
Motor Vehicle Account	59.495%												
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Puget Sound Ferry Operations Account	1.375%												
Transportation 2003 Account	5.237%												
Transportation Partnership Account	<u>11.533%</u>												
TOTAL	100.000%												
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes, State Patrol, and Washington State Ferries.												
<u>EXEMPTIONS:</u>	Private use single-axle trailers that do not qualify for a reduced license fee are subject to the \$30 vehicle registration fee under RCW 46.17.350 .												
<u>HISTORY:</u>	2005 Single-axle trailer fee created at \$15												
<u>2013-15 ESTIMATE:</u>	\$13.4 million												
<u>2015-17 FORECAST:</u>	\$14.1 million												
<u>VALUE OF INCREASE:</u>	\$893,000 per \$1 fee increase per biennium												

<u>REVENUE SOURCE:</u>	Proportional Registration Plates and Fees 18 th Amendment tax or fee												
<u>AUTHORIZED:</u>	Chapter 46.87 RCW (proportional registration generally) RCW 46.87.140 (pro-ration of registration fees) RCW 46.87.090 (replacement plate fees) RCW 46.87.130 (\$4.50 transaction fee) RCW 46.87.050 (where deposited) RCW 46.68.035 (registration revenue distribution)												
<u>WHO PAYS:</u>	Businesses engaged in interstate commerce that operate in Washington and are registered as part of the International Registration Plan (IRP).												
<u>RATE:</u>	<ul style="list-style-type: none"> • Registration: Under IRP, the cost of registration is based on the percentage of total miles traveled in member states and provinces; the base state or province collects the entire fee and transmits appropriate amounts to other states; applies to the combined licensing fee. • Apportioned plates: \$10 for vehicles required to display two apportioned plates and \$5 for vehicles required to display one plate. • Cab card (certificate of registration showing registered gross weight by jurisdiction): \$2 • Validation tab (month/year tabs): \$2 • Vehicle transaction fee: \$4.50 each time a vehicle is added to a Washington-based fleet and each time the proportional registration is renewed. 												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	Plate fees distributed to the Motor Vehicle Account. Proportional Registration fees distributed as follows:												
	<table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Motor Vehicle Account</td> <td style="text-align: right;">59.495%</td> </tr> <tr> <td>State Patrol Highway Account</td> <td style="text-align: right;">22.360%</td> </tr> <tr> <td>Puget Sound Ferry Operations Account</td> <td style="text-align: right;">1.375%</td> </tr> <tr> <td>Transportation 2003 Account</td> <td style="text-align: right;">5.237%</td> </tr> <tr> <td>Transportation Partnership Account</td> <td style="text-align: right;"><u>11.533%</u></td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">100.000%</td> </tr> </table>	Motor Vehicle Account	59.495%	State Patrol Highway Account	22.360%	Puget Sound Ferry Operations Account	1.375%	Transportation 2003 Account	5.237%	Transportation Partnership Account	<u>11.533%</u>	TOTAL	100.000%
Motor Vehicle Account	59.495%												
State Patrol Highway Account	22.360%												
Puget Sound Ferry Operations Account	1.375%												
Transportation 2003 Account	5.237%												
Transportation Partnership Account	<u>11.533%</u>												
TOTAL	100.000%												
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes, to the State Patrol, and to Washington State Ferries.												
<u>EXEMPTIONS:</u>	None												
<u>HISTORY:</u>	1985 \$10, two apportioned plates; \$5, one apportioned plate 1987 Adds: Cab card, \$2; validation tab, \$2; maximum transaction fee set at \$10 (DOL sets at \$4.50).												
<u>2013-15 ESTIMATE:</u>	\$86.3 million												
<u>2015-17 FORECAST:</u>	\$82.1 million												
<u>VALUE OF INCREASE:</u>	\$689,000 per 1% fee increase per biennium												

<u>REVENUE SOURCE:</u>	Recreational Vehicle Sanitary Disposal Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.375 (fee) RCW 46.68.170 (deposited)
<u>WHO PAYS:</u>	Recreational vehicle owners, includes camper, motor home and travel trailer.
<u>RATE:</u>	\$3.00 fee
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	RV Account
<u>DISTRIBUTION & USE:</u>	Used by the Department of Transportation for the construction, maintenance, and operation of recreational vehicle sanitary disposal systems at safety rest areas in accordance with the department's highway system plan as prescribed in chapter 47.06 RCW.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1980 \$1.00 1996 \$3.00
<u>2013-15 ESTIMATE:</u>	\$1.35 million
<u>2015-17 FORECAST:</u>	\$1.4 million
<u>VALUE OF INCREASE:</u>	\$449,800 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Reflectorized Plate Fee 18 th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.200 (fee) RCW 46.68.070 (where deposited)
<u>WHO PAYS:</u>	Vehicle owners
<u>RATE:</u>	\$2 per plate
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1967 50 cents per plate 2005 \$2 per plate
<u>2013-15 ESTIMATE:</u>	\$11.8 million
<u>2015-17 FORECAST:</u>	\$12.2 million
<u>VALUE OF INCREASE:</u>	\$3.1 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Rental Vehicle Sales Tax
<u>AUTHORIZED:</u>	RCW 82.08.020 (2) (tax and disposition)
<u>WHO PAYS:</u>	Consumers who rent vehicles
<u>RATE:</u>	5.9% of rental contract amount
<u>ADMINISTERED BY:</u>	Department of Revenue
<u>WHERE DEPOSITED:</u>	Multimodal Transportation Account
<u>DISTRIBUTION & USE:</u>	General Transportation
<u>EXEMPTIONS:</u>	Vehicles rented or loaned to customers by automotive repair businesses while the customers' vehicles are under repair and vehicles licensed and operated as taxicabs (RCW 46.04.465).
<u>HISTORY:</u>	<p>1992 5.9% of rental contract amount, in lieu of Motor Vehicle Excise Tax (MVET)</p> <p>1998 Distribution of rental vehicle sales tax (in-lieu of MVET) aligned with the MVET</p> <p>2000 With repeal of MVET, distributed changed from Transportation Fund to Multimodal Transportation Account.</p>
<u>2013-15 ESTIMATE:</u>	\$55.9 million
<u>2015-17 FORECAST:</u>	\$59.6 million
<u>VALUE OF INCREASE:</u>	\$9.5 million for each 1% increase in tax rate per biennium

<u>REVENUE SOURCE:</u>	Retail Sales and Use Tax on Motor Vehicles
<u>AUTHORIZED:</u>	RCW 82.08.020(3) (retail sales tax for transportation and disposition) RCW 82.12.020 (use tax)
<u>WHO PAYS:</u>	Consumers purchasing motor vehicles
<u>RATE:</u>	0.3% of selling price
<u>ADMINISTERED BY:</u>	Department of Revenue
<u>WHERE DEPOSITED:</u>	Multimodal Transportation Account
<u>DISTRIBUTION & USE:</u>	General Transportation
<u>EXEMPTIONS:</u>	Retail car rentals
<u>HISTORY:</u>	2003 0.3% of selling price
<u>2013-15 ESTIMATE:</u>	\$76.5 million
<u>2015-17 FORECAST:</u>	\$82.7 million
<u>VALUE OF INCREASE:</u>	\$2.6 million for each 0.01% increase in tax rate per biennium

REVENUE SOURCE:	Special License Plates 18th Amendment tax or fee
AUTHORIZED:	Chapter 46.18 RCW (Special License Plates generally) RCW 46.17.220 (special plate fees and where deposited) RCW 46.17.200 (general license plate fees: reflectivity, replacement, retention, transfer)
WHO PAYS:	Persons who qualify for special license plates under the categories listed below; plate fees are paid one time and are in addition to normal registration fees, except as noted.
RATE:	<p><u>Special license plates available to qualifying vehicle owners or qualifying vehicles which may have reduced fees:</u></p> <p>Amateur Radio (HAM). RCW 46.18.205. Applicants must have current FCC license. \$5 initial license plate fee, no renewal fee. Distribution: Motor vehicle fund (RCW 46.68.070).</p> <p>Armed Forces Collection. RCW 46.18.210. Applicants must be active duty, families of veterans and service members, members of the National Guard, Reservists or veterans. \$40 initial special license plate fee, \$30 renewal fee. Distribution: RCW 46.68.425.</p> <p>Collector Vehicle. RCW 46.18.220. Motor vehicle must be at least 30 years old. \$35 initial license plate fee for permanent registration (no renewal fee). Distribution: RCW 46.68.030.</p> <p>Disabled American Veteran/Former Prisoner of War. RCW 46.18.235. Applicant must meet qualifications under RCW 46.18.235. No initial or renewal special license plate fees. Exempted from all licensing fees and excise taxes for one vehicle.</p> <p>Foreign Organization. RCW 46.18.240. Applicant must be an officer of the Taipei Economic and Cultural Office. No initial or renewal special license plate fees.</p> <p>Gold Star. RCW 46.18.245. Applicant must be the father or mother of a member of the United States armed forces who died while in service to their country or as a result of their service. No initial or renewal special license plate fees.</p> <p>Honorary Consul. RCW 46.18.250. Applicant must be a US citizen who is an honorary consul or official representative of any foreign government. No initial or renewal special license plate fees.</p> <p>Horseless Carriage. RCW 46.18.255. Motor vehicle must be at least 40 years old. \$35 initial license plate fee for permanent registration (no renewal fee). Distribution: RCW 46.68.030.</p> <p>Medal of Honor. RCW 46.18.230. Applicant must have been awarded the Medal of Honor. No initial or renewal special license plate fees.</p>

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

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

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

Purple Heart. [RCW 46.18.280](#). Applicant must have been awarded a purple heart medal by any branch of the United States armed forces. No initial or renewal special license plate fees.

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

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

Other special license plates (with fee levels specified in RCW 47.17.220):

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

Baseball Stadium. [RCW 46.18.215](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: State general fund.

Breast Cancer Awareness. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

Collegiate. [RCW 46.18.225](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.430](#).

Endangered Wildlife. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

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

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

Keep Kids Safe. [RCW 46.18.200](#). \$45 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

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

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

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

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

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

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

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

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

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

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

Washington State Parks. [RCW 46.18.200](#) \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

Washington's National Parks. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Washington's Wildlife Collection. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

We Love Our Pets. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.420](#).

Wild on Washington. [RCW 46.18.200](#). \$40 initial special license plate fee, \$30 renewal fee. Distribution: [RCW 46.68.425](#).

<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account (108) Special license plate fund depicted on plate
<u>DISTRIBUTION & USE:</u>	Motor Vehicle Account appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>REVENUE ESTIMATES:</u>	See DOL's Special License Plate Report: http://www.dol.wa.gov/about/reports-to-the-legislature.html

<u>REVENUE SOURCE:</u>	Special Permit Fee for Oversize/Overweight Movements 18th Amendment tax or fee														
<u>AUTHORIZED:</u>	RCW 46.44.0941 (fees and disposition) RCW 46.44.095 (temporary additional tonnage)														
<u>WHO PAYS:</u>	Overheight, overlength, overwidth, and overweight vehicles using state highways; there is a separate rate schedule for oversize farm implements.														
<u>RATE:</u>	<table border="0" style="width: 100%;"> <tr> <td>Single trip – Oversize</td> <td style="text-align: right;">\$10</td> </tr> <tr> <td>30-day permits – Oversize</td> <td style="text-align: right;">\$10–\$20</td> </tr> <tr> <td>30-day permits – Overweight</td> <td style="text-align: right;">\$70–\$90</td> </tr> <tr> <td>1-year permits – Oversize</td> <td style="text-align: right;">\$100–\$150</td> </tr> <tr> <td>1-year permits – Overweight garbage trucks</td> <td style="text-align: right;">\$42 per 1000 lbs.</td> </tr> </table> <p>For other overweight permits, fees range from \$.07 per mile for loads up to 10,000 pounds over licensed gross weight or legal capacity to \$4.25 per mile for loads 100,000 pounds or more over licensed gross weight or legal capacity; an additional 50 cents per mile is charged for each 5,000 pound increment exceeding 100,000 pounds; the minimum fee for any overweight permit is \$14; permits are for one-time movements.</p> <p><u>Oversized farm implements</u> (e.g., threshers)</p> <table border="0" style="width: 100%;"> <tr> <td>Farmers</td> <td style="text-align: right;">\$10, 3 month; \$ 25, 1 year</td> </tr> <tr> <td>Sales, repair firms</td> <td style="text-align: right;">\$25, 3 month; \$100, 1 year</td> </tr> </table>	Single trip – Oversize	\$10	30-day permits – Oversize	\$10–\$20	30-day permits – Overweight	\$70–\$90	1-year permits – Oversize	\$100–\$150	1-year permits – Overweight garbage trucks	\$42 per 1000 lbs.	Farmers	\$10, 3 month; \$ 25, 1 year	Sales, repair firms	\$25, 3 month; \$100, 1 year
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Farmers	\$10, 3 month; \$ 25, 1 year														
Sales, repair firms	\$25, 3 month; \$100, 1 year														
<u>ADMINISTERED BY:</u>	Department of Transportation														
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account														
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes														
<u>EXEMPTIONS:</u>	Federal-, state-, county-, or city-owned vehicles (RCW 46.44.0941)														
<u>HISTORY:</u>	1995 Overweight permit fee schedule revised and expanded 2004 Allowed tow trucks to purchase a one-year permit to tow oversize/overweight vehicles. Formerly had to purchase a permit for each oversize/overweight tow.														
<u>2013-15 ESTIMATE:</u>	\$15.5 million (includes revenue from additional weight permits)														
<u>2015-17 FORECAST:</u>	\$15.6 million (includes revenue from additional weight permits)														
<u>VALUE OF INCREASE:</u>	\$148,000 per 1% increase per biennium														

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

<u>REVENUE SOURCE:</u>	Tolling – SR 167 High Occupancy Toll (HOT) Lanes
<u>AUTHORIZED:</u>	RCW 47.56.403 (tolls authorized) RCW 47.66.090 (where deposited)
<u>WHO PAYS:</u>	Users of the SR 167 HOT Lanes
<u>RATE:</u>	Effective April 2008: minimum toll rate = .50 cents; maximum toll rate = \$9.00. Toll rates vary dynamically based upon time of day, traffic volumes, traffic demand, and overall corridor performance. Toll rates will vary to insure average HOT lane speeds of 45 mph at least 90% of the time during peak hours.
<u>ADMINISTERED BY:</u>	Toll rates and policies set by the State Transportation Commission. Department of Transportation collects and administers.
<u>WHERE DEPOSITED:</u>	High-Occupancy Toll Lanes Operations Account
<u>DISTRIBUTION & USE:</u>	Moneys in this account may be used for, but be not limited to, debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of high occupancy toll lanes and to increase transit, vanpool and carpool, and trip reduction services in the corridor. A reasonable proportion of the moneys in this account must be dedicated to increase transit, vanpool, carpool, and trip reduction services in the corridor.
<u>EXEMPTIONS:</u>	HOV vehicles, transit buses, and publicly owned and/or operated vanpool vehicles. See WAC 468-270-075 .
<u>HISTORY:</u>	2005 Tolls authorized by Chapter 312 Laws of 2005 2008 Tolls set: min toll = .50 cents; max toll = \$9.00
<u>2013-15 ESTIMATE:</u>	\$2.57 million
<u>2015-17 FORECAST:</u>	SR167 HOT lanes tolling will sunset on June 30, 2015; additional legislation is needed to extend this revenue source.
<u>VALUE OF INCREASE:</u>	\$2.6 million per biennium if the pilot program was extended.

<u>REVENUE SOURCE:</u>	Tolling – I-405 Express Toll Lanes 18th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 47.56.880 (tolls authorized) RCW 47.56.884 (where deposited)
<u>WHO PAYS:</u>	Users of the I-405 Express Lanes between Bellevue and Lynnwood; tolling is expected to begin in 2015
<u>RATE:</u>	The Transportation Commission will set tolls in early 2015. The rate proposal and schedule for public hearings and adoption will be posted on the Commission’s I-405 Express Toll Lanes webpage . Toll rates may vary by time of day, level of traffic congestion and other criteria as the Commission deems appropriate. WSDOT must establish performance standards for the I-405 express lanes to insure average lane speeds of 45 mph at least 90% of the time during peak hours.
<u>ADMINISTERED BY:</u>	Toll rates and policies set by the State Transportation Commission. Department of Transportation collects and administers.
<u>WHERE DEPOSITED:</u>	Interstate 405 Express Toll Lanes Operations Account
<u>DISTRIBUTION & USE:</u>	Moneys in this account may be used for debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of the express toll lanes on Interstate 405.
<u>EXEMPTIONS:</u>	To be established by the Transportation Commission
<u>HISTORY:</u>	2011 Tolling authorized by Chapter 369 Laws of 2011 2015 Tolling begins
<u>2013-15 ESTIMATE:</u>	\$0
<u>2015-17 FORECAST:</u>	To be determined.

<u>REVENUE SOURCE:</u>	Tolling – SR 520 Bridge										
<u>AUTHORIZED:</u>	RCW 47.56.870 (tolls authorized) RCW 47.56.875 (where deposited) RCW 47.56.820 (uses)										
<u>WHO PAYS:</u>	Users of the SR 520 Bridge										
<u>RATE:</u>	Toll rate schedule effective July 1, 2014: http://www.wstc.wa.gov/HighwayTolling/SR520Bridge.htm Toll rates vary according to time of day, type of customer and type of vehicle. Two axle tolls range from \$0 to \$5.40, with the highest tolls charged during peak hours to drivers who pay by mail. Trucks pay by higher tolls based on the number of axles. Toll rates are adjusted for inflation by 2.5% increase each year on July 1 through 2015; On July 1, 2016, toll rates will have a one-time increase of 15%.										
<u>ADMINISTERED BY:</u>	Toll rates and policies set by the State Transportation Commission. Department of Transportation collects and administers.										
<u>WHERE DEPOSITED:</u>	State Route No. 520 Corridor Account										
<u>DISTRIBUTION & USE:</u>	Subject to bond covenants: financing, operations, maintenance, management, repairs, and repayments to the motor vehicle fund. The account may also be used for enforcement, operations of transit, and to meet other obligations on the toll facility.										
<u>EXEMPTIONS:</u>	WSP vehicles providing service to the SR 520 corridor; DOT maintenance, construction, and incident response vehicles assigned to the bridge; publicly owned or operated transit buses; privately owned passenger buses meeting certain criteria; motor vehicles used for ridesharing/vanpools; and others, see WAC 468-270-091 and 468-270-095 .										
<u>HISTORY:</u>	<table> <tr> <td>2009</td> <td>Tolling authorized by Chapter 472, Laws of 2009</td> </tr> <tr> <td>2011</td> <td>Toll collection begins December 29th, 2011</td> </tr> <tr> <td>2012</td> <td>Tolls increased by 2.5% on July 1</td> </tr> <tr> <td>2013</td> <td>Tolls increased by 2.5% on July 1</td> </tr> <tr> <td>2014</td> <td>Tolls increased by 2.5% on July 1</td> </tr> </table>	2009	Tolling authorized by Chapter 472, Laws of 2009	2011	Toll collection begins December 29 th , 2011	2012	Tolls increased by 2.5% on July 1	2013	Tolls increased by 2.5% on July 1	2014	Tolls increased by 2.5% on July 1
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2012	Tolls increased by 2.5% on July 1										
2013	Tolls increased by 2.5% on July 1										
2014	Tolls increased by 2.5% on July 1										
<u>2013-15 ESTIMATE:</u>	\$107 million for pledged SR 520 Bridge revenue										
<u>2015-17 FORECAST:</u>	\$123 million for pledged SR 520 Bridge revenue										
<u>VALUE OF INCREASE:</u>	Cannot be determined due to the nature of dynamic tolling.										

<u>REVENUE SOURCE:</u>	Tolling – Tacoma Narrows Bridge 18th Amendment tax or fee										
<u>AUTHORIZED:</u>	RCW 47.46.100 (tolls authorized) RCW 47.56.165 (where deposited)										
<u>WHO PAYS:</u>	Users of the Tacoma Narrows Bridge										
<u>RATE:</u>	Toll rate schedule effective July 1, 2014, can be found on the Transportation’s Commission’s website and at WAC 468-270-070 . As of July 1, 2014 (two axle tolls): cash toll = \$5.50; Good to Go (G2G) = \$4.50 and Pay By Mail (PBM) = \$6.50. Toll amounts increase for vehicles with more than four axles.										
<u>ADMINISTERED BY:</u>	Toll rates and policies set by the State Transportation Commission. Department of Transportation collects and administers.										
<u>WHERE DEPOSITED:</u>	Tacoma Narrows Toll Bridge Account										
<u>DISTRIBUTION & USE:</u>	The Department of Transportation must pay costs related to financing, operations, maintenance, management, necessary repairs of the facility; and repay amounts to the motor vehicle fund, as required under RCW 47.46.140 .										
<u>EXEMPTIONS:</u>	Vehicles providing service directly to the bridge: WSP vehicles providing service to the SR 16 corridor; DOT maintenance vehicles assigned to the bridge; and authorized emergency vehicles. See WAC 468-270-090 and 468-270-095 .										
<u>HISTORY:</u>	<table> <tr> <td>7/15/2007</td> <td>Tolls begin: \$3.00 = cash toll; \$1.75 = G2G</td> </tr> <tr> <td>7/1/2008</td> <td>\$4.00 = cash toll; \$2.75 = G2G</td> </tr> <tr> <td>7/1/2012</td> <td>\$5.00=cash toll; \$4.00= G2G; PBM=\$6.00 per two axles vehicle</td> </tr> <tr> <td>7/1/2013</td> <td>\$5.25 = cash toll; \$4.25 = G2G; PBM = \$6.25 per two axles vehicle</td> </tr> <tr> <td>7/1/2014</td> <td>\$5.50 = cash toll; \$4.50 = G2G; PBM = \$6.50 per two axles vehicle</td> </tr> </table>	7/15/2007	Tolls begin: \$3.00 = cash toll; \$1.75 = G2G	7/1/2008	\$4.00 = cash toll; \$2.75 = G2G	7/1/2012	\$5.00=cash toll; \$4.00= G2G; PBM=\$6.00 per two axles vehicle	7/1/2013	\$5.25 = cash toll; \$4.25 = G2G; PBM = \$6.25 per two axles vehicle	7/1/2014	\$5.50 = cash toll; \$4.50 = G2G; PBM = \$6.50 per two axles vehicle
7/15/2007	Tolls begin: \$3.00 = cash toll; \$1.75 = G2G										
7/1/2008	\$4.00 = cash toll; \$2.75 = G2G										
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7/1/2014	\$5.50 = cash toll; \$4.50 = G2G; PBM = \$6.50 per two axles vehicle										
<u>2013-15 ESTIMATE:</u>	\$137.1 million for total Tacoma Narrows Bridge revenue										
<u>2015-17 FORECAST:</u>	\$152.1 million for total Tacoma Narrows Bridge revenue										
<u>VALUE OF INCREASE:</u>	Cannot be determined due to the nature of dynamic tolling										

<u>REVENUE SOURCE:</u>	Tow Truck Capacity Fee 18th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.335(2) (fee) RCW 46.68.030 (where deposited)
<u>WHO PAYS:</u>	Any fixed-load motor vehicle equipped for lifting or towing any disabled, impounded, or abandoned vehicle.
<u>RATE:</u>	\$25 per annum in addition to the basic motor vehicle registration fee, but in lieu of the license fee by weight.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1963 \$25 per annum in lieu of combined licensing fee
<u>2013-15 ESTIMATE:</u>	\$67,600
<u>2015-17 FORECAST:</u>	\$66,000
<u>VALUE OF INCREASE:</u>	\$2,700 for each \$1 increase

<u>REVENUE SOURCE:</u>	Tow Truck Operator Fee 18th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.55.030 (fee and disposition)
<u>WHO PAYS:</u>	Operators of tow truck businesses (i.e., any person who engages in the impoundment, transporting, or storage of unauthorized vehicles, or the disposal of abandoned vehicles).
<u>RATE:</u>	\$100 annual fee for business and \$50 per truck per year (plus normal registration fee) for permit. Special license plates not issued; each tow truck issued a permit indicating the class of the truck.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1985 \$100/company + \$50/truck annually (original & renewal)
<u>2013-15 ESTIMATE:</u>	Included in <i>Vehicle Business License</i>
<u>2015-17 FORECAST:</u>	Included in <i>Vehicle Business License</i>
<u>VALUE OF INCREASE:</u>	Minimal <i>See Vehicle Business Licenses, page 101</i>

<u>REVENUE SOURCE:</u>	Transporter License Fee and Plate Fees 18th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.76.040 (original) RCW 46.76.050 (renewal)
<u>WHO PAYS:</u>	Businesses that deal in transportation of vehicles owned by others (e.g., drive-away and tow-away services); does not apply to motor freight carriers licensed under RCW 81.80.
<u>RATE:</u>	\$25 For original license \$15 For annual renewal license \$ 2 Per set of plates to be attached to vehicles being delivered
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1947 \$25 original license; \$15 renewal; \$2 per set of plates (new plates required each year) 1990 Provision requiring new plate each year deleted
<u>2013-15 ESTIMATE:</u>	Included in <i>Vehicle Business Licenses</i>
<u>2015-17 FORECAST:</u>	Included in <i>Vehicle Business Licenses</i>
<u>VALUE OF INCREASE:</u>	Minimal See Vehicle Business Licenses on page 101.

<u>REVENUE SOURCE:</u>	Trip Permit Fee 18th Amendment tax or fee, in part
<u>AUTHORIZED:</u>	RCW 46.16A.320 (trip permit) RCW 46.17.400 (fee) RCW 46.68.455 (where deposited)
<u>WHO PAYS:</u>	Vehicle owners temporarily moving an unlicensed vehicle; generally used by commercial drivers who do not enter Washington frequently enough to make prorated licensing cost effective; also used by vehicle owners in the state who want to move an unlicensed vehicle on the public roads. Permit is good for three consecutive days; no more than three such permits may be used for a single vehicle during a 30-day period, except for recreational vehicles, which are limited to two permits in a one-year period.
<u>RATE:</u>	\$25 for three days
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	State Patrol Highway Account: \$ 5 Motor Vehicle Account: \$16 Highway Safety Account: \$ 3 General Fund: \$ 1
<u>DISTRIBUTION & USE:</u>	Appropriated for commercial motor vehicle inspections, weigh stations and weigh-in-motion programs, congestion relief, highway safety-related purposes, drivers programs, and general government.
<u>EXEMPTIONS:</u>	Farm vehicles pay a farm trip permit. <i>See Farm Vehicle Trip Permit Fee on page 52.</i>
<u>HISTORY:</u>	1957 \$2.50 to \$7.50; 3 day maximum; \$2 admin fee 1961 \$.50 to \$2 per 24-hour period; 10 day maximum; \$2.50 admin fee 1969 \$2 to \$4 per 24-hour period; 10 day maximum; \$5 admin fee 1976 \$2 to \$8 per 24-hour period; 10 day maximum; \$5 admin fee 1981 \$10 for 3-day permit; 3 permits per 30 days; includes \$8 admin fee, \$1 filing fee, and \$1 excise tax 1996 \$10 for 3-day permit: includes \$6 admin fee, \$3 filing fee, and \$1 excise tax. Limited to 3 permits per 30 days. Restricted RVs to two permits per year 1999 Added \$5 surcharge to fund weigh-in-motion programs and congestion relief. Total of fee and surcharge equals \$15. 2002 Fee increased to \$15: includes \$11 admin fee, \$3 filing fee, and \$1 excise tax. Total of fee and surcharge equals \$20. 2010 Increased fee to \$25. No additional filing fee required. Surcharge retained. Total of fee and surcharge equals \$30. 2011 \$5 surcharge eliminated (effective July 1, 2011)
<u>2013-15 ESTIMATE:</u>	\$7 million
<u>2015-17 FORECAST:</u>	\$7.1 million
<u>VALUE OF INCREASE:</u>	\$161,000 per \$1 increase per biennium

<u>REVENUE SOURCE:</u>	Trip Permit, Special Fuel Users 18th Amendment tax or fee												
<u>AUTHORIZED:</u>	RCW 46.17.400 (fee) RCW 46.68.460 (where deposited)												
<u>WHO PAYS:</u>	Special fuel users temporarily entering the state (maximum three days) for commercial purposes; collected in lieu of the special fuel tax otherwise assessable for importing and using special fuel on highways in the state.												
<u>RATE:</u>	<table> <tr> <td>\$ 1</td> <td>Filing fee (kept by county auditors or licensing agents to defray administrative expenses)</td> </tr> <tr> <td>\$19</td> <td>Motor Vehicle Account</td> </tr> <tr> <td>\$ 5</td> <td>State Patrol Highway Account for commercial vehicle inspections</td> </tr> <tr> <td>\$ 5</td> <td><u>Surcharge</u> (to Motor Vehicle Account for weigh-in-motion program and congestion relief)</td> </tr> <tr> <td>\$30</td> <td>Total Per-Trip Permit</td> </tr> </table>	\$ 1	Filing fee (kept by county auditors or licensing agents to defray administrative expenses)	\$19	Motor Vehicle Account	\$ 5	State Patrol Highway Account for commercial vehicle inspections	\$ 5	<u>Surcharge</u> (to Motor Vehicle Account for weigh-in-motion program and congestion relief)	\$30	Total Per-Trip Permit		
\$ 1	Filing fee (kept by county auditors or licensing agents to defray administrative expenses)												
\$19	Motor Vehicle Account												
\$ 5	State Patrol Highway Account for commercial vehicle inspections												
\$ 5	<u>Surcharge</u> (to Motor Vehicle Account for weigh-in-motion program and congestion relief)												
\$30	Total Per-Trip Permit												
<u>ADMINISTERED BY:</u>	Department of Licensing												
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account and State Patrol Highway Account												
<u>DISTRIBUTION & USE:</u>	Appropriated for highway-related purposes												
<u>EXEMPTIONS:</u>	None												
<u>HISTORY:</u>	<table> <tr> <td>1971</td> <td>Up to 333 miles, \$5; 334 to 555, \$10; 556 to 777, \$15; 778 to 1000, \$20; more than 1000, \$25 (plus \$1 per permit, valid for 96 hours; in lieu of special fuel tax for importing; limit of six permits/year).</td> </tr> <tr> <td>1973</td> <td>\$10 + \$1/day (20 days maximum); six permits/year maximum).</td> </tr> <tr> <td>1979</td> <td>\$10 + \$3/day (20 days maximum); six permit limit deleted.</td> </tr> <tr> <td>1983</td> <td>\$1 filing fee; \$10 administration fee; \$9 excise tax; three-day permit; user fills in dates.</td> </tr> <tr> <td>2000</td> <td>\$1 filing fee; \$10 administration fee; \$9 excise tax; \$5 surcharge; three-day permit; user fills in dates.</td> </tr> <tr> <td>2012</td> <td>\$30 Total Per-Trip Permit.</td> </tr> </table>	1971	Up to 333 miles, \$5; 334 to 555, \$10; 556 to 777, \$15; 778 to 1000, \$20; more than 1000, \$25 (plus \$1 per permit, valid for 96 hours; in lieu of special fuel tax for importing; limit of six permits/year).	1973	\$10 + \$1/day (20 days maximum); six permits/year maximum).	1979	\$10 + \$3/day (20 days maximum); six permit limit deleted.	1983	\$1 filing fee; \$10 administration fee; \$9 excise tax; three-day permit; user fills in dates.	2000	\$1 filing fee; \$10 administration fee; \$9 excise tax; \$5 surcharge; three-day permit; user fills in dates.	2012	\$30 Total Per-Trip Permit.
1971	Up to 333 miles, \$5; 334 to 555, \$10; 556 to 777, \$15; 778 to 1000, \$20; more than 1000, \$25 (plus \$1 per permit, valid for 96 hours; in lieu of special fuel tax for importing; limit of six permits/year).												
1973	\$10 + \$1/day (20 days maximum); six permits/year maximum).												
1979	\$10 + \$3/day (20 days maximum); six permit limit deleted.												
1983	\$1 filing fee; \$10 administration fee; \$9 excise tax; three-day permit; user fills in dates.												
2000	\$1 filing fee; \$10 administration fee; \$9 excise tax; \$5 surcharge; three-day permit; user fills in dates.												
2012	\$30 Total Per-Trip Permit.												
<u>2013-15 ESTIMATE:</u>	\$420,000												
<u>2015-17 FORECAST:</u>	\$436,400												
<u>VALUE OF INCREASE:</u>	\$20,000 per \$1 fee increase per biennium												

REVENUE SOURCE:

Vehicle Business Licenses

18th Amendment tax or fee

AUTHORIZED:

[RCW 46.70.061](#) (fees and disposition)

WHO PAYS:

Businesses that sell or manufacture vehicles.

See also: Hulk Haulers, Scrap Processors, and Wreckers License Plate Fees; Tow Truck Operator Fee; and Transporter License and Plate Fees.

RATE:

Annual Fee – Original License

Dealer – Principal place of business	\$975
Dealer – Subagency	\$100
Dealer – Temporary subagent	\$100
Manufacturer	\$500

Annual Fee – Renewals

Dealer – Principal place of business	\$325
Dealer – Subagency	\$ 25
Manufacturer	\$250

ADMINISTERED BY:

Department of Licensing

WHERE DEPOSITED:

Motor Vehicle Account

DISTRIBUTION & USE:

Appropriated for highway-related purposes

EXEMPTIONS:

None

HISTORY:

Dealers, Principal Place of Business:

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

Dealers, Subagencies and Temporary Subagencies:

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

Manufacturers:

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

2013-15 ESTIMATE: \$3.41 million

2015-17 FORECAST: \$3.36 million

VALUE OF INCREASE: Not available

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

- [*Hulk Haulers and Scrap Processors, Wreckers License Fees, page 58*](#)
- [*Tow Truck Operator Fee, page 97*](#)
- [*Transporter License Fee and Plate Fees, page 98*](#)

<u>REVENUE SOURCE:</u>	Vehicle Certificate of Title and Inspection Fees 18 th Amendment tax or fee, in part
<u>AUTHORIZED:</u>	RCW 46.17.100 (application fee and disposition) RCW 46.17.120 (stolen vehicle check fee) RCW 46.17.130 (VIN inspection fee) RCW 46.68.020 (disposition of stolen vehicle check fee) RCW 46.68.410 (disposition of VIN inspection fee)
<u>WHO PAYS:</u>	Applicants for vehicle certificate of ownership (includes motor and nonmotor vehicles except bicycles); stolen vehicle inspections required for vehicles previously registered in another state or country, vehicles rebuilt after being declared a total loss, other vehicles as determined by the Department of Licensing; changes to or reissues of title.
<u>RATE:</u>	Certificate of title application fee, \$15 Stolen vehicle check, \$15 if previously registered in another state or country; \$65 for all other VIN inspections.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account (\$15 of stolen vehicle check fee; \$50 of VIN inspection fee) State Patrol Highway Account (\$15 of VIN inspection fee) Multimodal Account (\$5 of application fee) Transportation 2003 (Nickel) Account (\$10 of application fee)
<u>DISTRIBUTION & USE:</u>	Highway and other transportation purposes
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1937 50 cents 1951 \$1 1974 \$1 certificate of ownership; \$10 inspection fee. 1989 \$1 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$20 inspection fee if not. 1990 \$1.25 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$20 inspection fee if not 2002 \$5.00 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$50 inspection fee if not; raised fee for changes to certificate to \$5.00. 2003 Changed distributions of fees from Motor Vehicle Account to Multimodal Account, Transportation 2003 Account, Air Pollution Control Account, and Vessel Response Account. After 2008, fees going to Air Pollution Control and Vessel. 2007 VIN inspection fee raised to \$65, \$15 distributed to SPHA, remainder to MVA. 2008 Effective July 2008, title fees formerly distributed to the Air Pollution Control and Vessel Response Accounts are distributed to the Transportation 2003 Account. 2012 Effective October 1, 2012, \$15.00 certificate of ownership fee.
<u>2013-15 ESTIMATE:</u>	Certificates of Ownership: \$64.1 million Inspections: \$12.3 million

2015-17 FORECAST: Certificates of Ownership: \$65.46 million
Inspections: \$13.0 million

VALUE OF INCREASE: Certificates of Ownership: \$4.26 million per \$1 fee increase per
biennium
Inspections: \$0.8 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Vehicle Registration Fee (License Fee) 18 th Amendment tax or fee		
<u>AUTHORIZED:</u>	RCW 46.17.350 (fee) RCW 46.68.030 (disposition)		
<u>WHO PAYS:</u>	Owners of passenger cars, motorcycles, motor homes, for-hire vehicles (6 or less passenger capacity), taxicabs, horseless carriages, restored vehicles, stage vehicles with 6 or fewer seats, travel trailers, other trailers not subject to the combined licensing fee, and tow trucks; other vehicles must pay the License fee by weight (see License Fee by Weight, page 61); campers, off-road vehicles, personal trailers, snowmobiles, and wheeled all-terrain vehicles are subject to separate fees.		
<u>RATE:</u>	Original registration \$30; renewal registration \$30.		
<u>ADMINISTERED BY:</u>	Department of Licensing		
<u>WHERE DEPOSITED:</u>		<u>Original</u>	<u>Renewal</u>
	State Patrol Highway Account	\$20.35	\$20.35
	Ferry Operations Account	2.02	.93
	Motor Vehicle Account	<u>7.63</u>	<u>8.72</u>
	TOTAL	\$30.00	\$30.00
<u>DISTRIBUTION & USE:</u>	Appropriated for State Patrol, ferry operations, and highway-related activities.		
<u>EXEMPTIONS:</u>	Vehicles owned by public agencies, governments of foreign countries, school buses owned by private schools (RCW 46.16A.170) Vehicles owned by Indian tribes (RCW 46.16A.175)		
<u>HISTORY:</u>	<u>Original & Renewal</u>		
	1909	\$3.00	
	1917	\$5.00	
	1919	\$10.00	
	1932	\$3.00	
	1949	\$5.00	
	1949	\$6.50	
	1961	\$6.90	
	1965	\$8.00	
	1969	\$9.40	
	1977	\$13.40	\$ 9.40
	198	\$23.00	\$19.00
	1987	\$27.75	\$23.75
	2000	\$30.00	\$30.00
	2002	Changed distribution of Original fee	
	2005	Private use single-axle trailers removed from basic fee	

2013-15 ESTIMATE: \$307.1 million

2015-17 FORECAST: \$321.9 million

VALUE OF INCREASE: \$11.5 million per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Vehicle Transaction Service Fees (formerly subagent fees) 18th Amendment tax or fee
<u>AUTHORIZED:</u>	RCW 46.17.040 (fees) RCW 47.60.322 (deposited)
<u>WHO PAYS:</u>	Effective January 1, 2015, all vehicle owners (prior: only transactions at subagents)
<u>RATE:</u>	\$5 fee for initial and renewal vehicle registrations \$12 fee for title transactions
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Fees collected by subagents retained by subagents. Fees collected by DOL and County Auditors deposited into the Capital Vessel Replacement Account (CVRA)
<u>DISTRIBUTION & USE:</u>	CVRA funds used for the construction or purchase of ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2010 Recodification of Title and Registration statutes included previously established subagent fees of \$4 for vehicle registrations and \$10 for title transactions; subagents retain fees. 2011 Subagent fees increased to \$5 for vehicle registrations and \$12 for title transactions 2014 Effective January 1, 2015, fee added to transactions performed by DOL and County Auditors; fees collected by DOL and County Auditors deposited to Capital Vessel Replacement Account
<u>2013-15 ESTIMATE:</u>	\$10.3 million
<u>2015-17 FORECAST:</u>	\$38.9 million
<u>VALUE OF INCREASE:</u>	\$5.9 million per \$1 increase

<u>REVENUE SOURCE:</u>	Vessel Pilot License Fee																
<u>AUTHORIZED:</u>	RCW 88.16.090(7) (authority for Board to set fee) WAC 363-116-070 (fee) RCW 88.16.061 (where deposited)																
<u>WHO PAYS:</u>	Pilots licensed by the state to operate foreign flagged vessels for the purpose of assisting navigation through Washington waters; the two pilotage districts in the state are the Puget Sound and Grays Harbor districts.																
<u>RATE:</u>	\$6,500 per year																
<u>ADMINISTERED BY:</u>	Board of Pilotage Commissioners																
<u>WHERE DEPOSITED:</u>	Pilotage Account																
<u>DISTRIBUTION & USE:</u>	Allotted for administration and operations of the Board of Pilotage Commissioners.																
<u>EXEMPTIONS:</u>	None																
<u>HISTORY:</u>	<table> <tr> <td>1935</td> <td>\$100</td> </tr> <tr> <td>1977</td> <td>\$250</td> </tr> <tr> <td>979</td> <td>Not to exceed \$1000; set by Board of Pilotage Commissioners (BPC)</td> </tr> <tr> <td>986</td> <td>Not to exceed \$1500; set by BPC</td> </tr> <tr> <td>1995</td> <td>\$2500</td> </tr> <tr> <td>2001</td> <td>\$3000</td> </tr> <tr> <td>2007</td> <td>\$6000</td> </tr> <tr> <td>2011</td> <td>\$6500</td> </tr> </table>	1935	\$100	1977	\$250	979	Not to exceed \$1000; set by Board of Pilotage Commissioners (BPC)	986	Not to exceed \$1500; set by BPC	1995	\$2500	2001	\$3000	2007	\$6000	2011	\$6500
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986	Not to exceed \$1500; set by BPC																
1995	\$2500																
2001	\$3000																
2007	\$6000																
2011	\$6500																
<u>2013-15 ESTIMATE:</u>	\$0.75 million per biennium																
<u>2015-17 FORECAST:</u>	\$0.75 million per biennium																
<u>VALUE OF INCREASE:</u>	1% increase in fee per biennium is minimal																

<u>REVENUE SOURCE:</u>	Vessel Registration Fee
<u>AUTHORIZED:</u>	RCW 88.02.640 (fees) RCW 88.02.650 (where deposited)
<u>WHO PAYS:</u>	Owners of registered vessels
<u>RATE:</u>	\$10.50 per year
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	General Fund
<u>DISTRIBUTION & USE:</u>	All revenue in excess of \$1.1 million per fiscal year is allocated by the State Treasurer to counties with approved boating safety, education, and law enforcement programs. Eligibility is contingent on approval by the State Parks and Recreation Commission.
<u>EXEMPTIONS:</u>	Military and government vessels not for recreational use, foreign vessels, U.S. Customs cruising vessels, vessels registered and used in other states, vessels temporarily in Washington for repairs, vessels with less than 10 horsepower motors used as transportation from shore to a registered vessel, vessels under 16 feet with less than 10 horsepower motors used on non-federally regulated waters, and commercial fishing vessels assessed by Department of Revenue (RCW 88.02.030).
<u>HISTORY:</u>	1984 \$6.00 annual registration fee 1994 \$10.50 annual registration fee
<u>2013-15 ESTIMATE:</u>	\$5.3million
<u>2015-17 FORECAST:</u>	\$5.3 million
<u>VALUE OF INCREASE:</u>	\$469,100 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Vessel Visitor Permit
<u>AUTHORIZED:</u>	RCW 88.02.610 (authorized) RCW 88.02.640 (fee and disposition)
<u>WHO PAYS:</u>	Vessels owned by nonresidents brought into Washington temporarily, for no more than six months in a continuous 12-month period.
<u>RATE:</u>	\$30 at the time of issuance of identification document
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	General Fund Derelict Vessel Removal Account (RCW 79.100.100)
<u>DISTRIBUTION & USE:</u>	Allocated as follows: <ul style="list-style-type: none"> (a) Five dollars must be deposited in the derelict vessel removal account created in RCW 79.100.100; (b) The department may keep an amount to cover costs for providing the vessel visitor permit; (c) Any moneys remaining must be allocated to counties by the state treasurer for approved boating safety programs under RCW 88.02.650
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1998 \$25 2002 \$30
<u>2013-15 ESTIMATE:</u>	Minimal
<u>2015-17 FORECAST:</u>	Minimal
<u>VALUE OF INCREASE:</u>	Minimal

<u>REVENUE SOURCE:</u>	Watercraft Excise Tax
<u>AUTHORIZED:</u>	RCW 82.49.010 (fee) RCW 82.49.030 (disposition)
<u>WHO PAYS:</u>	Owners of taxable vessels.
<u>RATE:</u>	One half of 1% of fair market value or \$5, whichever is greater
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	General Fund
<u>DISTRIBUTION & USE:</u>	The watercraft excise tax revenues in each fiscal year may, subject to appropriation by the Legislature, be used for site acquisition, sewage pump out or dump units, enforcing boating safety and registration laws, or for education, as specified in RCW 79A.60.590 .
<u>EXEMPTIONS:</u>	Vessels exempt from registration under Chapter 88.02 RCW , vessels used exclusively for commercial fishing purposes, vessels under 16 feet in overall length, vessels owned by the U.S. or any state or municipality in the U.S., vessels owned by a nonprofit engaged in youth character building, and vessels own by a dealer which are not rented on a regular commercial basis (RCW 82.49.020).
<u>HISTORY:</u>	1984 One half of 1% of fair market value or \$5, whichever is greater
<u>2013-15 ESTIMATE:</u>	\$25.6 million
<u>2015-17 FORECAST:</u>	\$25.3 million
<u>VALUE OF INCREASE:</u>	\$5.1 million per biennium for each \$1 per \$1,000 of taxable value increase per year.

<u>REVENUE SOURCE:</u>	Wheeled All-Terrain Vehicle 18 th Amendment tax or fee, in part
<u>AUTHORIZED:</u>	RCW 46.17.350 (fee) RCW 46.09.540 (disposition of on-road use vehicle fee) RCW 46.09.510 (disposition of off-road use vehicle fee)
<u>WHO PAYS:</u>	Off-road vehicle owners
<u>RATE:</u>	On-road Use: \$12 – initial and renewal fee \$2 metal tag – replaced every 7 years Off-road Use: \$18 – initial and renewal fee \$2 metal tag – replaced every 7 years
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	On-road use: Multiuse Roadway Safety Account in the Motor Vehicle Fund Off-road use: Non-highway and Off-road Vehicle Account (NOVA)
<u>DISTRIBUTION & USE:</u>	Funds from the Multiuse Roadway Safety Account must be spent on highway purposes: (1) safety engineering analysis; (2) signs to alert the motoring public that wheeled all-terrain vehicles may be present or crossing; or (3) law enforcement for purposes of defraying costs of enforcement involving wheeled all-terrain vehicles. NOVA funds must be used to benefit off-road vehicle recreation on publicly owned lands and are not limited to highway purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	2013 ESHB 1632 (Ch. 23 L 2013) created this new category of off-road vehicles; initial and renewal registration for on-road use is \$12; for off-road use is \$18.
<u>2013-15 ESTIMATE:</u>	On-road Use \$45,800 Off-road Use \$46,900
<u>2015-17 FORECAST:</u>	On-road Use \$85,000 Off-road Use \$140,600
<u>VALUE OF INCREASE:</u>	On-road Use \$6,700 per \$1 increase per biennium Off-road Use \$6,700 per \$1 increase per biennium

Local Taxes

Overview and Table of Contents

This section summarizes the transportation taxes that have been authorized by the Legislature for use by local governments. These taxes may be used for a broad range of transportation purposes, including road construction, mass transit, high capacity transportation, and high occupancy vehicle (HOV) systems. In addition to the local option taxes described in this section, local governments can use several other revenue sources to fund transportation, including distributions of the state motor fuel tax (gas tax), federal funds, bonds, state grants, and local general funds. Further information on revenue sources for local jurisdictions can be found in the *Local Jurisdictions* section of this manual on page 339.

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

RCW: [RCW 82.47.020](#) (Authorized in 1991)

WHO'S ELIGIBLE

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

WHERE ENACTED

Sumas, Blaine, Nooksack and Point Roberts Transportation Benefit Districts (TBDs) have enacted this tax.

PURPOSE

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

PROVISIONS

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

REVENUE

In years 2004 through 2013, four cities reported border area fuel taxes to WSDOT in their annual financial reports of transportation revenues and expenditures. Total border area vehicle fuel taxes reported were \$437,473 in calendar year 2013 and \$398,235 in 2012.

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

BORDER AREA MOTOR VEHICLE FUEL TAX				
	Blaine	Nooksack	Pt. Roberts	Sumas
2013	249,540	13,396	96,674	77,863
2012	227,568	14,248	96,157	60,261
2011	185,213	13,658	79,297	43,134
2010	122,446	14,157	54,938	26,642
2009	88,627	14,161	35,894	19,181
2008	102,514	13,879	51,245	20,598
2007	99,831	14,641	42,208	21,004
2006	101,408	4,499	41,668	20,075
2005	107,604	14,589	43,689	15,411
2004	99,191	14,951	35,278	14,049

Source: WSDOT City & County Annual Financial Merge Database

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

RCW: [RCW 82.80.050](#) (Authorized in 1990)

WHO'S ELIGIBLE Cities

WHERE ENACTED

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

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

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

PURPOSE

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

SELECTED PROVISIONS of 1990 ACT

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

REVENUE

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

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

REVENUE SOURCE: **Commercial Parking Tax**

RCW: [RCW 82.80.030](#) (Authorized in 1990)

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

WHERE ENACTED

Currently 9 cities impose this tax: SeaTac, Bainbridge Island, Bremerton, Burien, Des Moines, Mukilteo, Port Angeles, Seattle and Tukwila have implemented this tax.

PURPOSE

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

PROVISIONS

- No rate set; rate setting parameters provided.
- Tax may either be on the commercial parking business, based on gross proceeds or number of stalls, or on the customer (similar to an admissions tax).
- Tax exempt carpools, vehicles with handicapped decals, and government vehicles are exempt from the tax.
- Subject to planning provisions.
- Subject to exclusive referendum procedure. (See [Background Information](#), page 132).

REVENUE

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

Commercial Parking Tax Collections By City (\$)		
	2012	2013
Bainbridge Island	\$588,431	\$715,010
Bremerton	\$476,499	\$ 497,088
Burien	\$50,437	\$157,626
DesMoines	\$19,605	\$20,581
Mukilteo	\$38,470	\$61,114
Port Angeles	\$175,955	\$23,014
Sea Tac	\$6,164,074	\$10,752,000
Seattle	\$31,204,057	\$33,930,023
Tukwila	\$149,082	\$155,860

Source: WSDOT City & County Annual Financial Merge Database

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

RCW: [RCW 81.104.140](#) through [RCW 81.104.170](#) (Authorized in 1990)

WHO'S ELIGIBLE

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

WHERE ENACTED

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

PURPOSE

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

PROVISIONS

- Motor Vehicle Excise Tax ([RCW 81.104.160](#))
 - **Authority repealed by Initiative 776.**
 - In *Pierce County v. State* 159 Wn2d 16 (2006) the Washington State Supreme Court held that Initiative 776 impermissibly impaired the contractual obligations between Sound Transit and its bondholders in violation of the state constitution's contract clause. As a result, Sound Transit was permitted to continue to levy the motor vehicle excise tax for so long as the bonds remain outstanding.
- Rental Car Tax ([RCW 81.104.160](#))
 - For rental vehicles on which sales and use tax is collected, additional tax may be collected up to a maximum rate of 2.172%
- Employer Tax ([RCW 81.104.150](#))
 - Up to \$2 per employee per month.
 - Not allowed if HOV employer tax in effect.
- Sales and Use Tax ([RCW 81.104.170](#))
 - Up to 1% of purchase price on taxable items.
 - Limited to 0.9% in counties that have imposed 0.1% sales tax for criminal justice and in regional transit authorities in which any member county has imposed the 0.1% criminal justice tax.
- General Provisions
 - Tax revenues may be pledged for bonds.
 - Local agencies may contract with Department of Revenue or other entities to collect taxes.
 - Commuter rail is an authorized use of both HOV and HCT funds.
 - RTIDs, with the approval of the RTA within its boundaries, may impose HCT taxes only to the extent that the maximum amount of taxes have not yet been imposed.

REVENUE

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

High Capacity Transportation Taxes			
Calendar Year	MVET, 0.3%	Sales Tax, 0.9%	Rental Car Tax
2009	\$64.5 M	\$393.9 M	\$2.78 M
2010	\$66.5 M	\$500.6 M	\$2.47 M
2011	\$65.4 M	\$525.4 M	\$2.49 M
2012	\$66.2 M	\$539.7 M	\$2.0 M
2013	\$68.6 M	\$583.5 M	\$2.8 M

Potential Revenues for other Eligible Jurisdictions

Amounts which could be collected if HCT Taxes were imposed			
Revenue Estimates (\$ millions), Calendar Year 2013			
Transit Agency	\$2 per Employee per Month	0.9% Sales Tax	MVET
Sound Transit	\$ 41.57	See RTA (Sound Transit) actuals above	
King County	\$ 28.77	Included in Sound Transit	Authority repealed by Initiative 776
Pierce County	\$ 6.48	Included in Sound Transit	
Snohomish County	\$ 6.33	Included in Sound Transit	
Spokane County	\$ 4.85	\$ 71.34	
Clark County	\$ 3.21	\$ 48.99	
Kitsap County	\$ 1.93	\$ 30.76	
Thurston County	\$ 2.40	\$ 37.10	
Yakima County	\$ 2.49	\$ 30.40	

Sales tax revenue estimates are based on the actual revenue base for 2013 for these transits

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

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

For other revenue assumptions, see [Background Information](#), page 132.

REVENUE SOURCE:

Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Rental Car Sales and Use, Employer)

RCW:

[RCW 81.100.030](#), [RCW 81.100.060](#) (Authorized in 1990)

WHO'S ELIGIBLE

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

WHERE ENACTED

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

PURPOSE

For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs. Requires voter approval.

PROVISIONS

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

REVENUE

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

Amounts which could be collected if HOV taxes imposed			
Revenue Estimates (\$ millions), Calendar Year 2013			
County	0.3% MVET	\$2 per Employee per month	Max. HOV Collections
King	\$ -	\$ 28.77	\$28.77
Pierce	\$ -	\$ 6.48	\$ 6.48
Snohomish	\$ -	\$ 6.33	\$ 6.33

For other revenue assumptions, see [Background Information](#), page 132.

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

RCW: Chapter [36.54](#) and [36.57A RCW](#)

WHO'S ELIGIBLE

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

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

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

WHERE ENACTED

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

The [Annual Summary of Public Transportation](#) includes information on a variety of ferry services.

PURPOSE

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

FINANCE PROVISIONS – COUNTY FERRY DISTRICTS

Ad valorem tax ([36.54.130](#))

- Not to exceed seventy-five cents per \$1,000 assessed value except in King County where the limit is seven and one-half cents per \$1,000 assessed value. Can be imposed by county legislative authority, without voter approval.
- Annual imposition

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

- May be authorized for one year
- Voter approval required

FINANCE PROVISIONS – PUBLIC TRANSPORTATION BENEFIT AREAS ON PUGET SOUND-- PASSENGER-ONLY FERRY SERVICE ([RCW 36.57A.210](#))

Motor Vehicle Excise Tax ([82.80.130](#))

- Up to 0.4% on renewals, voter approved
- On vehicles licensed for 6000 pounds or less
- Cannot be imposed where a Regional Transit Authority has been established
- Must use new state defined depreciation schedule ([82.44.035](#))

Sales and Use Tax ([82.14.440](#))

- Up to 0.4%, voter approved
- Cannot be imposed where a Regional Transit Authority has been established

Other Revenue Sources

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

REVENUE

King County Ferry District has a variety of funding sources including ferry fares, advertising, property taxes, state forecast timber sales and state and federal grants. The 2014 revenue by source is based on King County Ferry District 2014 Annual Operating and Capital Budget.

King County Ferry District Actual Revenues Besides Passenger Fare Revenue for CY 2011-2013 and Budgeted 2014 Revenue by Source (\$ millions)

Revenue	2011 Actual	2012 Actual	2013 Actual	2014 Budget Amount
Property Taxes	\$ 1,176,665	\$ 1,176,665	\$ 1,176,665	\$ 1,190,252
Federal and State Grants	\$ 1,018,579	\$ 1,018,579	\$ 1,018,579	\$ 14,763,452
Other Income	\$ 637,121	\$ 581,222	\$ 494,571	\$ 85,000
Total	\$ 2,832,365	\$ 2,776,466	\$ 2,689,815	\$ 16,038,704

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

RCW: Chapter [36.120 RCW](#) (Authorized in 2002)

WHO'S ELIGIBLE

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

WHERE ENACTED:

No RTIDs have been formed. On November 6, 2007, the voters of Snohomish, King and Pierce Counties voted on Proposition 1, which included RTID Blueprint for Progress and Sound Transit Phase 2 plans. The measure was defeated.

PURPOSE

Principally to finance capital construction of highways of statewide significance in the district.

PROVISIONS

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

Sales and Use Tax ([36.120.050\(1\)\(a\)](#) and [82.14.430](#))

- Additional sales and use tax of up to 0.1%,

Vehicle License Fee ([36.120.050\(1\)\(b\)](#) and [82.80.100](#))

- Upon renewal, up to \$100 annual fee

Motor Vehicle Excise Tax ([36.120.050\(1\)\(d\)](#) and [81.100.060](#))

- Up to 0.8% on value of vehicle and not more than 13.64% on sales tax paid on retail car rentals
- Must use new state defined vehicle valuation schedule ([82.44.035](#))

Employer Tax ([RCW 81.100.030](#))

- Up to \$2/ month per full-time equivalent employee
- If the MVET/car rental car also imposed, the total tax from the Employer Tax and the MVET/car rental tax may not exceed the maximum which could be collected from the MVET/car rental tax.

Parking Tax ([36.120.050\(1\)\(c\)](#) and [82.80.030](#))

- On commercial parking businesses
- Based on gross proceeds or the number of vehicle stalls

Tolls ([36.120.050\(1\)\(g\)](#))

- Routes to be tolled must be identified in investment plan.
- If tolling proposed on a state route, tolls must be authorized by the Legislature.
- Tolls administered by WSDOT unless otherwise provided for in law.
- Tolls must be reviewed and approved by Transportation Commission.

Local Option Fuel Tax ([36.120.050\(1\)\(e\)](#) and [82.80.120](#))

- Equal to 10% of statewide fuel tax (3.75 cents per gallons based on 37.5 cent statewide gas tax).
- Districts can only levy tax if boundaries are coextensive with member county boundaries.
- Restricted to 18th amendment purposes.
- Tax may not be levied by both a member county and an RTID

REVENUE SOURCE:

Local Option Taxes: Transportation Benefit Districts

RCW:

Chapter [36.73 RCW](#) (Authorized in 1987)

WHO'S ELIGIBLE

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

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

<http://www.mrsc.org/subjects/governance/spd/tbd.aspx>

PURPOSE

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

PROVISIONS

Sales and Use Tax ([RCW 36.73.040\(3\)\(a\)](#) and [RCW 82.14.0455](#))

- Up to 0.2%, with voter approval
- If dedicated to repayment of debt, the tax may be imposed for more than ten years.
- Otherwise, tax must be reauthorized by voters after ten years

Motor Vehicle License Renewal Fee ([RCW 36.73.040\(3\)\(b\)](#) and [RCW 82.80.140](#))

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

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

- One year, voter approved, super majority required
- Multi-year for GO bonds

Tolls ([RCW 36.73.040\(3\)\(d\)](#))

- Tolls on facilities including state routes and local roads
- Tolls on state routes must first be authorized by the Legislature and be administered by WSDOT
- All tolls must be approved by Transportation Commission

Other Revenue Sources

- Impact fees (commercial development only) ([RCW 36.73.040\(3\)\(c\)](#) and [RCW 36.73.120](#))
- LID formation ([RCW 36.73.080](#))
- Late-comer fees ([RCW 36.73.140](#))
- Border Area Motor Fuel and Special Fuel Tax ([RCW 82.47.020](#)), expenditure restricted to TBDs with an international border crossing with its boundaries and to highway purposes

WHERE ENACTED

Transportation Benefit Districts	Effective	Sales Tax Rate
TBD With Sales Tax Rates		
City of Sequim	4/1/2010	0.20%
City of Bellingham	4/1/2011	0.20%
City of Leavenworth	4/1/2011	0.20%
City of Snohomish	1/1/2012	0.20%
City of North Bend	4/1/2012	0.20%
City of Walla Walla	7/1/2012	0.20%
City of Ferndale	7/1/2012	0.20%
City of Waitsburg	10/1/2012	0.10%
City of Castle Rock	4/1/2013	0.20%
City of Lynden	4/1/2013	0.20%
City of Aberdeen	7/1/2013	0.13%
City of Stanwood	7/1/2013	0.20%
City of Arlington	8/1/2013	0.20%
City of Airway Heights	4/1/2014	0.20%
City of Marysville	10/1/2014	0.20%
City of Monroe	1/1/2015	0.20%
TBD With Local Vehicle Registration Fees		
City of Edmonds	9/1/2009	\$20
City of Des Moines	9/1/2009	\$20
City of Lake Forest Park	9/1/2009	\$20
City of Olympia	10/1/2009	\$20
City of Edmonds	9/1/2009	\$20
City of Prosser	11/1/2009	\$20
City of Shoreline	2/1/2010	\$20
City of Burien No. 1	2/1/2011	\$10
City of Snoqualmie	3/1/2011	\$20
City of Seattle	5/1/2011	\$20
City of Lynnwood	7/1/2011	\$20
City of Spokane	9/1/2011	\$20
City of Mabton	12/1/2011	\$20
City of Grandview	2/1/2012	\$20
City of Bremerton	7/1/2012	\$20
City of Zillah	7/1/2012	\$20
City of Wenatchee	8/1/2012	\$20
City of Mountlake Terrace	8/1/2012	\$20
City of Royal City	11/1/2012	\$20
City of Toppenish	12/1/2012	\$20
City of Kittitas	12/1/2012	\$20
City of Orting	2/1/2013 thru 1/31/2015	\$20
City of Eatonville	3/1/2013	\$20
City of Wapato	4/1/2013	\$20
City of Electric City	5/1/2013	\$20
City of Tacoma	6/1/2013	\$20
City of Kenmore	6/1/2013	\$20

TBD With Local Vehicle Registration Fees, beginning in FYs 14 and 15		
Transportation Benefit Districts	Effective	Sales Tax Rate
City of Maple Valley	7/1/2013	\$20
City of Kelso	7/1/2013	\$20
City of Bainbridge Island	8/1/2013	\$20
City of East Wenatchee	8/1/2013	\$20
City of Dupont	9/1/2013	\$20
City of Kalama	10/1/2013	\$20
City of Carbonado	11/1/2013	\$20
City of Soap Lake	11/1/2013	\$20
City of Buckley	2/1/2014	\$20
City of University Place	7/1/2014	\$20
City of Edgewood	7/1/2014	\$20
City of Enumclaw	9/1/2014	\$20
City of Wilkeson	1/1/2015	\$20
City of Roy	1/1/2015	\$20
City of Everett	3/1/2015	\$20
City of Lakewood	4/1/2015	\$20
City of Clarkston	4/1/2015	\$20

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

RCW: [RCW 82.80.010](#) (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

No county has enacted this tax.

PURPOSE

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

PROVISIONS

- Equal to 10% of statewide motor vehicle fuel tax and special fuel tax (3.75 cents per gallon based on 37.5-cent statewide gas tax).
- Countywide imposition (no city levy).
- Revenues distributed back to county and cities contained within the county, levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Voter approval required.
- May not impose the tax if already imposed for RTID purposes.
- Same exceptions and rights of refund as other motor fuel taxes.
- Subject to planning provisions ([RCW 82.80.070](#)).

REVENUE ESTIMATES IF ENACTED (see next page)

Data note: Fuel tax collections at the county level are estimated from the county's share as a percentage of total state fuel gallons taxed at 3.75 cents per gallon. State total is based upon actual fuel gallons consumed for FY 2013 and 2014. The county's share is based upon current population estimates provided by the Office of Financial Management. These estimates do not have non highway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Potential Local Option Fuel Tax Revenue

Estimates for Fiscal Years 2013 and 2014 (Dollars in Thousands)

County	Local Option Fuel Tax * (3.75 cents/gallon)	
	FY 2013	FY 2014
Adams	347	353
Asotin	394	401
Benton	3,311	3,371
Chelan	1,329	1,353
Clallam	1,306	1,330
Clark	7,862	8,004
Columbia	74	75
Cowlitz	1,865	1,898
Douglas	709	722
Ferry	138	141
Franklin	1,531	1,558
Garfield	41	41
Grant	1,657	1,687
Grays Harbor	1,321	1,345
Island	1,439	1,465
Jefferson	547	556
King	35,778	36,424
Kitsap	4,585	4,668
Kittitas	756	770
Klickitat	374	380
Lewis	1,376	1,400
Lincoln	193	196
Mason	1,116	1,136
Okanogan	749	763
Pacific	379	386
Pend Oreille	237	242
Pierce	14,703	14,969
San Juan	289	294
Skagit	2,141	2,180
Skamania	204	208
Snohomish	13,187	13,425
Spokane	8,665	8,822
Stevens	791	805
Thurston	4,695	4,780
Wahkiakum	73	74
Walla Walla	1,074	1,094
Whatcom	3,715	3,782
Whitman	830	845
Yakima	4,463	4,544
Total	124,242	126,488

REVENUE SOURCE: **Property Tax Road Levy**

RCW: [RCW 36.82.040](#)

WHO'S ELIGIBLE

Counties.

WHERE ENACTED

Every county in Washington collects a property tax road levy.

PURPOSE

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

PROVISIONS

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

REVENUE

Property tax road levy revenue (\$) used for transportation purposes for 2011 – 2013 as reported in FHWA 536 Local Highway Finance Report:

County Property Tax Road Levy	
2010	\$ 427,187,332
2011	\$ 438,244,404
2012	\$ 441,850,389
2013	\$ 441,757,634

REVENUE SOURCE: **Transit Taxes**

RCW: [RCW 35.95.040](#), [RCW 82.14.045](#)

WHO'S ELIGIBLE

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

WHERE ENACTED

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

PURPOSE

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

PROVISIONS

- Business and Occupation Tax ([RCW 35.95.040](#))
 - Rate to be determined by transit district
 - Rate may be applied against value of products, gross proceeds, or gross income of business
 - May be used concurrently with household/utility tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Household/Utility Excise Tax ([RCW 35.95.040](#))
 - Up to one dollar per month per housing unit
 - May be used concurrently with B&O tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Sales and Use Tax ([RCW 82.14.045](#)) (Authorized in 1971)
 - Additional sales and use tax, up to a maximum of 0.9%
 - Exemptions and provisions of statewide sales and use tax apply
 - May not be used concurrently with B&O tax for transit or household/utility tax for transit
 - Voter approval required
- Regular property tax ([RCW 84.52.140](#))
 - A county with a population of one million five hundred thousand or more (King County) may impose an up to seven and one-half cents per \$1,000 of assessed valuation
 - the first one cent must be used for transit service in the SR 520 corridor and the remainder for transit-related expenditures
- Motor Vehicle Excise Tax—local portion ([RCW 35.58.273](#)) **(Repealed)**
 - Up to 0.725% of the value of vehicles in the transit district
 - **Chapter 6, Regular Session, Laws of 2002 repealed the local motor vehicle excise tax, retroactively to January 1, 2000.**
- Congestion Reduction Charge ([RCW 82.80.055](#)) (Expired December 31, 2014)
 - King County Metro authorized to impose with a two-thirds majority of Council or voter approval
 - Up to \$20 vehicle license fee

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

Local Tax for Transit

Revenue Estimates (For Calendar Years 2012 – 2014)

Transit District	Local Tax Type	Current Sales and Use Tax Rates	2012 Actual Local Tax Revenue	2013 Actual Local Tax Revenue	2014 Estimated Local Tax Revenue
Asotin County Transit PTBA	Sales	0.2%	558,844	605,118	643,846
Ben Franklin Transit PTBA	Sales	0.6%	25,112,677	26,610,668	28,313,751
Link Transit PTBA	Sales	0.4%	7,684,232	8,803,274	9,366,684
Clallam Transit System PTBA	Sales	0.6%	5,621,240	5,910,695	6,288,979
C-TRAN PTBA	Sales	0.7%	29,007,352	32,286,940	34,353,304
Columbia County Public Transportation P	Sales	0.4%	304,914	334,747	356,171
Community Urban Bus System	Sales	0.3%	2,843,283	2,983,382	3,174,318
Grant Transit Authority PTBA	Sales	0.2%	3,625,596	3,960,221	4,213,675
Grays Harbor Transportation Authority	Sales	0.6%	5,161,845	5,175,323	5,357,821
Island Transit PTBA	Sales	0.9%	6,564,607	7,003,607	7,451,838
Jefferson Transit Authority PTBA	Sales	0.9%	3,226,040	3,639,308	3,872,224
Metro Transit	Sales	0.9%	402,074,303	431,805,474	459,441,024
Kitsap Transit PTBA	Sales	0.8%	26,178,800	27,276,244	29,021,924
Twin Transit PTBA	Sales	0.2%	1,293,142	1,388,994	1,477,890
Mason County PTBA	Sales	0.6%	3,186,115	3,184,327	3,388,124
Okanogan County PTBA	Sales	0.4%			150,754
Pacific County PTBA	Sales	0.3%	667,138	753,351	801,565
Pierce Transit PTBA	Sales	0.6%	64,964,695	62,075,731	66,048,578
Skagit Transit PTBA	Sales	0.4%	8,785,188	9,419,323	10,022,160
Everett Transit System	Sales	0.6%	15,450,581	16,272,481	17,313,920
Community Transit	Sales	0.9%	66,492,128	73,729,713	78,448,415
Spokane County PTBA	Sales	0.6%	42,398,806	44,832,062	47,701,314
Thurston County PTBA	Sales	0.8%	28,175,394	29,250,739	31,122,786
Valley Transit	Sales	0.6%	4,059,509	4,139,343	4,404,261
Whatcom County PTBA	Sales	0.6%	19,759,796	21,070,077	22,418,562
Pullman Transit	Utility	0.3%	1,250,000	1,180,846	1,256,420
Selah	Sales	0.3%	298,215	325,537	346,371
Union Gap	Sales	0.2%	857,982	914,743	973,287
Yakima Transit	Sales	0.3%	4,762,882	5,081,200	5,406,397
Subtotal:			780,365,304	830,013,468	883,136,362
Sound Transit	Sales (portions of King, Pierce & Snohomish)	0.9%	545,453,696	528,799,436	539,744,489
	MVET	0.3%	66,248,596	68,576,051	71,690,931
TOTAL			1,392,067,596	1,427,388,955	1,494,571,783

These following transit districts had increases in their sales tax rates during 2012-2014: Clark County (0.5% to 0.7%, 4/1/2012), Grays Harbor County (0.19% to 0.2% on 4/1/2013) and Okanogan County was new with 0.4% sales tax rate on 4/1/2014.

Background Information

1. Border Area Motor Vehicle Fuel Taxes and Commercial Parking Taxes are based on WSDOT's annual survey of local government's transportation revenues and expenditures.
2. Referendum Procedure for Motor Vehicle License Fee and Commercial Parking Tax (per [RCW 82.80.090](#))
 - Petition to repeal vehicle license fee or commercial parking tax must be filed within seven days of passage or the ordinance imposing the tax.
 - Petitioner has 30 days after ballot title written to obtain signatures of not less than 15% of registered voters.
3. Revenue Assumptions for HOV and HCT Taxes
 - MVET
 - Uses latest actuals from Sound Transit through 2013
 - EMPLOYER TAX
 - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for calendar year 2013.
 - Revenue projections are for countywide tax.
 - SALES TAX
 - Revenue projected for CY 2014 is based on 2013 actuals, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council in November 2014 forecast.
 - The following transit districts had sales tax rate increases between 2013 and 2014.

➤ Grays Harbor County	(increase 0.2%)	Effective 4/1/2013
➤ Okanogan County	(increase 0.4%)	Effective 4/1/2014
 - Estimates are for a calendar year time period.

History of Local Option Taxes

1890

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

1937

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

1965

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

1969

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

1971

EHB 248 (C 25 ex.s. L 1971): Property tax road levy allowed to be used for any county service.
ESB 691 (C 296 ex.s. L 1971): Original local sales tax authority (0.3%) for public transportation purposes. Cities, counties, metros authorized to impose in lieu of B&O and utility tax.

1973

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

1975

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

1980

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

1983

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

1984

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

1987

EHB 396 (C 327 L 1987) authorized the creation of Transportation Benefit Districts (TBDs) by counties for any area within a county, and by cities for any area within a city. Purpose: capital funding for city streets, county road, or state highway improvements. Authorized to levy excess property taxes, form LIDs, impose impact fees on residential and commercial construction including late comer fees, and incur debt.

1990

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

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

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

For HCT Systems, subject to voter approval:

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

For HOV Systems, subject to voter approval:

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

1991

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

1992

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

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

1995

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

1998

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

2000

Initiative 695 approved by voters in November 1999.
2ESSB 6856 (C 4 L 2000) raised sales tax cap to 0.9%.
In March of 2000, I-695 was ruled unconstitutional.

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

2001

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

2002

Regional Transportation Investment Districts authorized by E2SSB 6140 (C 56 L 2002)
RTIDs authorized to impose with voter approval:

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

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

2003

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

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

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

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

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

2005

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

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

2006

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

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

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

2007

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

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

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

2009

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

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

2010

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

2011

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

Summary Chart of Local Option Taxes for Transportation

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Cities and / or Counties					
Fuel Tax	Highway Purposes (Per 18th Amendment)	10% of State Rate, public vote	County (Incorporated and Unincorporated)	Same as statewide fuel tax--applied to both motor and special fuel	Distributed to county and cities within the county on per capita basis: 1.5 for population in unincorporated area and 1.0 for city populations.
Commercial Parking Tax	General Transportation	No fixed rate--councilmanic/referendum process specified	City or County (Unincorporated), RTID		May provide exemptions for tax-exempt carpools, vehicles with handicap decals, and government vehicles.
Border Area Fuel Tax	Street construction & maintenance	Up to one cent per gallon, public vote	Cities or TBDs within 10 miles of international border crossing		For areas impacted by Canadian border crossings.
Property Tax Road Levy	County Road Purposes	Up to \$2.25 / \$1,000 assessed value	All counties		Levy can be diverted for other purposes, but doing so makes the county ineligible for CRAB road grants.
Employer Tax	High Occupancy Vehicle Program	Up to \$2/employee/month, public vote	King, Pierce, Snohomish counties	Participation in commute reduction programs.	Total of HOV taxes cannot exceed revenue from MVET alone. Precludes HCT employer tax.
Motor Vehicle Excise Tax (MVET) Retail Car Rental Tax	High Occupancy Vehicle Program	0.3% on value of vehicle 13.64% on sales & use tax paid on retail car rentals	King, Pierce, Snohomish counties	Trucks over 6,000 lbs. Unladen weight	Total of HOV taxes cannot exceed revenue from MVET/rental car tax alone.
County Ferry District Property Tax	Passenger-only ferry service	Ad valorem, up to seventy-five cents per \$1,000, councilmanic; except in King County where the limit is 7.5 cents per \$10,000 assessed value (RCW 36.54.130)	County Ferry Districts		Excess property tax levy, public vote
Repealed/Discontinued City and County Taxes/Fees					
Street Utility Charge Found unconstitutional by Washington State Supreme Court	Street Maintenance and Operations	Up to \$2/employee/month Up to \$2/household/month Councilmanic	City	Entities exempt from property/leasehold tax	Tax ruled unconstitutional: not a tax but a fee; found to violate uniformity clause and one percent levy limitation.

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Vehicle License Fee <i>(See Repealed Taxes, Page 237)</i> Repealed by Initiative 776	General Transportation	Up to \$15 Councilmanic	County	County may exempt persons over 60 or with disabilities	Repealed by I-776.
Transportation Benefit Districts (TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities	Up to 0.2%, public vote	TBDs	Same as state sales tax.	Not longer than 10 years unless reauthorized by vote, except if revenues are pledged for bonds
Motor Vehicle Fee Renewal	Transportation activities	Up to \$100, public vote Up to \$20, councilmanic, except for Passenger-only ferry improvements--public vote	TBDs	Vehicles over 6,000 lbs are exempt	Combined fees in overlapping districts may not exceed the single statutorily authorized rate (aka "no stacking")
Excess Property Tax Levies	Transportation activities	No fixed rate, public vote (super-majority)	TBDs		One year levy, and multi-year levy to support GO bonds
Tolls on state routes, city streets, county roads	Transportation activities	No stated rate	TBDs		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission
Border Area Fuel Tax	Highway purposes (18th amendment)	Increments of a tenth of a cent, may not exceed one cent per gallon, public vote	TBDs with international border in boundaries		
Impact fees (commercial development only) including late-comer fees and LID formation	Transportation activities	No prescribed rate. No public vote for impact fees.	TBDs		Controlled by overarching requirements for each process.
Regional Transportation Investment Districts (RTID) (King, Pierce and Snohomish Counties only--Single or Multiple adjoining counties)					
Sales and Use Tax	Capital improvements to Highways of Statewide Significance & up to 10% of funds for other roads	Public vote: Up to 0.1 %	RTID	Same as state sales tax	All RTID taxes, fees, tolls expire after projects completed & debt retired. Specific planning & fiscal requirements.
Vehicle License/Registration Fee	Same	Public vote: Up to \$100 on renewals	RTID		
Motor Vehicle Excise Tax and surtax on car rental sales and use tax (HOV system tax authority)	Same	Public vote: Up to 0.8% MVET; up to 13.64% on rental car sales tax	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Employer tax (HOV system tax authority)	Same	Public vote: Up to \$2/month per FTE	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.
Local Option Fuel Tax, county-wide	Same	Public vote: 10 % of state rate	RTID		May not be imposed by RTID and county
Commercial Parking tax	Same	Public vote	RTID		
Tolls	Same	Public vote	RTID		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission
Public Transit Systems					
Sales and Use Tax	Public Transit	Up to 0.9%, public vote	Cities, Counties and Special Purpose Transit Districts		Cannot be imposed if jurisdiction is within another jurisdiction that is collecting tax.
B & O Tax &/or Household Tax	Public Transit	Set by transit district, public vote	City, Counties and Special Purpose Transit Districts		Neither may be used concurrently with sales tax
Property Tax	Public Transit	Up to 7.5 cents per \$1,000, Councilmanic	County over 1.5 M persons		First one cent must be for bus capacity along SR 520 corridor.
Congestion Reduction Charge	Public Transit	Up to \$20 per vehicle	County that has assumed the authority of a metropolitan municipal corporation	Vehicle renewals only	Expires December 31, 2014.
Passenger-Only Ferry Service Taxes: MVET, Sales tax	Passenger Only Ferry Services	Up to 0.4% MVET, on renewal, public vote Up to 0.4% Sales tax, public vote	Public Transportation Benefit Areas abutting Puget Sound & not within RTA boundaries	Vehicles over 6,000 lbs	
High Capacity Transportation					
Employer Tax	High Capacity Transportation Systems	Up to \$2/employee/mo	RTA (ST): Pierce, King, Snohomish Transit agencies in Clark, Spokane, Yakima, Kitsap, & Thurston HCTCAs: Transit agencies Spokane and Clark counties		Not allowed if HOV employer tax in effect

<p>Motor Vehicle Excise Tax Repealed by Initiative 776. ST permitted to continue to impose to meet debt obligations, see Pierce County v. State 159 Wn2d 16 (2006)</p>	High Capacity Transportation Systems	Up to 0.8% of vehicle value	Same as above	Vehicles over 6,000 lbs	
<p>Rental car sales tax</p>	High Capacity Transportation Systems	Up to 2.172%	Same as above		Originally, in lieu of MVET.
<p>Sales & Use Tax</p>	High Capacity Transportation Systems	Up to 1% of purchase price of taxable items	Same as above	Same as statewide sales tax	Tax limited to 0.9% if 0.1% local option sales tax for criminal justice is in effect

Federal Funding

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Federal Transportation Funds Overview

Background

How does the federal government impact transportation in Washington State?

Federal transportation law:

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

Federal transportation funds are distributed back to states through formula, earmarks, and grants, though Congress eliminated earmarks in 2011. WSDOT administers most federal highway transportation funds, subject to federal and state criteria, including funds that go to local agencies. WSDOT acts as a fiscal agent for the federal government, ensuring that local agencies comply with the multitude of federal transportation and environmental laws and regulations. MPOs/RTPOs and transit agencies make many local funding decisions, and directly receive the majority of federal transit funds. For federal aviation funding, WSDOT receives funding for projects at one eligible state-owned airport while the majority of aviation funds in Washington go directly to eligible locally-owned airports.

For more information on financing federal aid highways, see [FHWA's 2007 Primer](#).

Congressional Authorization Process

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

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

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

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

Interstate rehabilitation and maintenance projects have typically been funded with a 90 percent federal share.

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

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

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

The current surface transportation authorization bill is MAP-21. Unlike previous authorization bills that lasted four to six years, MAP-21 was only a two-year bill. It expired on September 30, 2014, but Congress extended it until May 31, 2015.

Federal Highway Trust Fund

The Highway Trust Fund (HTF) was established by the Highway Revenue Act of 1956 as a mechanism to fund construction of the Interstate Highway System. Taxes dedicated to the HTF are extended periodically by Congress—most recently as part of MAP-21.

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

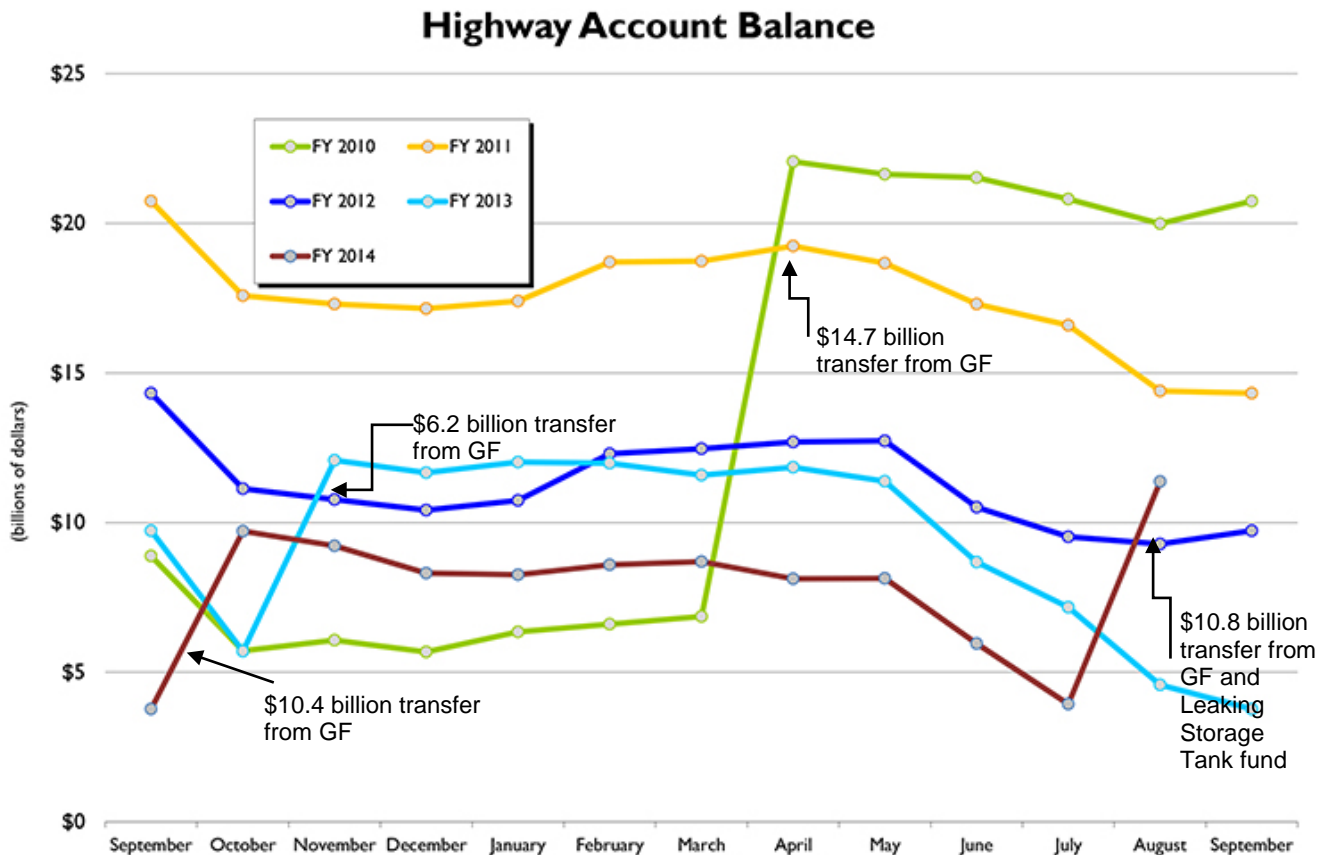
Originally, the HTF focused solely on highways. In the early 1980's, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today the federal gasoline and diesel taxes are the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon while the federal diesel tax is 24.4¢. Of each tax, 2.86¢ flows to the Mass Transit Account and 15.44¢ flows to the Highway Account. Other taxes and fees flowing into the HTF are displayed on the next page (see [Federal Surface Transportation User Fees](#) on page 148).

Each penny of federal motor fuel tax generates about \$1.75 billion annually. Under current law, all but 0.1¢ of the federal gasoline and diesel tax revenues goes into the HTF and is directed to transportation (the remaining 0.1¢ per gallon of gasoline and 0.1¢ per gallon of diesel is deposited into the Leaking

Underground Storage Tank Trust Fund). The federal gas tax was last raised in 1993 and is not indexed to inflation.

From FFY 2010 to 2014, Congress has transferred \$42.1 billion from the federal General Fund and the Leaking Underground Storage Tank fund into the HTF to keep it afloat.

Monthly Federal Highway Trust Fund Account Balance
2010-2014 *billions of dollars*



For FY 2010 includes \$14.7 billion transferred from the General Fund (GF) in April pursuant to Public Law (P.L.) 111-147.
 For FY 2012 includes \$2.4 billion transferred from the Leaking Underground Storage Tank (LUST) Trust Fund in August pursuant to P. L. 112-141
 For FY 2013 includes \$6.2 billion transferred from the GF in November pursuant to P.L. 112-141, of which \$316.2 million was sequestered in August.
 For FY 2014 includes \$10.4 billion transferred from the GF in October pursuant to P.L. 112-121 less sequester of \$748.8 million. Also includes \$7.765 billion transferred from the GF and \$1 billion transferred from the LUST Trust Fund in August pursuant to P.L. 113-159

On August 8, 2014, the Highway and Transportation Funding Act of 2014 was signed into law providing \$10.8 billion in temporary funding for highway and transit construction. At the time of enactment the Congressional Budget Office projected that by September 30, 2015, the HTF will have a negative balance of \$2 billion.

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

State Revenue from the Federal Highway Administration and Federal Transit Administration

The state receives federal apportionments and allocations from a variety of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. Federal funding is an important supplement and complement to state transportation funding. Over the past 10 years, federal funds on average have made up 27% of Washington's highway budget. They provided 21.48% of WSDOT's 2011-13 budget and are projected to provide 25.90% of WSDOT's 2013-15 budget.

Federal Aid Highway Funds/MAP-21 Forecast

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

MAP-21 requires FHWA to divide the total federal apportionment among the states using an allocation process specified in law. The federal apportionment is then distributed between the state's core programs using formula calculation set in MAP-21.

The following table provides Washington State's federal apportionment funds under the MAP-21 authorization bill for FFY 2013 through 2015 by type of federal program. The September 2014 forecast shows actual apportionment distributions from FHWA for FFY 2013 totaling \$728.1 million dollars. This includes all the discretionary and allocated programs apportionment of \$62.12 million. Washington's apportionment for FFY 2014 is \$666.1 million based on FHWA Notice N4510.777 dated August 22, 2014.

MAP - 21		2013	2014	2015
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
	National Highway Performance Program (NHPP)	\$363,030,307	\$359,315,130	\$373,504,000
	Surface Transportation Program (STP)	168,610,051	171,800,292	171,800,000
	Highway Safety Improvement Program (HSIP)	41,178,651	41,203,842	41,204,000
	Congestion Mitigation and Air Quality Program (CMAQ)	35,448,943	35,469,204	35,469,000
	Metropolitan Planning (MPO)	6,956,355	6,960,373	6,961,000
	Subtotal Core Programs	\$615,224,307	\$614,748,841	\$628,938,000
	State Planning and Research (SPR)	12,852,433	12,862,896	12,862,000
	Transportation Alternatives	12,309,447	12,503,968	12,504,000
	Redistribution of section 164 Penalty	14,177,525	14,189,258	-
	Ferry Boats and Terminal Facilities Apportionment	11,399,180	11,799,180	11,799,000
	Discretionary and Allocated Programs	62,115,211	-	-
	Total Washington State MAP - 21 Apportionment	\$728,078,103	\$666,104,143	\$666,103,000
	Total Washington State MAP - 21 Obligation Authority	\$717,862,540	664,075,000	\$664,074,000

As noted on the above table, MAP-21 also establishes an annual obligation authority (OA) for the purpose of limiting highway spending each year (about \$40 billion nationally for FFY 2014 divided among the states). Obligation authority is a mechanism for controlling spending by limiting Federal-aid highway and highway safety construction program obligations.

The forecasts for 2015 through 2020 shown in the next table assume a continuation of Washington State's historical 1.7% of national apportionment each year. In addition, to reflect Congressional Budget Office assumptions regarding reductions to the Highway Trust Fund needed to maintain solvency, the state's federal funds forecast for FFY 2016 is reduced 26.7% from FFY 2015 levels. After FFY 2016, Washington's federal funding level is assumed to grow at the same rates as state motor fuel consumption (same methodology as applied in prior forecasts).

MAP-21 Programs	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	2015	2016	2017	2018	2019	2020
WSDOT Apportionment						
Federal Aid Highway Core Programs Apportionment						
National Highway Performance Program (NHPP)	\$373,504,000	\$273,779,000	\$274,481,000	\$275,328,000	\$276,186,000	\$277,126,000
Surface Transportation Program (STP)	171,800,000	125,930,000	126,253,000	126,642,000	127,037,000	127,470,000
Highway Safety Improvement Program (HSIP)	41,204,000	30,202,000	30,281,000	30,374,000	30,468,000	30,571,000
Congestion Mitigation and Air Quality Program (CMAQ)	35,469,000	25,999,000	26,065,000	26,147,000	26,228,000	26,317,000
Metropolitan Planning (MPO)	6,961,000	5,102,000	5,115,000	5,130,000	5,146,000	5,164,000
Subtotal Core Programs	\$628,938,000	\$461,012,000	\$462,195,000	\$463,621,000	\$465,065,000	\$466,648,000
State Planning and Research (SPR)	12,862,000	9,428,000	9,453,000	9,481,000	9,511,000	9,544,000
Transportation Alternatives	12,504,000	9,165,000	9,189,000	9,217,000	9,246,000	9,277,000
Redistribution of section 164 Penalty	-	-	-	-	-	-
Ferry Boats and Terminal Facilities Apportionment	21,759,000	15,949,000	15,990,000	16,039,000	16,089,000	16,144,000
Discretionary and Allocated Programs	-	-	-	-	-	-
Total Washington State MAP - 21 Apportionment	\$676,063,000	\$495,554,000	\$496,827,000	\$498,358,000	\$499,911,000	\$501,613,000

Federal Public Transportation Funding

In addition to the FHWA formula and non-formula programs governed by MAP-21, the Federal Transit Administration also provides program allocations to Washington for a variety of transit projects. The following table provides those actual allocations from FTA to Washington State for FFY 2012 through 2014.

FTA Program Allocations to WSDOT				
FTA Codification	Current Program Name	2012	2013	2014
5303	MPO Planning	\$ 1,996,004	\$ 2,335,942	\$ 2,385,871
5304	Statewide Planning	\$ 413,561	\$ 479,306	\$ 494,874
5309	Bus and Bus Facilities Discretionary	\$ -	\$ -	\$ -
5310	Enhanced Transportation for Elderly & Persons with Disabilities	\$ 2,536,376	\$ 2,650,897	\$ 2,671,358
5311	Rural Area Formula Apportionments	\$ 9,600,022	\$ 12,205,458	\$ 12,443,767
5311(b)	Rural Transit Assistance Program	\$ 148,727	\$ 199,166	\$ 201,796
5316	Job Access Reverse Commute Formula	\$ 1,575,936	\$ -	\$ -
5317	New Freedom Formula	\$ 978,192	\$ -	\$ -
5329 e	State Safety Oversight	\$ -	\$ 540,094	\$ 548,124
5339	Bus and Bus Facilities Formula (2012 & Prior 5309 discretionary)	\$ -	\$ 1,247,500	\$ 1,250,000
5337	State of Good Repair Formula (2012 is discretionary)	\$ 2,248,298	\$ -	\$ -
	Totals	\$ 19,497,116	\$ 19,658,363	\$ 19,995,790

* This chart does not include discretionary or formula funds awarded to the Ferry System

Federal Surface Transportation User Fees

Motor Fuel

Gasoline: 18.4¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Diesel Fuel: 24.4¢ per gallon

- 21.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Special Fuels: 18.4¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Gasohol (10% Gasohol made with Ethanol): 18.44¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Other Highway User Fees (Dedicated To Highway Account)

Tires

- 9.45¢ for each 10 lbs. of the maximum rated load capacity over 3,500 lbs.

Truck and Trailer Sales

- 12% of retailer's sales price for all tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW.

Heavy Vehicle Use (Annual Tax)

- Trucks 55,000–75,000 lbs. GVW, \$100 plus \$22 for each 1,000 lbs. over 55,000 lbs.
- Trucks over 75,000 lbs. GVW, \$550.
- Trucks 55,000–75,000 lbs. GVW, \$100 plus \$22 for each 1,000 lbs. over 55,000 lbs.
- Trucks over 75,000 lbs. GVW, \$550.

Federal Transportation Programs – Multimodal

FEDERAL PROGRAM: **TIGER Grant Program**

FEDERAL AGENCY: U.S. Department of Transportation

PROGRAM DESCRIPTION

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

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

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

ARRA provided \$1.5 billion nationwide for the TIGER grant program (TIGER I). Since ARRA, Congress has funded the TIGER program through the annual appropriations process: \$600 million was provided in FFY2010 (TIGER II), \$526.944 million was provided in FFY2011 (TIGER III), \$500 million was provided in FFY2012 (TIGER IV), and \$474 million was provided in FFY2013 (TIGER V). The program is oversubscribed and very competitive. For instance, for the TIGER VI competition in 2014, USDOT received 794 applications worth \$9 billion and was only able to award 72 grants worth nearly \$600 million.

RECIPIENTS, Washington State

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

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

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

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

TIGER V: \$14 million for the I-90 Two Way Transit and HOV Project, Stage 3 (Sound Transit); \$10 million for the Tacoma Trestle Replacement (Sound Transit)

TIGER VI: \$20 million for the Terminal 46 Rehabilitation Project (Port of Seattle); \$1.1 million for the Oil Spill Response Access Dock Plan (Makah Tribe) administered through MARAD

DISTRIBUTIONS

TIGER grants are competitively awarded by USDOT.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **TIFIA Loan Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

RECIPIENTS, Washington State

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

DISTRIBUTIONS

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

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

MATCHING REQUIREMENTS

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

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

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Improvement Program**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

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

RECIPIENTS

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

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

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

DISTRIBUTIONS

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

The Methow Valley State Airport is the only state-owned airport that is eligible for AIP funding. The airport receives \$150,000 annually in non-primary entitlement funding. Additionally, in Federal Fiscal Year (FFY) 2009 and FFY 2011, WSDOT received AIP grants totaling \$1,032,924 for airport improvements such as runway lighting, runway markings, Precision Approach Path Indicator (PAPI), segmented circle and lighted wind cone, and fencing. The WSDOT Aviation Division also receives AIP funding for system planning studies such as the Economic Impact Study, Statewide Airport Pavement Management System, and the Washington Aviation System Plan. Of the 64 Washington airports included in the FAA's NPIAS (the upcoming 2015-2019 NPIAS report to congress is to be released in October 2014), 10 airports will be classified as 'Primary' airports and will receive an annual minimum entitlement of \$650,000 to \$1 million. Of the remaining 54 airports, locally owned except for Methow Valley State Airport, 49 are eligible for an annual non-primary entitlement funding of up to \$150,000. The remaining five airports were recently categorized as "Unclassified" in the FAA's ASSET 2 study (March 2014) and will not be eligible for the non-primary entitlement funding.

MATCHING REQUIREMENTS

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

Federal Transportation Programs – Highways

FEDERAL PROGRAM: **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

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

The Federal Highway Administration (FHWA) had until April 1, 2014, to establish performance measures for states to assess traffic congestion and on-road mobile source emissions. However, FHWA has been delayed and as of September 2014 the draft performance measures have not been published. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. Once the State has set its performance targets metropolitan planning organizations (MPOs) have 180 days to set their own targets. Each MPO serving a Transportation Management Area (TMA) with a population of more than one million and also representing a non-attainment or maintenance area (e.g., PSRC) is required to develop a

performance plan to achieve emission and congestion reduction targets. The MPO plans must be updated biennially and each update must include a retrospective assessment of the progress made toward the air quality and traffic congestion performance targets through the last program of projects.

RECIPIENTS

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

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received \$35.5 million in CMAQ funding in federal fiscal year (FFY) 2014 and anticipates to receive the same in FFY 2015, which will all be sub-allocated to MPOs that qualify as maintenance or non-attainment areas.

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Emergency Relief Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the Federal Highway Administration (FHWA) to render assistance for repair and reconstruction of federal-aid highways that have been damaged due to a natural disaster such as flooding or as a result of catastrophic failures from an external cause. In order to receive federal Emergency Relief funds, the Governor must declare an emergency; the U.S. Secretary of Transportation must concur; and the FHWA must receive an application from the Washington State Department of Transportation (WSDOT). If the President has declared the emergency to be a major disaster for purposes of federal law, no concurrence of the U.S. Department of Transportation is required.

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

The state has received Emergency Relief (ER) funds for a number of natural calamities, including the Hood Canal Bridge failure in 1979, (SR 104), the Mt. St. Helens eruption in 1980 (SR 504), the sinking of the Lacey V. Murrow Bridge in 1990 (I-90) and the Nisqually Earthquake in 2001. More recently, Washington received substantial funding for flood-related damage occurring in 2006 through 2008. In 2013, Washington received \$16.6M for the I-5 Skagit River Bridge collapse and \$39.5M in 2014 for the Oso mudslide. In all, Washington received \$18.3M in 2013 and \$42.5M in 2014 in total ER funding.

RECIPIENTS

WSDOT Improvement, Preservation, Maintenance (WSOT Programs I2, P1, P2, P3, M2). The State allocates, or distributes, ER funds to local agencies based on approved qualifying sites.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

The federal share is 100 percent of the costs incurred to minimize damage, protect facilities, or restore essential traffic services during the first 180 days after the occurrence. Thereafter, the federal share is equal to the federal share payable on a project on the federal-aid system (in Washington it is generally, 90.66 percent on the Interstate System and 86.5 percent on all other routes).

FEDERAL PROGRAM: **Federal Lands Access Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

Eligible activities include:

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

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

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

RECIPIENTS

WSDOT Improvement and Preservation Programs (I-1, I-2, P1, P2, P3). The State allocates, or distributes, the funds to local agencies, or local agencies may receive funds directly from FHWA in this program.

DISTRIBUTIONS

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

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

Funds are distributed by formula based on the following factors:

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Ferry Boat Formula Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

RECIPIENTS

The State is the recipient of Ferry Boat Formula funds; Program W for Washington State Ferries. The State allocates, or distributes, Ferry Boat funds to local agencies that are direct recipients of the Ferry Boat funds.

DISTRIBUTIONS

Funds are distributed to eligible public ferry systems based on the number of passengers carried (20 percent), vehicles carried (45 percent), and total route miles (35 percent). The formula is applied using the latest data collected in the National Census of Ferry Operators as implemented by the Bureau of Transportation Statistics at the U.S. Department of Transportation. The State is the recipient of Ferry Boat Formula funds and funds are sub-allocated to specified ferry systems and public entities responsible for developing ferries. Washington received \$15.6M of Ferry Boat Formula Program apportionment in federal fiscal year (FFY) 2014.

MATCHING REQUIREMENTS

The federal share is limited to 80 percent.

FEDERAL PROGRAM: Highway Safety Improvement Program

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

Performance Measures

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

RECIPIENTS

WSDOT Improvement Program (I1). The State allocates, or distributes, safety funds to cities and counties based upon the strategies in Target Zero to reduce fatal and serious injury collisions to zero by the year 2030.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received \$37.1 million in HSIP funding in federal fiscal year (FFY) 2014. Of that amount, locals received \$25.9 million.

The Governor's MAP-21 Steering Committee¹ agreed that one-third of the FFY2009 level of federal funding for the Safe Routes to School Program should come from HSIP. The remainder of the HSIP funding should be a data-driven distribution between state programs and local responsibilities based on the top infrastructure priorities under Target Zero. The local responsibility includes city streets, county roads, tribal roadways and city streets designated as state highways in cities that exceed 25,000 population.

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: Metropolitan Planning Program

FEDERAL AGENCY: Federal Highway Administration and Federal Transit Administration

PROGRAM DESCRIPTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly administer this program which provides funds for each MPO to perform transportation planning activities required by MAP-21. Funds may be spent to develop these required documents: Unified Planning Work Program (UPWP); Transportation Plan; Transportation Improvement Program (TIP); Public Participation Plan; and Congestion Management Process, and other planning activities as approved by FHWA and FTA. Funds may also be spent to perform federally-required coordination with WSDOT, transit agencies, tribes, local governments, and the public. FHWA, FTA, and WSDOT maintain a complete list of eligible activities.

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

MAP-21 has a new requirement for MPOs and states to establish and report on performance targets that meet federally-set performance measures.

- The US Department of Transportation plans to establish performance measures in 2015.
- States must establish targets within 1 year after the federal measures are set.
- MPOs can adopt state’s targets or set their own within 18 months after the federal measures are set. (6 months after the State adopts targets)
- MPOs must address how targets are being met in their Transportation Improvement Programs (TIPs) and their Metropolitan Transportation Plans.

For more information on MPOs, see the *Local Jurisdictions section* on page 339.

RECIPIENTS

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

FY 2013	\$ 9,300,000
FY 2014	\$ 9,300,000
TOTAL	\$18,600,000

As shown in the table below, there are twelve MPOs in Washington.

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **National Highway Performance Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

Performance Measures

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

State Asset Management Plans

Under the NHPP the State is required to develop a risk-based asset management plan that prioritizes urgent repairs to help improve the overall condition of the State's bridges and highway systems. As of September 2014, the FHWA has not yet established the process for states to use in developing this plan for preserving and improving the condition of the NHS. Once established, the State's process must be reviewed and recertified at least every four years. If certification is denied, the State has 90 days to cure deficiencies. If the State has not developed and implemented an asset management plan consistent with requirements by October 1, 2015, the federal share for NHPP projects in that fiscal year is reduced to 65%. However, given the delay in federal rulemaking, this deadline will likely be extended.

Minimum Interstate Pavement and NHS Bridge Conditions

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

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

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

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

RECIPIENTS

The State is the recipient of NHPP funding, Improvement (I) and Preservation (P) programs. The State allocates, or distributes, NHPP funds to cities and counties for improvements to their bridges.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received \$362.94 million in NHPP funding in FFY 2014. Of that amount, locals received \$21.2 million.

The Governor's MAP-21 Steering Committee² agreed to maintain the historic split between the State and local governments. The Committee also agreed that the local share of the NHPP program is for locally-owned bridges.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity on the Interstate, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share participation level. Washington's federal share is 86.5%. For NHPP projects on the Interstate System, Washington's federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

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

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

FEDERAL PROGRAM: **State Planning and Research Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

Funding is provided for SP&R by a 2% set-aside from each State's apportionments of four programs: the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); the Highway Safety Improvement Program (HSIP); and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program. Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

Eligible Activities

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

RECIPIENTS

WSDOT Planning and Research Division (Program T).

DISTRIBUTIONS

The following WSDOT Divisions receive this funding: Freight Systems, Public Transportation; Capital Program Development and Management (Highway System Plan); Engineering Policy and Innovation; Strategic, Enterprise, and Employee Services; and Multimodal Planning. No federal funds from this program go to other agencies.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Surface Transportation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways;
- Replacement (including replacement with fill material), rehabilitation, preservation, protection for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes;
- Construction of a new bridge or tunnel at a new location on a federal-aid highway;
- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors;
- Capital costs for transit projects, which includes vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure;
- Bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings;
- Highway and transit research and development and technology transfer programs;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems;
- Surface transportation planning programs;
- Transportation alternatives (*see [Transportation Alternatives Program](#) on page 177*);
- Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act;
- Development and establishment of management systems;
- Environmental mitigation efforts relating to federal-aid highway projects;
- Projects relating to intersections that have – disproportionately high accident rates; high levels of congestion, as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual; and are located on a federal-aid highway;
- Infrastructure-based intelligent transportation systems capital improvements;
- Environmental restoration and pollution abatement;
- Control of noxious weeds and aquatic noxious weeds and establishment of native species;
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- Recreational trails projects;
- Construction of ferry boats and ferry terminal facilities;
- Border infrastructure projects;
- Truck parking facilities;
- Development and implementation of a state asset management plan for the National Highway System as required by the *[National Highway Performance Program](#) on page 171*;

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

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

RECIPIENTS

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Planning. The State allocates, or distributes, STP funds to MPO/RTPO/County lead agencies for project selection.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received \$171.8 million in STP funding in FFY 2014. Of that amount, locals received \$119.6million.

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

The Governor’s MAP-21 Steering Committee³ agreed to continue to sub-allocate the historic level of STP apportionment based on population and provide the off-system bridge set-aside for locally-owned bridges.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share. Washington's federal share is 86.5%. For STP projects on the Interstate System, Washington’s federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

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

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

FEDERAL PROGRAM: **Transportation Alternatives Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

Funds are to be competitively awarded by Regional Transportation Planning Organizations (RTPOs) or County lead agency.

RECIPIENTS

The State allocates, or distributes, TAP funds to RTPO/County lead agencies for project selection.

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

DISTRIBUTIONS

The Transportation Alternatives Program is funded by setting aside 2 percent of the amounts to be apportioned to a state for the following programs: National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and Metropolitan Planning.

Each state must obligate the same amount of funding to the Recreational Trails Program that it received in 2009 (approximately \$1.9 million in Washington) and return 1% of the funds (approximately \$19,000 in Washington) to FHWA for administration of the program. The governor of a state may choose to opt out of the Recreational Trails set-aside not later than 30 days prior to apportionments being made for any fiscal year (no later than the September 1st prior to the fiscal year in which the state wishes to opt out). Since the program’s creation in FFY 2013, Washington has opted into the Recreational Trails component of the program – no action is necessary to opt in.

The Governor's MAP-21 Steering Committee⁴ agreed to funding the Recreational Trails set-aside of the Transportation Alternatives Program and sub-allocating the required 50 percent to MPO/RTPOs based on their relative share of the total state population. The funds distributed based on population are divided into three categories: 1) urbanized areas with a population over 200,000; 2) urban areas with a population of 5,001 to 200,000; and 3) areas with a population of 5,000 or fewer. The remaining Transportation Alternatives Program funding is split between two-thirds of the FFY 2009 level of federal funding for Safe Routes to Schools and the remainder sub-allocated to MPO/RTPOs.

Washington received \$12.5 million in FFY 2014 for this program. Of that amount, RTPO/County lead agencies received \$10.4 million.

MATCHING REQUIREMENTS

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

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

Federal Highway and Motor Carrier Safety Programs

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

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

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

State Grants

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

Information Systems

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

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

Partnering With Other State Agencies to Enhance MCSAP

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

RECIPIENTS

Washington State Patrol

DISTRIBUTIONS

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

For FFY 2015, the State is applying for \$3,460,963 in MCSAP funding, which the state must match with \$865,241 in State funds for a total of \$4,326,204. WSP is the lead agency for MCSAP grants in Washington State and provides up to \$100,000 to the Utilities and Transportation Commission for activities

performed on UTC regulated carriers. Representatives of both agencies sign a contract detailing UTC's scope of work. The remaining funds are used by the WSP Commercial Vehicle Enforcement Bureau.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Border Enforcement Grant (BEG) Program**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

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

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

Program Goals

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

RECIPIENTS

Washington State Patrol

DISTRIBUTIONS

For FFY 2015, the Washington State Patrol is applying for \$626,380 from the Border Enforcement Grant Program. The State of Washington and local governments within the state are eligible to receive BEG funding. Local agencies applying for BEG funding are required by FMCSA to coordinate their application with the MCSAP lead agency, the WSP. After the MCSAP lead agency reviews the local agency's BEG application and determines the application conforms to the State of Washington Commercial Vehicle Safety Plan, the local agency submits its BEG application to FMCSA. WSP does not know of any local government agency that receives BEG funding.

MATCHING REQUIREMENTS

No match requirements

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

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

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

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

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

RECIPIENTS

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

DISTRIBUTIONS

The Section 402 formula is:

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

Under this program WTSC receives approximately \$4.5 million (about 2% of the total 402 funds available nationally) in each federal fiscal year.

MATCHING REQUIREMENTS

WTSC planning and administration expenses (building overhead, accounting, etc.) require a 50% state cash match. The state's share is typically around \$950,000/biennium. No more than 13% of the federal funds can be used for planning and administration. Money for program operations is matched 80% federal and 20% state with a "soft" match at the state level (for Washington, WSP Field Force expenditures are used as match). Soft match can be an existing expenditure that fulfills the program requirement.

FEDERAL PROGRAM: **National Priority Safety Program (23 USC Sec 405)**

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

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

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

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

1. **Occupant Protection:** 16% of all Section 405 funds (\$42.4 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce unrestrained or improperly restrained drivers and occupants. The federal share payable is 80%. States would have to satisfy a maintenance of effort requirement. There are two types of grants: high belt use and low belt use. High seat belt use rate states can use up to 75 percent for any project or activity eligible for funding under Section 402 program.
2. **Traffic Records:** 14.5% of all Section 405 funds (\$38.4 million available nationally in FY 2013) are earmarked for traffic records incentive grants (previously Section 408 under SAFETEA-LU). The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. In order to be eligible for funding, Washington must satisfy the following criteria:
 - a. Have a functioning Traffic Records Coordinating Committee (TRCC) that meets at least three times a year;
 - b. Have a designated traffic records coordinator;
 - c. Establish a traffic records strategic plan, approved by the TRCC, that describes specific, quantifiable improvements in the state's safety databases;
 - d. Has demonstrated quantifiable progress in relation to accuracy, completeness, timeliness, uniformity, accessibility and integration; and
 - e. Has certified that an assessment has been conducted during the preceding five years.
3. **Impaired Driving:** 52.5% of all Section 405 funds (\$139 million available nationally FY 2013) are earmarked for grants to states for effective programs to reduce driving under the influence of alcohol, drugs, or the combination of alcohol and drugs or alcohol interlock programs. The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. States are divided into three categories: low-, medium- and high-range states and given more flexibility depending on the state's status. Washington qualifies as a mid-range state and depending on specific rules published by NHTSA may qualify as a low-range state.

Medium- and low-range states can use these funds for:

- a. high visibility enforcement;
- b. hiring a full- or part-time impaired driving coordinator to address enforcement and adjudication of impaired driving laws;
- c. court support of high visibility enforcement efforts;
- d. training and education of criminal justice professionals;
- e. DUI courts;

- f. alcohol interlock programs;
 - g. paid and earned media;
 - h. conducting Standard Field Sobriety Tests, Drug Recognition Expert and Advanced Roadside Impaired Driving Enforcement training;
 - i. equipment purchases used in connection with impaired driving enforcement;
 - j. training on Screening and Brief Intervention (SBI);
 - k. impaired driving information systems; and
 - l. costs associated with a 24-7 sobriety program.
4. **Motorcyclist Safety:** 1.5% of all Section 405 funds (\$3.975 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce the number of motorcycle crashes. In order to be eligible for the funds, Washington must satisfy at least two of the following conditions:
- a. An effective motorcycle training course that is offered statewide, provides instruction in accident avoidance and other operational safety skills; and includes innovative training opportunities to meet “unique regional needs.”
 - b. A statewide motorcyclist awareness program to enhance motorist awareness of the presence of motorcycles on or near the roadway and provide safe driving practices around motorcycles.
 - c. A reduction in motorcycle crash rates and numbers in the preceding calendar year.
 - d. Implementation of a statewide impaired motorcyclist program.
 - e. A reduction in the number and rate of impaired motorcycle fatalities for the preceding calendar year.
 - f. The return of all state fees collected from motorcyclists for training purposes back into state motorcycle training and safety.
5. **Distracted Driving:** 8.5% of all Section 405 funds (\$22.5 million available nationally in FY 2013) are earmarked for a new distracted driving program. In order to be eligible, a state must enact and enforce two types of laws:
- a. A prohibition on texting for all drivers that is primary with a minimum fine for the first offense and increased fines for subsequent offenses; and
 - b. A prohibition on the use of any personal wireless communication device by drivers younger than 18 that is primary with a minimum fine for first offense, increased fines for subsequent offenses. The state must also require distracted driving issues to be tested as part of the driver’s license exam.

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

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

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

6. **State Graduated Driver’s License (GDL) Laws:** 5% of all Section 405 funds (\$13.25 million available nationally in FY 2013) are earmarked for incentive grants to states that adopt and implement GDL laws that have a 2-stage licensing process and affect novice drivers younger than age 21. Although the age of entrance into the GDL system isn’t specified in the requirements, the age of departure from the system is 18. Eligible states must spend at least 25% of the GDL funds for:

- a. enforcing a two-stage licensing process;
- b. training law enforcement personnel;
- c. producing relevant educational materials; and
- d. carrying out other administrative responsibilities the Secretary deems appropriate for carrying out a teen safety program.

RECIPIENTS

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

DISTRIBUTIONS

For FFY 2013, the WTSC received \$5 million in MAP-21 section 405 funds; in FFY 2014, WTSC received \$5.5 million.

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

MATCHING REQUIREMENTS

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

Federal Transportation Programs – Transit

FEDERAL PROGRAM: **Bus and Bus Facilities Program (49 USC Sec 5339)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

MAP-21 established a new formula grant program under 49 U.S.C. Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital formula program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

RECIPIENTS

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

DISTRIBUTIONS

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

Nationwide, \$428 million in FFY 2014 was authorized. Each year, \$65.5 million will be allocated with each State receiving \$1.25 million and each territory (including DC and Puerto Rico) receiving \$500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. For FFY 2014, Washington received \$13.9 million, of which \$2.81 million was received by WSDOT to be distributed among small urban and rural areas. WSDOT held a competitive process for these funds and made awards in the spring of 2014.

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

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

RECIPIENTS

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

DISTRIBUTIONS

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

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

For federal fiscal year (FFY) 2014 Washington received \$5.7 million in section 5310 funding, of which \$1.67 million will be received by the State. WSDOT's Public Transportation Division awards 5310 funds through the Statewide Consolidated Grant Program. Information regarding the Statewide Consolidated Grant Program can be found online at http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Also known as “New Starts / Small Starts,” the Fixed Guideway Capital Investment Grants Program provides multi-year competitive grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. The program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the “New Starts” process to increase efficiency and reduce the time required to meet critical milestones.

Small Starts projects must have a total net capital cost of less than \$250 million and seek a federal share of less than \$75 million, while a New Starts project seeks a federal share of greater than \$75 million. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system); bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor; and projects that improve capacity on an existing fixed-guideway system. The program was authorized at \$1.9 billion dollars annually for federal fiscal year (FFY) 2014 subject to Congressional appropriations from the General Fund.

RECIPIENTS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Public Transportation Emergency Relief Program
(49 USC Sec 5324)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

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

RECIPIENTS

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

DISTRIBUTIONS

The program will provide immediate funding, similar to the FHWA [Emergency Relief Program](#), as described on page 163. Funding is appropriated by Congress as needed, based on a declaration of an emergency by the governor of a State or the President of the United States and the following considerations:

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Rural Area Formula Grants (49 USC Sec 5311)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

RECIPIENTS

WSDOT Public Transportation Division (V): States and Indian tribes are eligible recipients of section 5311 funds, while eligible sub-recipients include state or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient. The State is the recipient of section 5311 funds in Washington.

DISTRIBUTIONS

Funds are apportioned to states based on the population of rural areas. For the rural program formula, 83.15 percent of funds are apportioned based on land area and population in rural areas and 16.85 percent of funds are apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas. For the tribal program the formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands. For federal fiscal year (FFY) 2014, Washington received \$12.4 million.

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **State of Good Repair Grants (49 USC Sec 5337)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

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

RECIPIENTS

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

DISTRIBUTIONS

Eligible recipients include state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years. In Washington, Bremerton is estimated to receive \$235 thousand in State of Good Repair funding in federal fiscal year (FFY) 2014 and Seattle received \$53.2 million in State of Good Repair funding in federal fiscal year (FFY) 2014. Funds were received by the Puget Sound Regional Council (PSRC), the Designated Recipient for the urbanized area. PSRC then distributed the funds.

The program comprises two separate formula programs:

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

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Transit-Oriented Development Planning Pilot
(MAP-21 Sec 20005(b))**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

RECIPIENTS

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

DISTRIBUTIONS

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

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

MATCHING REQUIREMENTS

No matching funds are required for this competitive grant program.

FEDERAL PROGRAM: **Urbanized Area Formula Grants (49 USC Sec 5307)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

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

The Section 5307 formula program includes a \$30 million per year set-aside to support passenger ferries, to be awarded on a competitive selection basis. In 2014, Washington received three passenger ferry grants: \$4.7 million to WSDOT for the Mukilteo Multimodal Ferry Terminal project; \$2.3 million to WSDOT for improvements to the Edmonds terminal and; \$3 million to King County for ferry improvements.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Highways and Local Programs (Program Z) for Local Agencies: FTA apportions funds to designated recipients, which then sub-allocate funds to state and local governmental authorities, including public transportation providers. In Washington State, the large urban area (over 200,000 population) recipients of Section 5307 funds in Vancouver, Seattle-Tacoma-Everett-Bremerton, Richland-Kennewick-Pasco, and Spokane, are determined by the state’s four Transportation Management Areas (TMAs). The Governor has delegated authority to WSDOT for the apportioned amounts for distribution to the state's smaller urbanized areas (under 200,000 population). Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA.

DISTRIBUTIONS

In Washington State, transit agencies in large urban areas over 200,000 population identify projects for funding through their metropolitan planning organizations (MPO) such as the Puget Sound Regional Council and Spokane Regional Council. The apportionment of funding for the small urban areas under 200,000 population is granted to the Governor. The Governor has delegated the authority for federal transit funds to WSDOT. WSDOT, as a matter of policy, allows the small urban transit agencies to work with their MPOs to select projects for the Section 5307 funding that is reported in the Federal Register. In most cases, in the small urban areas there is only a single direct recipient. In federal fiscal year (FFY) 2014, Washington's large urbanized areas received \$121.4 million and the State's small urbanized areas received \$18.9 million in Section 5307 apportionment.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Metropolitan Planning Grants (49 USC Sec 5303)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

STATE RECIPIENTS

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

DISTRIBUTIONS

Under a formula based distribution, Washington received \$2.4 million in FFY 2014.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **State Planning Grants (49 USC Sec 5304)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

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

STATE RECIPIENTS

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

DISTRIBUTIONS

Under a formula based distribution, Washington received \$495 thousand in FFY 2014.

MATCHING REQUIREMENTS

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

Federal Transportation Programs - Rail

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

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

This program was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) for the installation or improvement of warning devices, improvements of track circuitry, and other crossing improvements, closure of crossings, grade separation construction or reconstruction and combined crossing warning systems with advanced train control. The purpose of the program was to provide competitive funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors. The Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors Program was terminated in federal fiscal year (FFY) 2013.

STATE RECIPIENTS

WSDOT Rail Program (Y).

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Railroad Administration (FRA)

PROGRAM DESCRIPTION

The Railroad Rehabilitation and Improvement Financing (RRIF) Program is intended to make funding available through loans and loan guarantees for railroad capital improvements. Under this program, the FRA is authorized to provide direct loans and loan guarantees up to \$35.0 billion. Up to \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. Direct loans and loan guarantees can be made to state and local governments, government-sponsored authorities, corporations, railroads, and joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection. The funding can be used to: acquire, improve, or rehabilitate intermodal facilities, rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops; refinance outstanding debt incurred for the purposes listed above; and develop or establish new intermodal or railroad facilities. Direct loans can fund up to 100% of a railroad project with repayment periods of up to 25 years and interest rates equal to the cost of borrowing to the government.

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

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

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

STATE RECIPIENTS

WSDOT Rail Program (Program Y).

DISTRIBUTIONS

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

Appendix

American Recovery and Reinvestment Act (ARRA)

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

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

The American Recovery and Reinvestment Act (ARRA) provided \$8 billion for High-Speed Intercity Passenger Rail (HSIPR) Program grants, which were ultimately awarded to projects spanning 31 states. Congress also provided funding for this program through the federal fiscal year (FFY) 2009 & 2010 appropriations process.

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

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

Program Outcomes

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

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

DISTRIBUTIONS

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

HIGH SPEED RAIL PROJECTS DETAIL

Cascades High Speed Rail Program Capital Improvements

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

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

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

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

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

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

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

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

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

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

FEDERAL AGENCY: Federal Aviation Administration

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

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

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISRIBUTION

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

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

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.

ARRA HIGHWAY PROJECTS BY TYPE

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

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

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

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

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

DISRIBUTION

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

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

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.

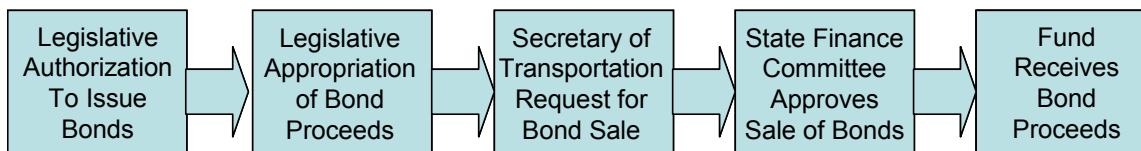
Bonds

Overview and Table of Contents

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

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The Bond Process



The use of bond financing to support transportation capital projects follows a rigorous legal process. In order to sell bonds, the Legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60% legislative majority vote or approval by the voters in a statewide referendum (e.g., Referendum 49). Before bond proceeds may be delivered, the Legislature must first appropriate expenditure authority and either the Secretary of Transportation or the Transportation Improvement Board (in the event of TIB bonds) must request the sale of bonds from the State Finance Committee.

Bond proceeds are only used for capital purposes.

- The Legislature must appropriate bond proceeds before they can be issued or spent. Bonds are sold as requested by the Secretary of Transportation for Washington State Department of Transportation projects and the Transportation Improvement Board for Urban Arterial Trust Account and Transportation Improvement Account Program projects. Bonds are sold through the State Finance Committee, which is comprised of the State Treasurer, Governor, and Lieutenant Governor.
- State transportation Motor Vehicle Fuel Tax bonds are referred to as "double-barreled" bonds. They are general obligation bonds, meaning they are secured by motor fuel taxes as well as the full faith and credit of the state.
- Bonds issued for the Tacoma Narrows Bridge are conventional motor fuel tax bonds. Debt service payments for the Tacoma Narrows Bridge bonds are paid from fuel tax revenues from the Motor Vehicle account. The Tacoma Narrows Bridge account then reimburses the Motor Vehicle account with the equivalent amount of toll revenue.
- In 2009, the Legislature authorized \$1.95 billion in bonds to support SR 520 Corridor projects. Several different debt instruments are being used to finance the SR 520 Corridor project. A combination of triple pledge bonds (backed by the fuel tax, toll revenue and the full faith and credit of the state), toll revenue bonds, Federal Highway Grant Anticipation Revenue (GARVEE) bonds and a loan from the Transportation Infrastructure Finance and Innovation Act (TIFIA) will be used to finance the projects.
- State bonds currently issued for the SR 520 Corridor Project are triple pledge bonds. These bonds are backed by tolls, fuel taxes, and the full faith and credit of the state. Toll revenue is expected to pay for the debt service on these bonds.
- As directed by the Legislature, the final bond sale for the SR 520 Corridor Project pledging state funds will be triple pledge bonds. Debt service for these bonds are expected to be paid from toll revenues.
- The State has entered into a loan agreement funded from the Transportation Infrastructure Finance and Innovation Act (TIFIA). The principal amount of the TIFIA Loan shall not exceed \$300,000,000 (excluding any interest that is capitalized in accordance with the terms of the final agreement). It is anticipated that this will be a 35 year loan.

- Federal Highway Grant Anticipation Revenue (GARVEE) Bonds (SR 520 Corridor Program) finance a portion of the costs of constructing the SR 520 Floating Bridge and Eastside Project and to pay costs of issuing the bonds. They were issued as limited obligations of the state, payable from and secured solely by the Federal-Aid Highway funds received by the state.
- Debt service on motor fuel tax general obligation bonds is paid from gas taxes. Debt Service on toll backed bonds is first payable from tolls, then Motor Fuel taxes. Toll revenue bonds are payable solely from the revenues derived from the operation of the facility being constructed with the proceeds of the bonds.
- Rating agencies look at the state's financial health when assigning credit ratings to the motor fuel tax bonds. There is a direct relationship between the bond rating and the state's borrowing cost. The higher the bond rating the lower the borrowing cost.
- Article VIII, Section 1(g) of the State Constitution exempts motor vehicle fuel tax bonds and motor vehicle license fees from the state debt limit.
- WSDOT also has General Obligation (GO) bond authorization. The proceeds from the state GO bonds are used to fund rail, ferry capital, and local road projects. Debt service for GO bonds is paid from the Multimodal account and is backed by the full faith and credit of the state. These bonds are considered a portion of the state's overall debt limit.

Bond Authorizations

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

AUTHORITY	PURPOSE	AUTHORIZED AMOUNT (<u>\$Millions</u>)	UNSOLD AS OF 7/31/14 (Estimate) (<u>\$Millions</u>)
<u>HIGHWAYS AND MISCELLANEOUS</u>			
Ch. 212	L. 79 1st ES	North Richland Toll Bridge	80.00
Ch. 293	L. 90	NW Region Headquarters	15.00
Ch. 519	L. 07	Special Category C Highways	600.00
Ch. 432	L. 93	Advance Highway Construction	50.00
Ch. 432	L. 93	Federal Demonstration Highways	25.00
Ch. 432	L. 93	Local Programs	25.00
Ch. 321	L. 98	State and Local Highways (Referendum 49)	1,900.00
Ch. 519	L. 07	2003 Transportation Projects	3,200.00
Ch. 147	L. 03	Multimodal Transportation Projects	349.50
Ch. 519	L. 07	2005 Transportation Partnership Projects	5,300.00
Ch.472	L. 09	State Route 520 Corridor Projects	<u>1,950.00</u>
		SUBTOTAL	13,494.50
 <u>TRANSPORTATION IMPROVEMENT BOARD</u>			
Ch. 440	L. 93	Transportation Improvement Acct. Program	100.00
 URBAN ARTERIAL			
Ch. 83	L. 67	County-City Urban Arterials	200.00
 <u>PUBLIC-PRIVATE PARTNERSHIP PROGRAM</u>			
Ch. 183	L. 94	Public Private Partnerships	25.63
 <u>GRAND TOTAL</u>		 <u>\$13,820.13</u>	 <u>\$3,664.25</u>

Bond Authorization Purposes

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

State and Local Highways Bonds

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

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

North Richland Toll Bridge Construction Bonds

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

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

Advance Highway Construction Bonds

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

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

Federal Demonstration Highways Bonds

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

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

Local Programs Bonds

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

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

Transportation Improvement Bonds

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

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

Public-Private Partnership Transportation Bonds

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

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

2003 Transportation Project Bonds

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

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

Multimodal Project Bonds

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

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

2005 Transportation Partnership Project Bonds

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

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

Special Category C Bonds

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

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

State Route 520 Corridor Bonds

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

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

Projected Bond Sales

As of July 31, 2014, there are expected to be approximately \$3.6 billion of authorized transportation bonds that have not yet been issued.

A significant amount of this transportation bond authority that has not been issued is from the 2003 and 2005 funding packages, which provided a total of \$8.5 billion for specified projects. Also a significant portion of the remaining authority is from the State Route 520 Corridor.

- \$369 million in transportation bonding authority remains from the 2003 funding package.
- \$2,333 million in transportation bonding authority remains from the 2005 funding package.
- \$345 million in transportation bonding authority remains from the State Route 520 Corridor authorization.

The plan below reflects the bond sale plan submitted with the Washington State Department of Transportation's 2015-17 biennial budget request and 10-year plan.

Projected Long-Term Bond Sales

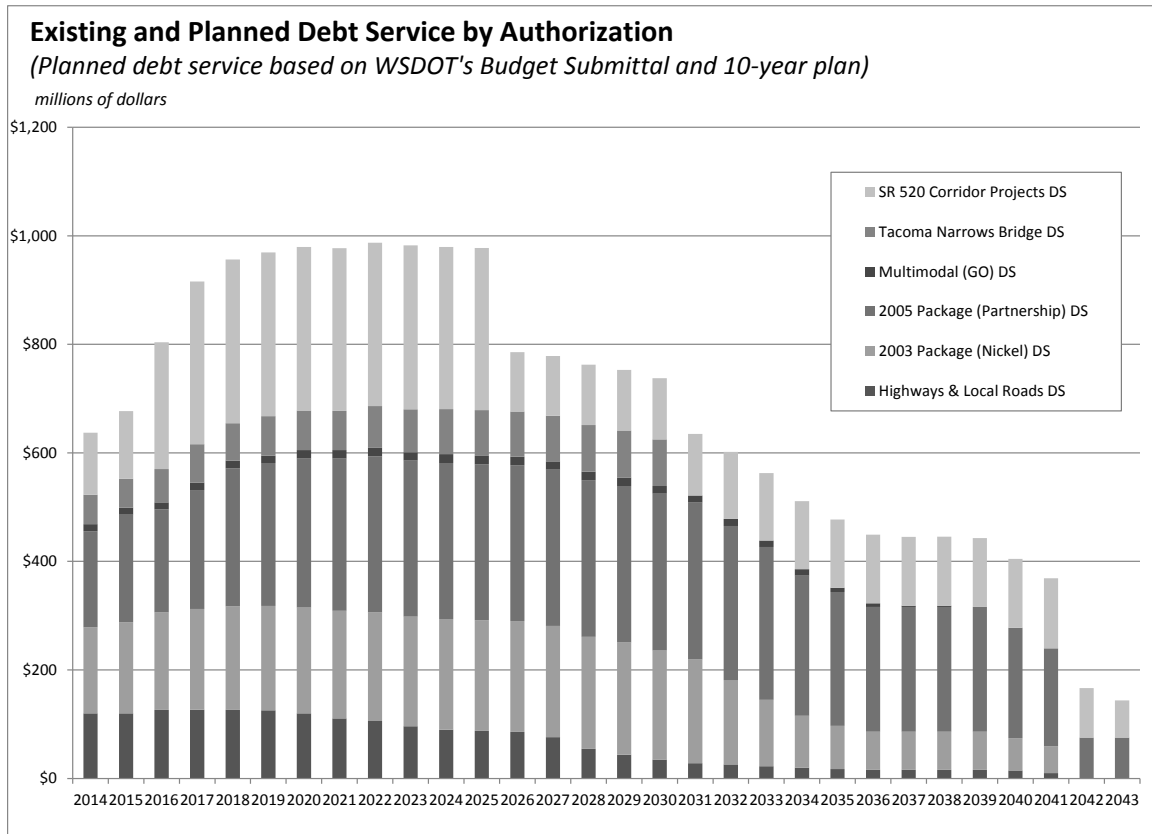
WSDOT 2015-17 Proposed Budget Submittal

<i>dollars in millions</i>	2015-17	2017-19	2019-21	2021-23	2023-25	10-Year Total
State and Local Highways (R-49)	26.60	5.00	5.00	5.00	5.00	46.60
2003 (Nickel) Transportation Projects	205.00	55.00	56.00	47.00	0.00	363.00
2005 Transportation Projects	920.00	278.00	175.60	0.00	0.00	1,373.60
Multimodal Transportation Projects	0.00	0.00	0.00	0.00	0.00	0.00
State Route 520 Corridor Projects	215.70	0.00	0.00	0.00	0.00	215.70
Total Projected Bond Sale Plan	1,367.30	338.00	236.60	52.00	5.00	1,998.90

Debt Service on Motor Fuel Tax Bonds

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

- Debt service is the first obligation on gas tax collections.
- Transportation bonds are typically issued as 25 or 30-year debt.
- The State Treasurer is authorized to refinance original issues of bonds. Refunding prior bond issues reduces total debt service requirements and achieves budgetary savings over the remaining term of the bond.
- The following chart shows debt service requirements on existing and projected bond sales through 2043, based upon the bond sale plan submitted with the Washington State Department of Transportation’s 2015-17 biennial budget request.

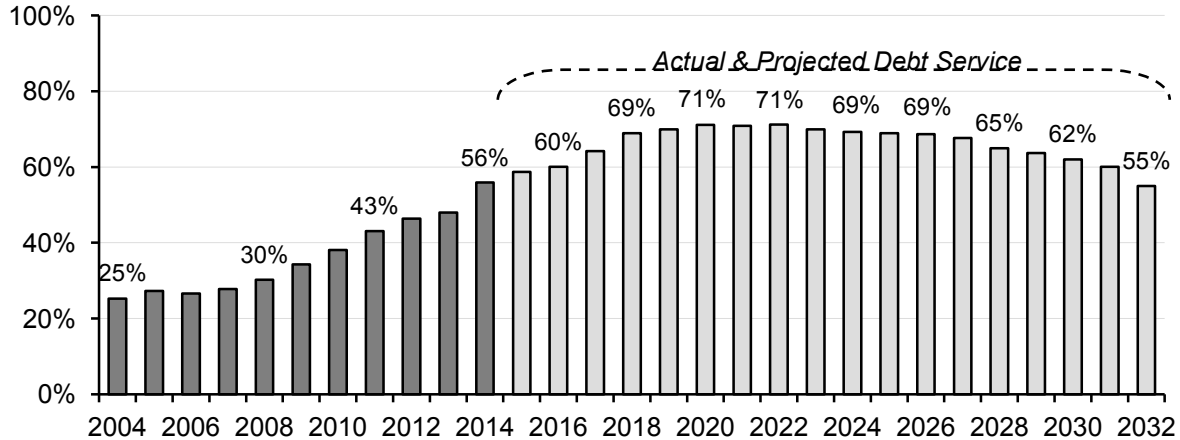


Debt Service as a Percent of the State's Overall Share of the Fuel Tax

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

State Share $12.04\text{¢} + 5\text{¢} + 8.5\text{¢} = 25.5\text{¢}$

(Excludes Tacoma Narrows Bridge and SR 520 Debt Service)



- State motor fuel taxes include distributions to the Motor Vehicle Account, Puget Sound Ferries Capital Construction Account, Puget Sound Ferry Operations Account, Special Category C Account, 2003 (Nickel) Transportation Account, and Transportation Partnership Account.
- Assumes bond sale plan submitted with WSDOT's 2015-17 Biennial Budget Request, updated to reflect the November 2014 revenue forecast.
- Excludes debt service on bonds used to finance the Tacoma Narrows Bridge and the SR 520 Corridor Project.

Bonding – Pros and Cons

ADVANTAGES OF BONDING

Spreading out payments allows a project to be paid for over a long period of time, avoiding large draws on current revenue and taking advantage of favorable market conditions.

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

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

The use of revenue bonds (fuel tax or toll backed bonds) for transportation projects does not impact the debt limit of the state.

DISADVANTAGES OF BONDING

Bonding increases debt and obligates future revenue. Once revenue is committed to debt service payment, it is not available to fund new projects on a pay-as-you-go basis.

Debt service not only includes paying on the principal amount, but also includes paying interest over the term of the bonds, issuance costs, debt covenants, and burdening of future generations with debt.

Debt service on fuel tax bonds accounts for more than half of fuel tax revenues, the primary revenue source for the transportation budget. Increases in fuel efficiency and a growing prevalence of alternative fuel vehicles means future fuel tax revenues are likely to be relatively flat through 2027.

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

Public Private Partnerships

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Public Private Partnerships in Transportation

The traditional means of contracting for infrastructure projects has been using a design-bid-build (DBB) model. Under this model, the public sector designs the project, bids out each phase of the project, and uses public funds to pay a private contractor to build the project. Subsequent operations and maintenance costs are typically the responsibility of the public agency, either performed by public employees or contracted out. In this traditional delivery model, most project risks are borne by the public sector, including the need for up front capital to pay for the project, and budgeting for ongoing operations and maintenance.

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

The P3 delivery approach includes a range of potential partnership structures, which transfer risk to the private partner in increasingly greater degrees. As the private partner takes on greater risk, it also gains greater control of the project, including the opportunity for a return on its investment. In addition, the private party is incentivized to innovate and value engineer to drive down costs and mitigate risks. The right structure for a particular project may depend on project complexity, public policy goals, private sector interest, and a Value for Money analysis (see definition below).

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

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

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

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

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

Because municipal tax exempt interest rates are generally lower than corporate taxable interest rates, other savings stemming from a project's cost and financing structure are necessary for a P3 to show a positive VfM. Experience in other states and countries has shown that despite the higher financing costs of taxable financing, the benefits of transferring project delivery and long-term maintenance and preservation risks to the private sector can sometimes result in cost savings to the public.

The following considerations are important concerning the use of private financing vs. traditional tax-exempt financing:

- Private capital can help fast track projects when public funding and/or financing is not available or insufficient;
- Through the use of private financing, a P3 may allow some projects to be delivered with no effect on the State's debt capacity;
- A number of tools exist that can reduce the financing cost for private entities to levels that are more competitive with tax-exempt state and municipal financing rates. These tools include Federal TIFIA loans, private activity bonds, state infrastructure banks which provide access to low-interest or tax-exempt debt to private sector entities for transportation projects, and the ability of private investors to depreciate various capital costs over the long-term – a tax benefit available to private investors but not to public entities; and
- Through a competitive procurement and risk sharing (particularly revenue risk) approach, the access to equity investment allows a P3 structure to potentially leverage a significantly greater amount of up front capital than a publicly-financed approach under equivalent or comparable projects scope and assumptions.

Potential P3 Benefits

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

SOURCE: NCSL's P3 for Transportation Toolkit for Legislators

Potential P3 Concerns and Controversies

- *Loss of public control and flexibility*
- *Private at the public's expense*
- *Loss of future public revenues*
- *Risk of bankruptcy or default*
- *Accountability and transparency*
- *Environmental issues*
- *Labor concerns*
- *Foreign companies*
- *Toll road controversies*
- *Specific contract terms*

SOURCE: NCSL's P3 for Transportation Toolkit for Legislators

ON THE WEB

- AECOM, "Evaluation of Public Private Partnerships," Joint Transportation Committee, January 2011. http://www.leg.wa.gov/JTC/Documents/Studies/P3/P3FinalReport_Jan2012Web.pdf.
- NCSL, "Public Private Partnerships in Transportation: A Toolkit for Legislators," December 2010. <http://www.ncsl.org/issues-research/transport/public-private-partnerships-for-transportation.aspx>
- [FHWA's Public Private Partnerships page](#)

Public Private Partnerships in Washington State

Since the early 1990s, Washington State has experimented with public private partnerships. In 1993, the Legislature passed the Public Private Initiatives in Transportation (PPI) Act (HB 1006, codified as [RCW 47.46](#)) to create a legal framework for transportation P3s. Fourteen project proposals were received from the private sector, and six were approved for further consideration. Over the next several years, five of these six projects were dropped from consideration due to funding concerns, legislative opposition, or lack of public support.

The last project was a new SR 16 Tacoma Narrows Bridge. In 1997, a private consortium led by Bechtel Infrastructure and Kiewit Pacific was selected to construct and operate the bridge as a P3. The project was unable to proceed as a P3, however, because the State Supreme Court ruled that WSDOT had no statutory authority to impose tolls on the existing bridge, which was critical to the project's finance plan.

In 2002, the P3 developer and the Legislature agreed to amend the law to allow tolling of the existing bridge, so long as state-issued bonds financed construction. The State also assumed operations and maintenance responsibilities from the private consortium.

The Legislature subsequently directed the Legislative Transportation Committee to study barriers to public private partnerships in Washington State, resulting in the enactment of the 2005 Transportation Innovative Partnerships Act ([Chapter 47.29 RCW](#)). It maintained the requirement for state-issued debt for P3 projects. As a result, no P3 projects for toll facilities have been undertaken since the law's enactment. Only small, non-tolled projects have advanced under the current program.

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

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

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

The Transportation Innovative Partnership (TIP) program is administered by WSDOT's Transportation Partnerships Office, but certain aspects of the program are overseen by the Washington State Transportation Commission, including the following:

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

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

WSDOT's Responsibilities for the TIP Program

WSDOT's Transportation Partnerships Office (TPO) is responsible for engaging the private sector in public private partnerships that can help advance transportation projects, programs, or policies. The Office is funded at \$600,000 in operating funds, with 2 FTEs, and is overseen by the Chief Financial Officer for the agency.

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

Since 2012, the TPO has worked with the Transportation Commission on the [Washington Road Usage Charge Assessment project](#).

The Transportation Partnerships Office is responsible for conducting the administrative functions and responsibilities of the TIP program. These tasks generally include the following:

- **Consultation and advisory services**, providing information and advice to public officials on the use of P3s to develop projects.
- **Analysis and assessment**, carrying out economic feasibility studies and business assessments on basic project viability.
- **Project development** for those projects that demonstrate feasibility and where the state has resources to enter a partnership.
- **Liaison and representation**, serving as the conduit between the state, the private sector, and transportation stakeholders interested in P3 projects.

Since no tolled projects have advanced under the TIP program, the active projects have been limited to non-toll projects, which include the following:

- The West Coast Green Highway, a joint initiative by Washington, Oregon, California and British Columbia to promote the use of fuels with low- or no-carbon emissions.
- A West Coast Electric Highway Project, a partnership with the private sector to build a network of electric vehicle fast-charging stations along I-5, I-90 and US-2.
- Proposed joint development at Washington State ferry terminals (Edmonds, Anacortes and Colman Dock).
- A pilot project to generate revenue from digital advertising on WSDOT websites.
- A pilot project to develop retail amenities at state-owned Park-and-Ride facilities.

ON THE WEB

[Washington State Transportation Commission Public Private Partnerships Program](#)
[WSDOT's Public/Private Partnerships page](#)

Chronology of Washington's Public Private Partnerships Programs

- 1993** HB 1006, Public Private Initiatives in Transportation (PPI), is enacted into law (RCW 47.46). A program is created within WSDOT to implement the law.
- 1994** WSDOT issued a Request for Proposals (RFP) inviting private firms to submit proposed projects for consideration. Fourteen project proposals were received. Six projects were selected and approved by the Transportation Commission for further consideration:
1. SR 18 Corridor between I-5 and I-90 (dropped in 1994 due to lack of public involvement and support)
 2. SR 520 including the Evergreen Point Bridge
 3. Puget Sound Congestion Pricing project
 4. SR 522 from Woodinville to Monroe
 5. King County Park and Ride lot improvements
 6. SR 16/Tacoma Narrows Bridge
- 1995** PPI law was amended to require WSDOT to conduct an advisory vote on projects that were challenged by a petition of 5,000 signatures. The Puget Sound Congestion Pricing project was dropped from consideration.
- 1996** PPI law amended to require legislative funding for environmental, engineering, and public involvement work before proposed projects could proceed. Only the Tacoma Narrows Bridge project received legislative appropriations. Therefore, SR 520 and SR 522 were dropped from further consideration.
- 1997** King County Park and Ride lot improvement proposal was dropped from consideration due to local funding concerns. United Infrastructure of Washington (UIW), a joint venture of Bechtel Infrastructure and Kiewit Pacific, was selected as the project development and construction team for the SR 16 Tacoma Narrows Bridge (TNB) project. Included on the team, is the design-builder, Tacoma Narrows Constructors, also a joint-venture of Bechtel and Kiewit.
- 1998** The Legislature passed legislation to provide sales tax deferrals on construction of the TNB project; require the initial roundtrip toll to not exceed \$3; and provide \$50 million state contribution to the project. The advisory vote was held, with 53 percent of the voters in the affected area favoring the project.
- 1999** The Legislature authorized the \$50 million state contribution. WSDOT entered into a contract with UIW to develop the project.
- 2000** The Governor approved \$800 million in privately-issued tax exempt financing for the TNB project. However, the State Supreme Court ruled that WSDOT lacked statutory authority to impose tolls to improve the existing Tacoma Narrows Bridge. In effect, this halted the project from advancing, as toll revenues collected from existing bridge users is required to fully finance construction of the new bridge.
- 2002** The Legislature authorizes the use of state-issued bonds and public financing for the Tacoma Narrows Bridge Project. The Legislature appropriated \$849 million for the project, which included \$800 million to be obtained from the sale of the bonds, which will then be paid back through tolling. WSDOT took over management of the construction and operation of the project, reimbursing UIW for their development efforts to date. Also, the Legislature

directed a study of barriers to public private partnerships, and also established a legislative oversight committee to monitor the design-build contract.

- 2005** The Transportation Innovative Partnerships Act of 2005 was enacted (codified as Chapter 47.29 RCW), phasing out the prior P3 law. The new law allows transportation-related projects and programs of all modes to be eligible for development as a public private partnership under the Transportation Innovative Partnership Program (TIPP). The TIPP program is administered by WSDOT but overseen by the Washington State Transportation Commission (Commission). The Commission has final approval authority for any TIPP agreement negotiated between WSDOT and a private partner. The Commission was directed to enact administrative rules to carry out the TIPP program.
- 2006** The Commission formally adopted administrative rules to implement the Transportation Innovative Partnership Program, which was created in RCW 47.29.
- 2007** The Legislature provided funding for WSDOT's new Transportation Partnership program, and specifically funded analysis for two projects: (1) public/private partnership development opportunities at public ferry terminals; and (2) economic feasibility of using state-owned property to host alternative refueling/recharging stations along Interstate 5.
- 2008** The Transportation Partnerships Office (TPO) completed analyses of potential P3s at public ferry terminals and for alternative refueling/recharging stations along the I-5 corridor. Both projects demonstrate basic financial feasibility and are proposed for development.
- 2009** The Legislature authorized the TPO to pursue a joint development project at the Edmonds Ferry Terminal. A Request for Proposals was issued, but no financially-qualified proposals were submitted for this project. The Legislature also provided \$50,000 for business analysis on whether advertising on WSDOT's website could generate revenue for the state.
- 2010** The Legislature provided \$75,000 in seed funding for a pilot project to generate revenue from digital advertising on WSDOT's website. Separately, the TPO was awarded \$1.6 million from U.S. Department of Energy funds, for a public private partnership to develop a network of fast-charging stations for electric vehicles in Washington State. This funding was further leveraged through a partnership with AeroVironment, a private company providing the services.
- 2011** The TPO solicited conceptual proposals from the private sector for joint development at the Anacortes Ferry terminal. The conclusion of the development community was that a year-round business is not financially viable at the Anacortes terminal location. WSDOT drops the Anacortes terminal from further joint-development consideration.
- 2012** The Legislature authorizes the TPO to develop a pilot project allowing retail amenities at state-owned Park-and-Ride lots. A RFP was issued for providing food and beverage services at specific locations that were not over parking capacity. No responses were received due to the lack of sales potential outside of the weekday commute period at Park and Ride lots. The TPO created and trademarked the tri-state branding for the West Coast Electric Highway and oversaw the installation of a network of electric vehicle charging in 12 communities and two highway safety rest areas.
- 2013** The TPO successfully implemented the digital advertising pilot project and transferred project oversight to WSDOT's Communications Office.

Tolling

BACKGROUND

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

- Tacoma Narrows Bridge ([RCW 47.46.100](#));
- SR 520 floating bridge ([RCW 47.56.870](#));
- SR 167 high-occupancy toll ("HOT") lanes ([RCW 47.56.403](#));
- Interstate 405 express toll lanes ([RCW 47.56.880](#));
- SR 99 deep bore tunnel ([RCW 47.56.862](#)); and
- The bridge portion of the Columbia River Crossing (CRC) project. ([RCW 47.56.890](#)).¹

Washington uses an electronic photo tolling system ([RCW 47.56.795](#) and [47.46.105](#)). An electronic pass is mounted on the vehicle and read at highway speeds, and a camera takes a photograph of the vehicle's license plate. When driving on a tolled facility, tolls are deducted from a pre-paid toll account linked to the individual's electronic pass or license plate. (The Tacoma Narrows Bridge still has toll booths available for individuals who want to stop and pay the toll, but is the only tolled facility that still has this toll payment option.)

If a vehicle does not have a pre-paid account, the registered owner of the vehicle will receive a toll bill in the mail within 14 days. Those who do not pay within 15 days of receiving their bill will get a second bill with a \$5 reprocessing fee. People with unpaid tolls after 80 days receive a notice of civil penalty from WSDOT and a \$40 fine in addition to the late fee for each toll left unpaid. A hold on a person's annual vehicle registration may occur if the civil penalty is not paid.

WSDOT has established an administrative adjudication process, allowing people to appeal a civil penalty imposed when a toll bill is unpaid. During the adjudication process, the alleged violator has the opportunity to explain certain mitigating circumstances ([RCW 46.63.160](#)). In response, the adjudicator may reduce or dismiss the civil penalty.

High Occupancy Toll (HOT) lanes are a road pricing mechanism that gives motorists in single occupant vehicles access to High Occupancy Vehicle (HOV) lanes. As a congestion management tool, HOT lanes may optimize the balance between general purpose and HOV lanes. In Washington State, the SR 167 HOT lanes were authorized as a pilot project in 2005 ([RCW 47.56.403](#)) which will expire on June 30, 2015.

Express toll lanes are HOV lanes in which tolls are charged to regulate the use of the lane to maintain travel speeds and reliability. The 2011 Legislature authorized express toll lanes on Interstate 405. The legislation ([RCW 47.56.880](#)) specifies that the operation of the express toll lanes may not commence until WSDOT completes certain capacity improvements in the corridor. After two years of operation, if the express toll lanes do not meet performance measures identified in the legislation, WSDOT must terminate the project. More information on the I-405 Express Toll lanes project can be found at: <http://www.wsdot.wa.gov/tolling/eastsidecorridor>.

¹ For the CRC, the authority to toll is conditioned on certain events as set out in Chapter 36, Laws of 2012 (ESSB 6445). Tolling may not begin until certain events have occurred.

For more information on the electronic tolling system, toll rates, toll bills and the administrative penalty process please see: <http://www.wsdot.wa.gov/tolling/HowGoodtoGoWorks.htm>.

For more general information about Washington's tolled facilities please see [WSDOT's Toll Division Annual Report for Fiscal Year 2013](#).

GOVERNANCE

Current Tolling Authority

Under current law, the Legislature is the only entity with the authority to authorize tolls on an eligible toll facility. ([RCW 47.56.820](#)) An eligible toll facility is defined as "portions of the state highway system specifically identified by the legislature, including transportation corridors, bridges, crossings, interchanges, on-ramps, off-ramps, approaches, bistate facilities, and interconnections between highways." ([RCW 47.56.810](#))

Certain local jurisdictions may impose tolls on city streets or county roads, including cities ([RCW 35.74.050](#)), Regional Transportation Investment Districts (RCWs [47.56.076](#) and [36.120.050](#)), Transportation Benefit Districts (RCWs [47.56.078](#) and [36.73.040](#)), and ports ([RCW 53.34.010](#)). Tolls set by these entities are subject to review and approval by the Transportation Commission. The Commission must consider the impact of tolls, or changes in toll rates, on the operation of any state facility.

The Legislature has designated the Transportation Commission as the state tolling authority with responsibility for setting toll rates, including variable pricing, and reviewing toll operations ([RCW 47.56.850](#) and [47.46.100](#)). Prior to the convening of each regular session of the Legislature, the Commission must report to the transportation committees of the Legislature on any increase or decrease in toll rates approved by the Commission. Any proposal for the establishment of eligible toll facilities must consider specified policy guidelines which include: overall direction (purpose for toll); when to use tolling; use of toll revenue; setting toll rates; and duration of toll collection. ([RCW 47.56.830](#))

In general, Federal law prohibits tolling on Federal-aid highways. If federal funds have been used or will be used on a highway, the public authority responsible for the facility must qualify for toll authority under one of four federal tolling programs. More information about federal tolling programs can be found on [the FHWA website](#).

Approval of toll increases

A series of initiatives related to the Legislature's approval of new fees passed from 2007 to 2012. During this time period the Legislature, typically in the Transportation budget, reaffirmed the Transportation Commission's authority to set toll rates. In 2014, the Attorney General provided advice to the Legislature which indicated that the Legislature did not need to continue to reaffirm the delegation of fee setting authority to the Transportation Commission. (For more information on the Attorney General Opinion see page 23.)

Limitations on Use of Toll Revenue

Generally, current law requires that all revenue from an eligible toll facility be used only to "construct, improve, preserve, maintain, manage, or operate the eligible toll facility on or in which the revenue is collected" ([RCW 47.56.820](#) and [47.46.110](#)). The current statutes further restrict the use of toll revenue only for the following: to cover operating costs, including maintenance, preservation, administration, and toll enforcement by public law enforcement; to meet obligations for the repayment of debt; to meet any other funding obligations for projects or operations on the eligible toll

facility; to provide for the operation of conveyances of people or goods; and to fund improvements to the eligible toll facility.

In addition to the general statutes limiting the use of toll revenue, the Legislature has enacted specific restrictions on the use of toll revenue unique to each of the six currently authorized toll facilities.

Duration of Toll Collection

Current policy guidelines provide that any proposal for the establishment of an eligible toll facility must consider the duration of toll collection on the facility ([RCW 47.56.830](#)). The policy guideline provides that because transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls may remain in place to fund additional capacity, capital rehabilitation, maintenance, management, and operations, and to optimize performance of the system. The duration of the tolls may be defined by the Legislature and may vary by toll facility.

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

18th Amendment to Washington State Constitution

In 1944 statewide voters approved the 18th Amendment to the Washington Constitution, which restricts certain transportation revenues exclusively for "highway purposes." See a complete description of the *18th Amendment* on page 25.

Toll revenue is not explicitly mentioned in the 18th Amendment. However, the Legislature has in some instances deposited toll revenues into an account *within* the Motor Vehicle Fund, thus limiting the use of those toll revenues to "highway purposes." In other instances, the Legislature has deposited toll revenue in an account *outside* the Motor Vehicle Fund, which does not limit use of that revenue to "highway purposes." Account information regarding the six currently authorized toll facilities is as follows:

- Tolls from the Tacoma Narrows Bridge are deposited into a special account, the "Tacoma Narrows toll bridge account," *within* the Motor Vehicle Fund;
- Tolls from the SR 520 corridor will be deposited into a special account, the "state route number 520 corridor account," *outside* the Motor Vehicle Fund;
- Tolls from the SR 167 HOT lanes are deposited into the "high occupancy toll lanes operations account," *outside* the Motor Vehicle Fund;
- Tolls from the I-405 express toll lanes will be deposited into the "Interstate 405 express toll lanes operations account," *within* the Motor Vehicle Fund;
- Tolls from the portion of state route number 99 that is the deep bore tunnel under First Avenue from the vicinity of the sports stadiums in Seattle to Aurora Avenue north of the Battery Street tunnel and are deposited into the "Alaskan Way viaduct replacement project account" *outside* the Motor Vehicle Fund; and
- Tolls from the Columbia River Crossing project are deposited into the "Columbia River Crossing project account" *outside* the Motor Vehicle Fund.

Infractions

Infractions: Traffic, Parking, and Tolling Violations

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

Traffic Infractions

A traffic infraction occurs generally when a moving vehicle violates a rule of the road or another law of the state. The rules of the road are generally found in Chapter 46.61 RCW.

Under state law, with some exceptions, traffic infractions are civil and not criminal offenses ([RCW 46.63.020](#)), the distinction being that infractions are not punished by imprisonment. Instead, traffic infractions usually result in a monetary fine or penalty.

Traffic infractions are an infraction given to the driver of the car at the time the infraction occurs. A parking infraction and a civil infraction for a toll violation are given to the registered owner of the motor vehicle, regardless of who was actually operating the motor vehicle at the time the parking infraction or toll violation occurred.

For some traffic infractions, the Legislature has provided a specific penalty in statute, but for all others, the Legislature has delegated the authority to set the amount of the base penalty for the infraction to the Supreme Court. IRLJ 6.2 contains the [infraction penalty schedule](#) adopted by the court.

The \$124 traffic ticket is the most common infraction level. It is arrived at by starting at a base penalty level of \$42 (set by IRLJ 6.2) and adding \$82 for various Legislative assessments for general government purposes (mostly public safety related) at the state and local government levels. *None of the traffic infraction revenues are deposited into state transportation funds.*

In many cases, in lieu of the payment of a fine for a traffic infraction, the ticketed person may attend a course in traffic safety. Attendance at such a program also clears the violation from the person's record.

Parking Infractions

In general, parking infractions are established by city and county governments and the proceeds from those fine go to the applicable local government. However, penalties for infractions related to parking for persons with disabilities are divided between local jurisdictions and state government, with \$100 of the \$450 penalty deposited to the Multimodal Transportation account.

Traffic infractions detected by traffic safety cameras and school bus safety cameras are *processed* as parking infractions (see [RCW 46.63.170\(2\)](#) and [RCW 46.63.180](#)). Revenues from traffic safety camera fines remain with the local government; revenues from school bus safety camera fines are remitted to school districts for school zone safety projects.

Tolling Violations

Failure to pay a toll on a tolled facility in Washington is a civil penalty in a separate category from other traffic infractions ([RCW 46.63.160](#)). WSDOT issues a fine of \$40 for each unpaid toll transaction, plus the original toll amount and associated fees. Photo toll customers have 80 days from the time they use the toll facility to pay the toll before non-payment of the toll charge becomes a violation subject to a civil penalty. A hold on a person's vehicle registration may occur if the civil penalty is not paid.

Proceeds from tolling violations are administered by the state as part of the transportation budget, and are currently used to defray the construction and operating costs of the tolled facility on which the violation occurred.

Repealed Taxes and Fees

Overview and Table of Contents

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

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<u>REVENUE SOURCE:</u>	Aircraft Pilot Registration Fee
<u>RCW:</u>	47.68.233
<u>WHO PAID:</u>	Pilots residing in Washington or who regularly operate any aircraft in the state; applies to each pilot who is a resident of this state and each nonresident pilot who regularly operates aircraft in this state.
<u>RATE:</u>	Prior to repeal the fee was \$15 per year.
<u>ADMINISTERED BY:</u>	Department of Transportation – Aviation Division
<u>WHERE DEPOSITED:</u>	Aircraft Search and Rescue Safety & Education Account and Aeronautics Account (only in 2003–2005 Biennium).
<u>DISTRIBUTION & USE:</u>	Appropriated for aircraft search and rescue and for pilot safety and education activities.
<u>EXEMPTIONS:</u>	A pilot who operates an aircraft exclusively in the service of U.S. government or political subdivision; a pilot registered under the laws of a foreign country; a pilot engaged in commercial flying in interstate or foreign commerce; a person piloting a dual-controlled aircraft where a licensed instructor is in full charge of one set of controls and flight is solely for instruction or demonstration to prospective purchaser (RCW 47.68.233).
<u>HISTORY:</u>	<p>1967 Not to exceed \$5</p> <p>1987 Not to exceed \$10</p> <p>1996 \$8</p> <p>2003 \$15 to Aircraft Search and Rescue Safety & Education Account except for \$7 of \$15 fee to Aeronautics Account in 2003–2005 Biennium.</p> <p>2005 Effective July 1, 2005, the aircraft pilot registration fee was repealed by SSB 5414 (C 341, Laws of 2005).</p>

<u>REVENUE SOURCE:</u>	Airman/Airwoman Registration Fee
<u>RCW:</u>	47.68.234
<u>WHO PAID:</u>	Any airman or airwoman not registered as a pilot who resides in Washington or regularly performs the duties of an airman or airwomen in the state. Airman/airwoman includes in-flight crew members; persons directly in charge of aircraft inspection, maintenance, or repair; and aircraft dispatchers and control tower operators.
<u>RATE:</u>	Prior to repeal the fee was \$15 per year
<u>ADMINISTERED BY:</u>	Department of Transportation – Aviation Division
<u>WHERE DEPOSITED:</u>	Aircraft Search and Rescue Safety & Education Account and Aeronautics Account (only in 2003–2005 Biennium).
<u>DISTRIBUTION & USE:</u>	Appropriated for aircraft search and rescue and for pilot safety and education activities.
<u>EXEMPTIONS:</u>	Airman/airwoman employed outside the U.S., employed as an inspector or mechanic by a manufacturer of aircraft or aircraft components, or who performs inspection and mechanical duties only on his or her own aircraft (RCW 47.68.020(9)).
<u>HISTORY:</u>	1993 Not to exceed \$10 2003 \$15 2005 Effective July 1, 2005, the airman/airwoman registration fee was repealed by SSB 5414 (C 341, Laws of 2005)

<u>REVENUE SOURCE:</u>	Centennial License Plates
<u>RCW:</u>	46.16.650
<u>WHO PAID:</u>	Consumers who purchase new plates.
<u>RATE:</u>	\$1 per plate
<u>ADMINISTERED BY:</u>	Department for Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes
<u>EXEMPTIONS:</u>	State/local government vehicles (RCW 46.16A.170)
<u>HISTORY:</u>	1986 \$1 per plate (from 1-87 to 6-89, 1/2 to Centennial Account and 1/2 to Motor Vehicle Fund; after 6-89, all to Motor Vehicle Fund)
	2000 Repealed by Chapter 1, 1 st Special Session, Laws of 2000

<u>REVENUE SOURCE:</u>	Clean Air Excise Tax
<u>RCW:</u>	82.44.020 (basic tax)
<u>WHO PAID:</u>	Owners of motor vehicles, campers, travel trailers, trailers, and semitrailers.
<u>RATE:</u>	\$2.00 per vehicle
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Air Pollution Control Account
<u>DISTRIBUTION & USE:</u>	To implement provisions of Clean Air Act (RCW 70.94)
<u>EXEMPTIONS:</u>	Farm vehicles (RCW 82.44.020) Vehicles owned by government agencies (RCW 82.44.010) Vehicles owned by nonresident military personnel (RCW 82.44.010) Vehicles used entirely on private property (RCW 82.44.010) Mobile home, travel trailers, and campers (RCW 82.44.010) Private school buses (RCW 82.44.010)
<u>HISTORY:</u>	1991 \$2.25 1994 \$2.00 2000 Repealed by Chapter 1, 1 st Special Session, Laws of 2000.

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

RCW: [82.50.410](#)

WHO PAID: Mobile home and travel trailer dealers.

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

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: General Fund

DISTRIBUTION & USE: Appropriated for general government.

EXEMPTIONS: None

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

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

RCW: [82.44.020](#) (tax)
[82.44.041](#) (valuation)

In 2000, following the passage of Initiative 695 in 1999, the Legislature enacted Chapter 1, 1st Special Session, Laws of 2000, repealing the statewide motor vehicle excise tax, effective January 1, 2000.

In 2002, Initiative 776 was passed by voters, repealing the MVET for Regional Transit Authorities (Sound Transit) and for certain other transit agencies financing high capacity transportation systems (RCW 81.104.160).

In 2006, the Washington State Supreme Court upheld Sound Transit's authority to continue collecting the local MVET based on Sound Transit's contractual obligations to pay its bond debt; however, the MVET authority expires once the bond debt is completely paid off.

WHO PAID: Owners of certain motor vehicles

RATE: Statewide rate: Annual rate of 2.2% of vehicle value:

- 2.0% of value base
- 0.2% of value dedicated to state transportation

Vehicle value was determined according to valuation schedules repealed at the time the statewide MVET was repealed.

Trucks over 40,000 pounds G.V.W. used in combination with trailers pay rate of 2.78%; MVET eliminated for commercial trailers used in combination with trucks paying the 2.78% rate.

Simplifying amendments in Referendum 49 (EHB 2894) combined the tax rate to 2.2, changed depreciation curve for "all other vehicles," and adjusted the distribution formula (RCW 82.44.110) to maintain revenue neutrality.

Local jurisdiction rates:

- For municipalities operating public transportation systems: not to exceed 0.725% of vehicle value
- For Regional Transit Authorities and other transit agencies financing high capacity transportation: not to exceed 0.8% of vehicle value

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account
Puget Sound Ferry Operations Account
Puget Sound Ferry Capital Construction Account
Transportation Fund (Former to Multimodal Transportation Account)
High Capacity Transportation Account
Central Puget Sound Public Transportation Account

Public Transportation Systems Account
 Passenger Ferry Account
 County Criminal Justice Assistance Accounts
 Municipal Criminal Justice Assistance Accounts
 County Public Health Account
 County Sales and Use Tax Equalization Account
 Municipal Sales and Use Tax Equalization Account
 Violence Reduction and Drug Enforcement Account
 Distressed County Assistance Account
 City Police and Fire Protection Assistance Account
 General Fund

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

EXEMPTIONS:

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

HISTORY:

1937 1.5% of value, dedicated to common schools
 1943 Dedication changed: 15% to cities and towns, 5% to General Fund, 80% to common schools. House trailers included
 1945 Dedication changed: 17% to cities and towns, 5% to General Fund, 78% to common schools.
 1955 House trailers deleted
 1959 2.0% of value
 1961 Dedication changed: 2.0% for admin, 17% to cities and towns, 5% to General Fund, 78% to common schools. Of city and town distribution, 4¢ per capita directed to fund municipal research
 1965 House trailers added
 1969 Local 1.0% tax authorized for transit as a credit against the state tax; municipal research increased to at least 7¢ per capita.
 1971 Mobile homes exempt
 1975 Transit bonds limited (only 10% of MVET may be used as pledge against bonds issued after 7/1/75).
 1977 2.2% (.2% to ferry construction)

- 1979 Transit bonds limited (MVET may not be used as pledge against bonds issued after 5/14/79)
- 1982 2.288% (4% surtax added)
- 1983 2.354% (increased surtax to 7%)
- 1987 2.454% (increased 0.1% dedicated to ferry operations and 1% transit match reduced in four counties to fund Rail Development Account).
- 1988 Joint committee established to study MVET
- 1990 Changes vehicle valuation schedules and base rate; new 2.0% base rate revenue neutral with prior 2.454% rate (effective 9/1/90).
- Adds 0.2% surtax to base rate; to be deposited in Transportation Fund (effective 9/1/90).
 - Makes permanent funding for ferry operations.
 - Deposits MVET available to, but not matched by, transit districts in Transportation Fund (effective 7/1/91).
 - Reduces maximum MVET available for transit match from 0.815% (under new law) to 0.725% (effective 1/1/93).
 - Directs revenue that would have been matched by transit under old rate to new accounts to fund transit-related projects (effective 1/1/93).
 - Transfers MVET equal to 0.1% vehicle value from General Fund to Transportation Fund (effective 7/1/93).
 - Voter-approved local option MVET in King, Pierce, and Snohomish counties of up to 15% of basic state rate for HOV lanes
 - Voter-approved local option MVET of up to 0.8% for transit agencies for funding high capacity transportation
- 1992 Consumers required to pay 5.9% sales tax on vehicle rentals in lieu of dealer paying MVET (effective 1/1/93).
- 1993 Transit residual goes to General Fund instead of Transportation Fund for 1993–95 Biennium.
- 0.1% transfer from General Fund to Transportation Fund deferred from 7/1/93 to 7/1/95.
 - Rate for trucks over 40,000 pounds GVW increased from 2.2% to 2.78%; MVET eliminated for trailers used in combination with such trucks.
- 1994 Transit systems receiving less than 80% of the per capita statewide average sales and use tax are eligible for transit sales and use tax equalization payments (effective 1/1/96).
- 1995 Modified distributions to High Capacity Transportation Account to fund newly-created Passenger Ferry Account.

- 1997 Establishes a permanent funding mechanism for the Violence Reduction and Drug Enforcement Account.
- 1998 Referendum 49 changes the MVET structure and distribution and provides a \$30 tax credit.
- Surtax of 0.2% of vehicle value eliminated; MVET rate consolidated at 2.2%.
 - Depreciation schedule adjusted to reduce tax liability for vehicles 2–3 years old.
 - Distribution to motor vehicle fund increases to finance new highway construction projects.
 - General fund receives no MVET revenue; MVET distributions to transit systems and transportation-related accounts paid out of the transportation fund (transportation fund receives additional MVET revenue to make transit distributions).
 - Yakima Transit and Everett Transit eligible to receive MVET distributions
 - MVET distributions to county and municipal criminal justice accounts decreases; general fund revenues replace and supplant criminal justice distributions.
 - Eliminates funding for violence reduction and drug enforcement account.
 - Increases distributions for municipal sales and uses tax equalization.
- 1999 Initiative 695 repeals the statewide MVET.
- 2000 On March 14, 2000, the state Supreme Court rules that I-695 is unconstitutional in its entirety. On March 22, 2000, the Legislature enacts Chapter 1, 1st Special Session, Laws of 2000, repealing the statewide MVET.
- 2002 Initiative 776 repeals the authority of a Regional Transit Authority, and certain other transit agencies, to impose an MVET for high capacity transportation purposes.
- 2006 Washington State Supreme Court upholds Sound Transit's authority to continue to collect its 0.3% MVET until its bonds are paid off, based on Article I, section 23 of the Washington Constitution relating to impairment of contracts. Sound Transit issued bonds in 1999 pledging MVET revenue as security.

The Legislature enacts RCW 82.44.035, which creates a new vehicle depreciation schedule based on a JTC study of vehicle valuations. The new schedule applies prospectively to any new locally imposed motor vehicle excise taxes. No new MVET is imposed.

OTHER RESOURCES:

Joint Transportation Committee, "Motor Vehicle Excise Tax Valuation Study," January 2006. [JTC 2005/6 MVET Valuation Study](#)

Historical MVET Distributions

1995–1997 Biennium through 1997–1999 Biennium
(Dollars in Millions)

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

Distributions from General Fund and Transportation Fund:*

Transit Districts	345.6	401.3
Transit Equalization	2.3	5.2
CPSPTA & PTSA	18.1	19.8
Passenger Ferry	0.5	0.6
High Capacity Transp. Account	12.7	14.6

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

<u>REVENUE SOURCE:</u>	Motor Vehicle License Fee 82.80.020 (Authorized in 1990)								
<u>RCW:</u>	Owners of motor vehicles								
<u>WHO PAID:</u>	Up to \$15 maximum per vehicle registered in county.								
<u>RATE:</u>									
<u>PROVISIONS:</u>	<ul style="list-style-type: none"> • County legislative authority may impose the fee, without voter approval. • Applies to incorporated and unincorporated areas. • City or town may impose the fee only if authorized by a majority of voters and only if the county has not imposed the fee. • The 1998 law extends applicability to trucks weighing 6,000 pounds or less (unladen). • Revenues distributed to county and cities contained within the county levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas). • Subject to planning provisions. • Subject to exclusive referendum procedure. (See <i>Background Information</i>, page 132). 								
<u>EXEMPTIONS:</u>	<ul style="list-style-type: none"> • Exempts all trucks above 6,000 pounds (unladen), buses, for-hire vehicles, commercial trailers, and converter gears. • Allows county to exempt senior citizens with incomes below level set by county and persons with physical disabilities. 								
<u>DISTRIBUTION AND USE:</u>	For general transportation purposes in counties and cities, including highways, public transportation, high capacity transportation, transportation planning and design, and other transportation-related activities.								
<u>REVENUE:</u>	Counties that imposed the motor vehicle license fee during 2002 as reported by the Department of Licensing:								
	<table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td>Douglas County</td> <td style="text-align: right;">\$352,888</td> </tr> <tr> <td>King County</td> <td style="text-align: right;">\$17,404,484</td> </tr> <tr> <td>Pierce County</td> <td style="text-align: right;">\$6,993,526</td> </tr> <tr> <td>Snohomish County</td> <td style="text-align: right;">\$6,453,459</td> </tr> </table>	Douglas County	\$352,888	King County	\$17,404,484	Pierce County	\$6,993,526	Snohomish County	\$6,453,459
Douglas County	\$352,888								
King County	\$17,404,484								
Pierce County	\$6,993,526								
Snohomish County	\$6,453,459								

HISTORY:

- 1990: Counties eligible to impose vehicle fee not more than \$15/vehicle
- 1991: Allowed a refund for vehicle owners over 61 years of age meeting an income test
- 1993: Refund changed to an exemption; exemption broadened to include persons with disabilities
- 1996: Exemption provided for certain "Foreign Organizations" eligible for special license plates
- 1998: Qualifying cities or towns in counties that had not yet imposed the fee given the authority to impose the vehicle license fee upon voter approval; provided an exemption for vehicles with an unladen weight of more than 6,000 pounds.
- 2002: Repealed by Initiative 776, November 5, 2002. (Chapter 1, Laws of 2003).

<u>REVENUE SOURCE:</u>	Travel Trailer and Camper Excise Tax
<u>RCW:</u>	82.50.410 (tax) 82.50.425 (valuation) Chapter 1, 1st Special Session, Laws of 2000 repealed the travel trailer and camper excise tax, effective January 1, 2000
<u>WHO PAID:</u>	Travel trailer and camper owners
<u>RATE:</u>	Annual rate of 1.1% of value of the travel trailer or camper; value is based on statutory schedule (RCW 82.50.425) applied to the manufacturer's suggested retail price.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	General Fund Transportation Fund
<u>DISTRIBUTION & USE:</u>	1.1% of value: <ul style="list-style-type: none"> • 13.64% to cities • 13.64% to counties • 63.64% to General Fund; appropriated for schools • 9.08% to Transportation Fund; appropriated for general transportation purposes
<u>EXEMPTIONS:</u>	Dealer inventory held for sale (RCW 82.50.520(1)) Government agency (RCW 82.50.520(2)) Nonresidents (RCW 82.50.520(3))
<u>HISTORY:</u>	1943 1.5% (travel trailer) 1955 1.0% (travel trailer) 1971 2.0% (camper) 1972 1.0% (camper) 1990 1.1% (changed vehicle valuation schedules; added 0.1% surtax to base rate to be deposited in Transportation Fund) 1998 1.1% (eliminated 0.1% surtax and consolidated tax rate at 1.1%; distribution changed to maintain revenue neutrality) 2000 Repealed by Chapter 1, 1 st Special Session, Laws of 2000

<u>REVENUE SOURCE:</u>	Vehicle Dealer Excise Tax
<u>RCW:</u>	82.44.030 Chapter 1, 1st Special Session, Laws of 2000 repealed the vehicle dealer excise tax, effective January 1, 2000
<u>WHO PAID:</u>	Vehicle Dealers
<u>RATE:</u>	One-time fee of \$2 per set of vehicle dealer license plates; for privilege of demonstrating vehicles held for retail sale.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	The proceeds of this tax are deposited in the same accounts as the motor vehicle excise tax.
<u>DISTRIBUTION & USE:</u>	Appropriated for general government purposes and highway-related purposes.
<u>EXEMPTIONS:</u>	None
<u>HISTORY:</u>	1943 \$2 per set of plates 2000 Repealed by Chapter 1, 1 st Special Session, Laws of 2000

Accounts

Overview and Table of Contents

Revenue for transportation purposes is contained in and appropriated from transportation accounts. Each account is set up for certain purposes and is the repository for revenue earmarked for those purposes. For example, the Puget Sound Ferry Operations Account (PSFOA) contains revenue that is statutorily set aside out of collections from the motor fuel tax, motor vehicle registration fee, the combined licensing fee, and ferry fares. By statute, this revenue can only be spent for ferry operations.

Expenditures from accounts created “in the motor vehicle fund” are subject to the restrictions of the 18th amendment. Expenditures from other accounts may also be restricted to the extent that the source of funds includes gas tax and vehicle license fees. A list of accounts organized by whether expenditures from the account are restricted to highway purposes can be found immediately following this introduction.

Accounts in this section are arranged alphabetically. Included within each account profile are revenue estimates, excluding administrative transfers between accounts, and bond proceeds and costs carried forward from prior periods for the 2013-15 and 2015–17 biennia.

The Office of Financial Management maintains an on-line [Fund Reference Manual](#) with information about all authorized accounts for use by state agencies.

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State transportation accounts: Restricted or not by the 18th Amendment?

The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees into the motor vehicle fund to “highway purposes.” As a result of this language, the restriction of expenditures to highway purposes may be a result of either: 1) the revenue source being a gas tax or vehicle license fee, or 2) the revenue source being deposited into the motor vehicle fund. Historically, the motor vehicle fund has been an umbrella fund for many state accounts, including the motor vehicle account. Expenditures from state accounts which receive gas taxes/vehicle license fees or are created “in the motor vehicle fund” are thus considered to be subject to the restrictions of the 18th Amendment.

State Accounts Restricted by the 18th Amendment to highway purposes

Capital Vessel Replacement Account, [RCW 47.60.322](#)

County Arterial Preservation Account, [RCW 46.68.090 \(2\)\(i\)](#)

Department of Licensing Services Account, [RCW 46.68.220](#)

Ferry Bond Retirement Account, [RCW 47.60.600](#)

Freight Mobility Investment Account, restricted by virtue of TPA transfer, [RCW 46.68.300](#), [RCW 46.68.295](#)

Highway Bond Retirement Account, [RCW 47.10.080](#)

Highway Infrastructure Account, [RCW 46.68.240](#)

Interstate 405 Express Toll Lanes Operations Account, [RCW 47.56.884](#)

Motor Vehicle Account, [RCW 46.68.070](#)

Puget Sound Capital Construction Account, [RCW 47.60.505](#)

Puget Sound Ferry Operations Account, [RCW 47.60.530](#)

Recreational Vehicle Account, [RCW 46.68.170](#)

Rural Arterial Trust Account, [RCW 36.79.020](#)

Small City Pavement and Sidewalk Account, restricted by virtue of TPA transfer, [RCW 47.26.340](#), [RCW 46.68.295](#)

Special Category C Account, [RCW 46.68.090\(2\)\(b\)](#)

State Patrol Highway Account, [RCW 46.68.030\(2\)\(a\)](#)

Tacoma Narrows Toll Bridge Account, [RCW 47.56.165](#)

Transportation 2003 Account (Nickel Account), [RCW 46.68.280](#)

Transportation Improvement Account, [RCW 47.26.084](#)

Transportation Partnership Account, [RCW 46.68.290](#)

Not Restricted by the 18th Amendment

Advanced Environmental Mitigation Revolving Account, [RCW 47.12.340](#)

Advance Right-of-Way Revolving Account, [RCW 47.12.244](#)

Aeronautics Account, [RCW 82.42.090](#)

Alaskan Way Viaduct Replacement Project Account, [RCW 47.56.864](#)

Columbia River Crossing Project Account, [RCW 47.56.894](#)

Essential Rail Assistance Account, [RCW 47.76.250](#)

Federal Local Rail Service Assistance Account/Local Rail Federal Assistance, [RCW 43.88.195](#) ([account authorized by OFM](#))

Freight Mobility Multimodal Account, [RCW 46.68.310](#)

Grade Crossing Protective Account, [RCW 81.53.281](#)

High-Occupancy Toll Lanes Operations Account, [RCW 47.66.090](#)

High Occupancy Vehicle Account, [RCW 81.100.070](#)

Highway Safety Account, [RCW 46.68.060](#)

Ignition Interlock Device Revolving Account, [RCW 46.68.340](#)
Impaired Driving Safety Account, [RCW 46.68.260](#)
King Street Railroad Station Facility Account, [RCW 47.79.150](#)
License Plate Technology Account, [RCW 46.68.370](#)
Miscellaneous Transportation Programs Account, [RCW 47.04.220](#)
Motorcycle Safety Education Account, [RCW 46.68.065](#)
Multimodal Transportation Account, [RCW 47.66.070](#)
Passenger Ferry Account, [RCW 47.60.645](#)
Pilotage Account, [RCW 88.16.061](#)
Produce Railcar Pool Account, [RCW 47.76.450](#)
Public Transportation Grant Program Account, [RCW 46.68.390](#)
Regional Mobility Grant Program Account, [RCW 46.68.320](#)
School Zone Safety Account, [RCW 46.61.440 \(5\)](#)
State Route Number 520 Civil Penalties Account, [RCW 47.56.876](#)
State Route Number 520 Corridor Account, [RCW 47.56.875](#)
Toll Collection Account, [RCW 47.56.167](#)
Toll Facility Bond Retirement Account, [RCW 47.10.882](#)
Transportation Equipment Account, [RCW 47.08.120](#)
Transportation Improvement Board Bond Retirement Account, [RCW 43.99M.080](#)
Transportation Infrastructure Account, [RCW 82.44.190](#)
Transportation Innovative Partnership Account, [RCW 47.29.230](#)

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

ACCOUNT NUMBER: 789

AUTHORIZING RCW: [RCW 47.12.340](#) (Created in 1997)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated/Non-allotted Account

DESCRIPTION

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

SOURCES OF FUNDS

- 80% of treasury deposit earnings
- Sales tax on leaded racing fuel ([RCW 82.32.394](#))
- The sale of property or environmental mitigation rights (e.g., for highway construction purposes).

USES OF THE ACCOUNT

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

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

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

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2013-15 \$100,000

2015-17 \$200,000

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

ACCOUNT NUMBER: 880

AUTHORIZING RCW: [RCW 47.12.244](#) (Created in 1969)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated/Non-allotted Account

DESCRIPTION

Provides funds used to purchase property in advance of highway construction right of way requirements. This is a non-budgeted and non-appropriated account.

SOURCES OF FUNDS

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

USES OF THE ACCOUNT

- Advance highway construction right of way purchases

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation (Capital Programs)

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2013-15 \$7,959,000

2015-17 \$6,032,000

ACCOUNT NAME: **Aeronautics Account**

ACCOUNT NUMBER: 039

AUTHORIZING RCW: [RCW 82.42.090](#)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

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

SOURCES OF FUNDS

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

USES OF THE ACCOUNT

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

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation (Aviation Division)

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$8,356,000

2015-17 \$10,327,000

ACCOUNT NAME: **Alaskan Way Viaduct Replacement Project Account**

ACCOUNT NUMBER: 535

AUTHORIZING RCW: [RCW 47.56.864](#)

18th AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION:

For the construction and operation of the Alaskan Way viaduct.

SOURCES OF FUNDS

- Bond proceeds
- Tolls and other revenues from the operation of the toll facility
- Interest earnings
- Sale of surplus real property acquired for the purpose of building the AWW replacement project
- Damages, liquidated or otherwise, collected under any contract involving the construction of the AWW replacement project

USES OF THE ACCOUNT

- Provides funds for the Alaskan Way Viaduct Replacement project
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Washington Department of Transportation

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Capital Vessel Replacement Account**

ACCOUNT NUMBER: 18J

AUTHORIZING RCW: [RCW 47.60.322](#)

18th AMENDMENT? Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

For the construction or purchase of ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.

SOURCES OF FUNDS

- Vessel replacement surcharge under RCW 47.60.316 (7), and service fees
- Vehicle Transaction Service fees under RCW 46.17.040

USES OF THE ACCOUNT

- Construction or purchase of ferry vessels
- Pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

2013-15 \$17.8 million

2015-17 \$46.79 million

ACCOUNT NAME: **Columbia River Crossing Project Account**

ACCOUNT NUMBER: 563

AUTHORIZING RCW: [RCW 47.56.894](#)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Intended to provide funds for a bi-state, multimodal corridor improvement program between the state route number 500 interchange in Vancouver, Washington, and the Victory Boulevard interchange in Portland, Oregon. The project is designated an eligible toll facility.

SOURCES OF FUNDS

Bond & loan proceeds, federal funds, tolls, interest earnings, surplus real property sales, and any contract damages collected.

USES OF THE ACCOUNT

- Provides funds for the Columbia River Crossing project
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Washington State Department of Transportation

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **County Arterial Preservation Account**

ACCOUNT NUMBER: 186

AUTHORIZING RCW: [RCW 46.68.090 \(2\)\(i\)](#) (Created in 1990)

18TH AMENDMENT? Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for preservation of arterials in unincorporated areas of each county; distribution based on paved arterial lane miles in unincorporated areas.

SOURCES OF FUNDS

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

USES OF THE ACCOUNT

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

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Appropriated to the County Road Administration Board for distribution to counties

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$28,672,800

2015-17 \$29,047,200

ACCOUNT NAME: **Department of Licensing Services Account**

ACCOUNT NUMBER: 201

AUTHORIZING RCW: [46.68.220](#) (Created in 1992)

18TH AMENDMENT? Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Created in 1992 (Chapter 216, Laws of 1992) to provide funding for information and service delivery systems of the Department of Licensing and for reimbursement of county licensing activities.

SOURCES OF FUNDS

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

USES OF THE ACCOUNT

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

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing
- Counties

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$6,100,600

2015-17 \$6,382,800

ACCOUNT NAME: **Essential Rail Assistance Account**

ACCOUNT NUMBER: 02M

AUTHORIZING RCW: [RCW 47.76.250](#) (Created in 1996)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

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

SOURCES OF FUNDS

- Repayment of loans by local jurisdictions (must be repaid within 15 years) Treasury deposit earnings

USES OF THE ACCOUNT

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

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Department of Transportation (Public Transportation and Rail Division)

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$1,092,000

2015-17 \$469,000

ACCOUNT NAME: **Federal Local Rail Service Assistance Account/Local Rail Federal Assistance**

ACCOUNT NUMBER: 688

AUTHORIZING RCW: [RCW 43.88.195](#) (Authorized by OFM)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated Account

DESCRIPTION

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

SOURCES OF FUNDS

- Loan repayments
- 80% of Treasury deposit earnings

USES OF THE ACCOUNT

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

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

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

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Ferry Bond Retirement Account**
ACCOUNT NUMBER: 304
AUTHORIZING RCW: [RCW 47.60.600](#) (Created in 1977)
18TH AMENDMENT? Restricted
BUDGET TYPE: Bond/Debt Service Withholding Account

DESCRIPTION

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

SOURCES OF FUNDS

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

USES OF THE ACCOUNT

- Payment of ferry construction bond principal and interest

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: Freight Congestion Relief Account
ACCOUNT NUMBER: 09E
AUTHORIZING RCW: [RCW 46.68.300](#) (Created in 2005)
[RCW 46.68.295](#) (statutory transfer from Transportation Partnership Account)
18TH AMENDMENT?: Restricted by virtue of TPA transfer
BUDGET TYPE: Appropriated Account

DESCRIPTION

For freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- \$3,000,000 annual statutory transfer from the Transportation Partnership Account’s licenses, permits and fees revenue
- Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may be used only for freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Freight Mobility Strategic Investment Board (4110)

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$6,030,000

2015-17 \$6,030,000

ACCOUNT NAME: Freight Mobility Investment Account
ACCOUNT NUMBER: 11E
AUTHORIZING RCW: [RCW 46.68.310](#) (Created in 2006)
[RCW 46.68.415](#) (distribution of motor vehicle weight fee)
18th AMENDMENT?: Not restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

For freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- \$3,000,000 annual statutory distribution of licenses, permits and fees revenue
- \$3,700,000 one-time contribution in 2006 Supplemental Transportation budget (Chapter 370, Laws 2006, Section 406 (12)) from Union Pacific (deferred revenue)
- Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may be used only for freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Freight Mobility Strategic Investment Board (4110)

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$7,342,000

2015-17 \$7,362,000

ACCOUNT NAME: **Grade Crossing Protective Account**

ACCOUNT NUMBER: 080

AUTHORIZING RCW: [RCW 81.53.281](#) (Created in 1969)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for the installation or upgrading of signals or other warning devices at railroad grade crossings. Up to 60% of the cost of these projects may qualify for reimbursement from this account.

SOURCES OF FUNDS

- Statutory transfer from Public Service Revolving Fund's Miscellaneous Fees and Penalties accounts monies
- Federal funds
- Treasury deposit earnings

USES OF THE ACCOUNT

- Cover costs of installation and maintenance of railroad signals
- Cover administration costs of the Utilities and Transportation Commission

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Utilities and Transportation Commission (Agency 2150)

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$625,000

2015-17 \$625,000

ACCOUNT NAME: **High-Occupancy Toll Lanes Operations Account**

ACCOUNT NUMBER: 09F

AUTHORIZING RCW: [RCW 47.66.090](#) (Created in 2005)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated

DESCRIPTION

A repository for tolls collected from high-occupancy toll lanes (HOT lanes). The HOT lanes are a pilot program and are due to expire in June 2015.

SOURCES OF FUNDS

- Toll charges from high-occupancy toll lane users
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid HOT Lanes tolls.

USES OF THE ACCOUNT

HOT Lanes revenue is used for, but not limited to, debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of high-occupancy toll lanes and to increase transit, vanpool and carpool, and trip reduction services in the corridor.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast.)

2013-15 \$2,659,000

2015-17 N/A

ACCOUNT NAME: **High Occupancy Vehicle Account**

ACCOUNT NUMBER: 737

AUTHORIZING RCW: [RCW 81.100.070](#) (Created in 1990)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated Account

DESCRIPTION

For deposit and distribution of HOV local option tax revenue collected by the Department of Revenue or the Department of Licensing. Only King, Pierce, and Snohomish counties are eligible to levy these taxes, with voter approval; however, no jurisdiction has imposed the HOV local option tax to date.

SOURCES OF FUNDS

- Local option HOV motor vehicle excise tax
- Local option HOV employer tax
- Treasury deposit earnings

USES OF THE ACCOUNT

- Distribution to counties on whose behalf the revenue was collected
- To finance or accelerate construction of HOV lanes
- To support programs that encourage or monitor the use of HOV lanes

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- King, Pierce, and Snohomish counties

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2013-15 \$0

2015-17 \$0

ACCOUNT NAME: **Highway Bond Retirement Account**
ACCOUNT NUMBER: 303
AUTHORIZING RCW: [RCW 47.10.080](#) (Created in 1951)
18TH AMENDMENT? Restricted
BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

Payments of principal and interest on outstanding bonds issued for Department of Transportation highway construction projects. This account is administered by the State Treasurer.

SOURCES OF FUNDS

- Transfer in of motor fuel taxes (as required)
- Treasury deposit earnings

USES OF THE ACCOUNT

- Debt service on bonds issued

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Highway Infrastructure Account**

ACCOUNT NUMBER: 096

AUTHORIZING RCW: [RCW 46.68.240](#) (Created in 1996)

18TH AMENDMENT? Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

A repository for funds used as part of a "state infrastructure bank" to support innovative financing strategies that benefit the state's highway infrastructure.

SOURCES OF FUNDS

- Federal funds
- Loan repayments
- Treasury deposit earnings

USES OF THE ACCOUNT

- Support the issuance of public or private debt
- Provide credit enhancements for such debt
- Provide direct loans to public or private entities
- Facilitate investment in highway facilities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$1,408,000

2015-17 \$202,000

ACCOUNT NAME: Highway Safety Account
ACCOUNT NUMBER: 106
AUTHORIZING RCW: [RCW 46.68.060](#) (Created in 1961)
18TH AMENDMENT? Not restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

To carry out laws relating to driver licensing; driver improvement; financial responsibility; and cost of furnishing abstracts of driving records and maintaining such case records.

SOURCES OF FUNDS

- Driver license fees
- Motor vehicle fees, fines and forfeitures
- Copies of records and driving record abstracts
- Treasury deposit earnings
- Federal traffic safety programs/driver schools

USES OF THE FUND

Administrative costs of the Department of Licensing and to carry out the purposes of the Washington Traffic Safety Commission. During the 2011-2013 and 2013-2015 fiscal biennia, the Legislature transferred Highway Safety Account funds to the Puget Sound Ferry Operations Account, the Motor Vehicle Account, and the Multimodal Transportation Account amounts reflecting the excess fund balance of the Highway Safety Account.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing
- Traffic Safety Commission

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15	\$289,223,000
2015-17	\$281,595,000

ACCOUNT NAME: **Ignition Interlock Device Revolving Account**

ACCOUNT NUMBER: 14V

AUTHORIZING RCW: [RCW 46.68.340](#) (Created in 2008)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

For administering and operating the ignition interlock device revolving account program.

SOURCES OF FUNDS

- Applicant fees

USES OF THE ACCOUNT

- For administering and operating the ignition interlock device revolving account program and for implementing Target Zero strategies. In the 2013-15 Omnibus Appropriations Act, the Legislature authorized \$2.2 million in appropriations from the Account for substance abuse programs for offenders (3ESSB 5034, 2013 2nd Special Session).

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$3,834,700

2015-17 \$3,966,000

ACCOUNT NAME: **Impaired Driving Safety Account**

ACCOUNT NUMBER: 281

AUTHORIZING RCW: [RCW 46.68.260](#) (Created in 1998)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

To provide funding for projects designed to reduce impaired driving and to offset local governments' costs of enforcing laws related to impaired driving and boating.

SOURCES OF FUNDS

- Driver license reinstatement fees for alcohol- and drug-related driving arrests (63% of \$150 reinstatement fee).

USES OF THE FUND

- To fund projects to reduce impaired driving
- To provide funding to local governments for costs associated with enforcing laws related to impaired driving and boating.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Distributions to the County Criminal Justice Account, according to counties' population, crime rate, and per capita superior court cases ([RCW 82.14.310](#))
- Distributions to the Municipal Criminal Justice Account, according to municipalities' population, crime rate, history of violent crime, and other factors such as implementation of crime prevention programs ([RCW 82.14.320](#) and [RCW 82.14.330](#))

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include carryover from prior biennium.)

2013-15 \$4,083,500

2015-17 \$4,229,600

ACCOUNT NAME: **King Street Railroad Station Facility Account**

ACCOUNT NUMBER: 432

AUTHORIZING RCW: [RCW 47.79.150](#) (Created in 2001)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated/Non-allotted, local account

DESCRIPTION

To provide funding for operation and maintenance, as well as capital improvement projects for the King Street Railroad station.

SOURCES OF FUNDS

- Treasury deposit earnings
- Capital facility sales, leases, parking fees, etc. investment income, contributions, grants, donations, other miscellaneous revenue

USES OF THE FUND

The legislation creating this account assumed the account's major purpose would be to provide funding for payment of debt service on bonds issued by a nonprofit organization to finance a rehabilitation of the King Street Station. Since the account was created, the rehabilitation and financing plan has been modified. The Department of Transportation now plans to use funds in the account together with federal funds and private/local funding sources to directly pay for capital improvements to the station.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2013-15 \$0

2015-17 \$0

ACCOUNT NAME: **License Plate Technology Account**

ACCOUNT NUMBER: 06T

AUTHORIZING RCW: [RCW 46.68.370](#) (Created in 2003)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

To support current and future license plate technology and system integration upgrades.

SOURCES OF FUNDS

- License Plate Technology Fee

USES OF THE ACCOUNT

Used to support the Department of Licensing's current and future license plate technology and system integration upgrades. In 2011-13 and 2013-15, the Legislature authorized transfers from the account to the highway safety account to reflect excess fund balance in the account.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$3,051,000

2015-17 \$3,191,400

ACCOUNT NAME: **Miscellaneous Transportation Programs Account**

ACCOUNT NUMBER: 784

AUTHORIZING RCW: [RCW 47.04.220](#) (Created in 1997)

18TH AMENDMENT? Not restricted

BUDGET TYPE: Non-appropriated/Non-allotted Account

DESCRIPTION

Created to account for federal funds that are administered by the Department of Transportation and are passed through to local governments; and for expenditures and reimbursements for services the department provides to other government agencies for which the department receives full reimbursement. Also known as the Fiduciary Fund.

SOURCES OF FUNDS

- Federal grants-in-aid
- Charges to local governments to cover indirect costs
- Other miscellaneous revenue

USES OF THE ACCOUNT

- To administer pass-through federal funds to local governments
- For public or private reimbursable transportation services

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2013-15 \$527,671,000

2015-17 \$490,270,000

ACCOUNT NAME: **Motor Vehicle Account**
ACCOUNT NUMBER: 108
AUTHORIZING RCW: [RCW 46.68.070](#) (Created in 1961)
18TH AMENDMENT? Restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

Support of highway programs, including construction and maintenance of state, city and county roads, and the vehicle services programs of the Department of Licensing.

MAJOR SOURCES OF FUNDS

- Motor vehicle fuel tax (44.387% of 23-cent gas tax collections)
- Motor vehicle licenses, permits, and fees
- Miscellaneous revenues
- Federal highway grants
- Local funds
- Bond proceeds
- Treasury deposit earnings

USES OF THE ACCOUNT

- Refunds for non-highway uses of motor fuel and tax-exempt highway uses
- Cost of fuel tax collection
- Debt service on bonds
- Statutory distribution of motor fuel tax revenues to other transportation accounts and cities and counties for road programs
- Support of Department of Transportation operating and capital highway programs (includes highway construction and maintenance, ferries, and support services)
- Appropriations to other state agencies engaged in highway-related activities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Statutory Distributions of Fuel Tax

- Cities
- Counties

Appropriated to State Transportation Agencies

- County Road Administration Board
- Department of Licensing
- Department of Transportation
- Freight Mobility Strategic Investment Board
- Legislative Transportation Committees
- Washington State Transportation Commission
- Joint Transportation Committee

Appropriated to Other State Agencies

- Department of Agriculture
- Office of the Governor; tort claim payments
- State Parks and Recreation Commission
- Legislative Evaluation and Accountability Program Committee
- Department of Enterprise Services
- Department of Archeology Historic Preservation
- Department of Fish and Wildlife

ESTIMATED REVENUE

(Includes sources of funds listed above after statutory fuel tax distributions to other accounts and local governments. Based upon the November 2014 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2013-15 \$2,527,432,000

2015-17 \$2,060,951,000

ACCOUNT NAME: **Motorcycle Safety Education Account**

ACCOUNT NUMBER: 082

AUTHORIZING RCW: [RCW 46.68.065](#) (Created in 1982)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for the administration of motorcycle driver licensing and safety education; subsidizes basic and advanced motorcycle training courses.

SOURCES OF FUNDS

- Motorcycle operator license fees
- Treasury deposit earnings

USES OF THE ACCOUNT

Support administrative costs of the Department of Licensing, Driver Services Division, required to carry out the motorcycle licensing and safety education program.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$4,322,700

2015-17 \$4,662,400

ACCOUNT NAME: **Multimodal Transportation Account**

ACCOUNT NUMBER: 218

AUTHORIZING RCW: [RCW 47.66.070](#) (Created in 2000)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

This account provides funds for both highway and non-highway transportation expenditures.

SOURCES OF FUNDS

- Licenses, permits, and fees
- Rental car tax
- Sales tax on new and used cars
- Mass transit distributions
- Bond proceeds
- Treasury deposit earnings
- Awards, miscellaneous revenue
- Federal grant-in-aid

USES OF THE ACCOUNT

- Provides support for all types of transportation projects and programs including highway preservation and public transportation.
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above after statutory distributions to other accounts based upon the November 2014 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2013-15 \$597,441,000

2015-17 \$574,548,000

ACCOUNT NAME: **Passenger Ferry Account**
ACCOUNT NUMBER: 203
AUTHORIZING RCW: [RCW 47.60.645](#) (Created in 1995)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funding for the passenger-only ferry capital construction program.

SOURCES OF FUNDS

- Revenues into this account were eliminated with the enactment of Chapter 1, 1st Sp. Sess., Laws of 2000.
- Sale of passenger-only ferries

USES OF THE ACCOUNT

- Passenger-only ferry capital construction

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.)

N/A

ACCOUNT NAME: **Pilotage Account**
ACCOUNT NUMBER: 025
AUTHORIZING RCW: [RCW 88.16.061](#)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Budgeted (Non-appropriated/Allotted) (as of July 2009)

DESCRIPTION

Provides funds to ensure the maintenance of safe and efficient, compulsory marine pilot service in the Puget Sound and Grays Harbor Pilotage Districts, as well as other activities of the Board of Pilotage Commissioners.

SOURCES OF FUNDS

- Pilots license fees
- Pilotage Commission training program; performance/disciplinary fines
- Miscellaneous revenues
- Treasury deposit earnings

USES OF THE ACCOUNT

- Provides funds to support the activities of the Board of Pilotage Commissioners

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Board of Pilotage Commissioners

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.)

2013-15 \$1,086,000

2015-17 \$1,079,000

ACCOUNT NAME: **Produce Railcar Pool Account**
ACCOUNT NUMBER: 07N
AUTHORIZING RCW: [RCW 47.76.450](#) (created in 2003)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Budgeted (Non-appropriated/Allotted)

DESCRIPTION

Used to account for the operation of produce railcar pool program.

SOURCES OF FUNDS

Receipts from per diem charges, mileage charges, and freight billing charges paid by railroads and shippers that use the railcars in the Washington Produce Railcar Pool.

USES OF THE ACCOUNT

The Department of Transportation uses this account to track revenues received from produce railcar pool program operations and for payment of expenditures for operation and maintenance, and rail car replacement.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.

2013-15 \$0

2015-17 \$0

ACCOUNT NAME: **Public Transportation Grant Program Account**

ACCOUNT NUMBER: 18W

AUTHORIZING RCW: [RCW 46.68.390](#) (Created in 2012)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

This account is effective from October 1, 2012, until July 1, 2015, to provide grants to transit authorities.

SOURCES OF FUNDS

- Administrative transfers

USES OF THE ACCOUNT

- Grants to aid transit authorities with operations

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Office of the State Treasurer

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$26,000,000

2015-17 \$0

ACCOUNT NAME: **Puget Sound Capital Construction Account**

ACCOUNT NUMBER: 099

AUTHORIZING RCW: [RCW 47.60.505](#) (Created in 1970)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provide funding for ferry vessel and terminal acquisition, construction, and improvements, and for repayment of bonds issued for these purposes.

SOURCES OF FUNDS

- Motor fuel tax (2.3726% of 23-cent gas tax collections)
- Federal grants
- Local funds
- Bond proceeds
- Administrative transfers

USES OF THE ACCOUNT

- Debt service on 1992 bonds
- Debt service on 1977 bonds
- Vessel acquisition and construction and improvements
- Emergency repairs
- Repairs to maintain continuity of service
- Terminal construction and improvements
- Hood Canal Bridge

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include bond proceeds, administrative transfers or carryover from prior biennium.)

2013-15 \$34,770,834

2015-17 \$35,224,900

ACCOUNT NAME: **Puget Sound Ferry Operations Account**

ACCOUNT NUMBER: 109

AUTHORIZING RCW: [RCW 47.60.530](#) (Created in 1972)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provide tax support for operations and maintenance of Washington State Ferries.

SOURCES OF FUNDS

- Motor fuel tax (2.3283% of 23-cent gas tax collections)
- Capron act redistributions (RCW 46.080.68(5))
- Motor vehicle registration fee (\$2.02 per new registration, \$0.93 per renewal)
- Combined licensing fees (1.375% of collections)
- Treasury deposit earnings
- Concessions and other miscellaneous revenue

USES OF THE ACCOUNT

- Department of Transportation ferry operation and maintenance
- Activities of the Marine Employees Commission

AGENCIES OPERATING OUT OF ACCOUNT

- Department of Transportation (Washington State Ferries)
- Marine Employees Commission

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include administrative transfers or carryover from prior biennium.)

2013-15 \$398,700,000

2015-17 \$420,588,000

ACCOUNT NAME: **Recreational Vehicle Account**

ACCOUNT NUMBER: 097

AUTHORIZING RCW: [RCW 46.68.170](#) (Created in 1980)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds to the Department of Transportation for the construction and maintenance of recreational vehicle sanitary disposal systems at rest areas on federal-aid highways. Revenue is transferred into the Motor Vehicle Account for these purposes.

SOURCES OF FUNDS

- Three-dollar surcharge collected from recreational vehicle owners at the time their RV is registered each year.
- Treasury deposit earnings

USES OF THE ACCOUNT

For preliminary engineering and construction and maintenance of sanitary disposal systems at roadside rest areas. During the 2011-13 and 2013-15 biennia, the Legislature authorized transfers from the account to the Motor Vehicle Account to reflect excess fund balance in the account.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$1,337,000

2015-17 \$1,371,000

ACCOUNT NAME: **Regional Mobility Grant Program Account**

ACCOUNT NUMBER: 11B

AUTHORIZING RCW: [RCW 46.68.320](#) (Created in 2006)

18TH AMENDMENT?: Not Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

A grant program to aid local governments in funding projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of our transportation system.

SOURCES OF FUNDS

- A statutory transfer of \$50 million per biennium from the Multimodal Transportation Account
- Treasury deposit earnings

USES OF THE ACCOUNT

- Expenditures from the account may be used only for the grants provided under RCW [47.66.030](#)

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$40,000,000

2015-17 \$50,000,000

ACCOUNT NAME: **Rural Arterial Trust Account**

ACCOUNT NUMBER: 102

AUTHORIZING RCW: [RCW 36.79.020](#) (Created in 1983)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Construction and improvement of county major and minor collectors in rural areas, for the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas, and for administrative expenses of the County Road Administration Board.

SOURCE OF FUNDS

- Motor fuel tax (2.5363% of 23-cent gas tax collections)
- Treasury deposit earnings

USES OF THE ACCOUNT

- For the construction and improvement of county rural arterials and collectors.
- For the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas.
- For those expenses of the County Road Administration Board associated with the administration of the rural arterial program.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Appropriated to the County Road Administration Board for distribution to local agencies.

ESTIMATED REVENUE (Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$37,170,000

2015-17 \$37,560,000

ACCOUNT NAME: **School Zone Safety Account**
ACCOUNT NUMBER: 780
AUTHORIZING RCW: [RCW 46.61.440 \(5\)](#) (Created in 1996)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Budgeted (Non-appropriated/Allotted)

DESCRIPTION

Serves as repository for fines assessed against persons speeding in school/playground speed zones.

SOURCES OF FUNDS

- Fines for speeding violations in school zones

USES OF THE ACCOUNT

- Funds are available for use by community organizations to improve safety near school zones.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Washington Traffic Safety Commission
- Community organizations

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15	\$1,236,000
2015-17	\$1,200,000

ACCOUNT NAME: **Small City Pavement and Sidewalk Account**

ACCOUNT NUMBER: 08M

AUTHORIZING RCW: [RCW 47.26.340](#) (Created 2005)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

A grant program to aid small cities to fund pavement and sidewalk projects.

SOURCES OF FUNDS

- 1% of cities' 2.96 cents gas tax distribution ([RCW 46.68.110](#))
- \$1,000,000 annual statutory transfer from the Transportation Partnership Account ([RCW 46.68.295](#))
- Treasury deposit earnings

USES OF THE ACCOUNT

Used for small city pavement and sidewalk projects of improvements selected by the Transportation Improvement Board, to pay principal and interest on bonds authorized for these projects of improvements, to make grants or loans, or to pay for engineering feasibility studies.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$3,888,000

2015-17 \$3,908,000

ACCOUNT NAME: **Special Category C Account**
ACCOUNT NUMBER: 215
AUTHORIZING RCW: [RCW 46.68.090\(2\)\(b\)](#) (Created in 1990)
18TH AMENDMENT?: Restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

To serve as a repository for motor vehicle fuel tax and special fuel tax revenue to be distributed to the Department of Transportation for Special Category C projects, which require special financing measures due to their high cost.

SOURCES OF FUNDS

- Motor fuel tax (3.2609% 23¢ gas tax collections)
- Bond proceeds
- Treasury deposit earnings

USES OF THE ACCOUNT

- To finance high-priority, high-cost Department of Transportation capacity improvement projects.
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2013-15 \$47,724,000

2015-17 \$48,219,000

ACCOUNT NAME: State Patrol Highway Account
ACCOUNT NUMBER: 081
AUTHORIZING RCW: [RCW 46.68.030\(2\)\(a\)](#) (Created in 1981)
18TH AMENDMENT?: Restricted
BUDGET TYPE: Appropriated Account

DESCRIPTION

Used solely to fund highway activities of the Washington State Patrol.

MAJOR SOURCES OF FUNDS

- Passenger vehicle registration fee (\$20.35 per registration)
- License Fee by Weight (22.36% of each collection)
- Copy of records/driving abstract (\$6.50 per each \$13 fee)
- Other permit, review, access and penalty fees
- Terminal safety inspection fees from Utilities and Transportation Commission
- 100% of Treasury deposit earnings
- Federal Motor Carrier Safety grants
- Local funds

USES OF THE ACCOUNT

Used solely for highway activities of the Washington State Patrol.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Washington State Patrol

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15	\$338,778,500
2015-17	\$350,255,200

ACCOUNT NAME: **State Route Number 520 Civil Penalties Account**

ACCOUNT NUMBER: 17P

AUTHORIZING RCW: [RCW 47.56.876](#) (Created in 2010)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

To help fund any project within the state route number 520 bridge replacement and HOV program, including mitigation.

MAJOR SOURCES OF FUNDS

- Civil penalties (\$40 plus the photo tolls and associated fees) generated from the nonpayment of tolls on the state route number 520 corridor

USES OF THE ACCOUNT

Provides funds for the 520 bridge replacement and HOV program, including mitigation.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 revenue forecast.)

2013-15 \$18,334,000

2015-17 \$18,334,000

ACCOUNT NAME: **State Route Number 520 Corridor Account**

ACCOUNT NUMBER: 16J

AUTHORIZING RCW: [RCW 47.56.875](#) (Created in 2009)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

To help finance the construction of the 520 bridge replacement and HOV program.

MAJOR SOURCES OF FUNDS

- Bond proceeds
- Toll charges, transponder equipment, and other toll related revenue
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid 520 Corridor tolls.
- Other miscellaneous revenue

USES OF THE ACCOUNT

- Provides funds for the 520 bridge replacement and HOV program.
- Debt service on bonds.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2013-15 \$132,112,000

2015-17 \$128,003,000

ACCOUNT NAME: **Tacoma Narrows Toll Bridge Account**

ACCOUNT NUMBER: 511

AUTHORIZING RCW: [RCW 47.56.165](#) (Created in 2002)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Funds the construction, toll operation, and debt service payments necessary to build the second Tacoma Narrows Bridge.

SOURCES OF FUNDS

- Bond proceeds
- Toll charges, transponder equipment, violations (only in 09-11 biennium), civil penalties
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid Tacoma Narrows Bridge tolls.
- Other miscellaneous revenue

USES OF THE ACCOUNT

- Provides funds for the second Tacoma Narrows Toll Bridge project
- Debt service on bonds

AGENCIES/JURISDICTIONS THAT OPERATED OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon November 2014 Forecast; excludes bond proceeds and carryover.)

2013-15 \$138,413,000

2015-17 \$159,757,000

ACCOUNT NAME: **Toll Collection Account**
ACCOUNT NUMBER: 495
AUTHORIZING RCW: [RCW 47.56.167](#) (Created in 2008)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Non-appropriated/Non-allotted account

DESCRIPTION

Special revenue treasury trust to hold prepaid customer tolls.

SOURCES OF FUNDS

- Transponder account deposits
- Treasury deposit earnings

USES OF THE ACCOUNT

- To account for receipts from prepaid customer tolls. Distributions may be used only to refund customers' prepaid tolls or for distributions into the appropriate toll-facility account.

AGENCIES/JURISDICTIONS THAT OPERATED OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Toll Facility Bond Retirement Account**
ACCOUNT NUMBER: 389
AUTHORIZING RCW: [RCW 47.10.882](#) (Created in 2009)
18TH AMENDMENT?: Not restricted
BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

To be used for the payment of principal and interest on toll facility bonds. This account is administered by the State Treasurer.

SOURCES OF FUNDS

- Toll revenue
- Transfer in of motor vehicle taxes (as required).
- Treasury deposit earnings

USES OF THE ACCOUNT

- Debt service of bonds issued

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Transportation 2003 Account (Nickel Account)**

ACCOUNT NUMBER: 550

AUTHORIZING RCW: [RCW 46.68.280](#) (Created in 2003)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Support of highway programs, including construction and maintenance of state, city, and county roads.

MAJOR SOURCES OF FUNDS

- Motor fuel tax (100% of net 5-cent gas tax collections)
- Motor vehicle licenses, permits, and fees
- Miscellaneous revenues
- Bond proceeds
- Treasury deposit earnings

USES OF THE ACCOUNT

- Debt service on bonds
- Support of Department of Transportation operating and capital highway programs (includes highway construction and maintenance, ferries, and support services)

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(November 2014 Forecast; excludes bond proceeds and carryover.)

2013-15 \$394,765,000

2015-17 \$399,497,000

ACCOUNT NAME: **Transportation Equipment Account**

ACCOUNT NUMBER: 410

AUTHORIZING RCW: [RCW 47.08.120](#) (Created in 1961)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Non-appropriated Account (in practice)

DESCRIPTION

Provides vehicles and equipment necessary to carry out the responsibilities of the Department of Transportation (DOT). Costs associated with purchase and provision of equipment are paid through rental rates charged to the DOT divisions using the equipment. Commonly called the Transportation Equipment Fund (TEF), in practice, the account is not appropriated; however it is created in the state treasury, which generally designates an appropriated account.

SOURCES OF FUNDS

- Rental rates paid by department users
- Sales and vanpool revenue
- Treasury deposit earnings

USES OF THE ACCOUNT

Salaries, wages, and operations required for the repair, replacement, purchase, and operation of equipment, and for the purchase of equipment, material, and supplies used as follows:

- Administration and operation of the account
- For the administration, maintenance, and construction of highway facilities
- For the operation of an automobile pool of state-owned vehicles

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Does not include carryover from prior biennium.)

2013-15 \$142,670,000

2015-17 \$144,588,000

ACCOUNT NAME: **Transportation Improvement Account**

ACCOUNT NUMBER: 144

AUTHORIZING RCW: [RCW 47.26.084](#) (Created in 1988)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

Funds support the Transportation Improvement Board (TIB).

SOURCES OF FUNDS

- Motor fuel tax (5.6739% of 23-cent gas tax collections)
- Statutory transfer of \$2.5m per year from the Transportation Partnership Account
- Treasury deposit earnings
- Bond proceeds

USES OF THE ACCOUNT

- Grants for multijurisdictional urban transportation projects that address congestion
- Administration of the Transportation Improvement Board
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board
- State Treasurer

ESTIMATED REVENUE

(November 2014 Forecast; excludes bond proceeds and carryover.)

2013-15 \$198,772,000

2015-17 \$200,777,000

ACCOUNT NAME: **Transportation Improvement Board Bond Retirement Account**

ACCOUNT NUMBER: 305

AUTHORIZING RCW: [RCW 43.99M.080](#) (Created in 1997)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

Payment of principal and interest on and retirement of bonds authorized by the Legislature.

SOURCES OF FUNDS

- Treasury deposit earnings
- Transfers Transportation Improvement Account

USES OF THE ACCOUNT

- Debt service on bonds issued

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Transportation Infrastructure Account**

ACCOUNT NUMBER: 094

AUTHORIZING RCW: [RCW 82.44.190](#) (Created in 1996)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

A repository for funds used as part of a "state infrastructure bank" to support innovative financing strategies that benefit the state's general transportation infrastructure.

SOURCES OF FUNDS

- Additional administrative transfer from Multimodal Account in 07-09
- Loan repayments from clients of the state infrastructure bank
- Treasury deposit earnings
- Federal expenditures

USES OF THE ACCOUNT

- Support the issuance of public or private debt
 - Provide credit enhancements for such debt
- Provide direct loans to public or private entities
- Facilitate investment in general transportation facilities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2014 Forecast. Does not include carryover from prior biennium.)

2013-15 \$6,609,000

2015-17 \$6,609,000

ACCOUNT NAME: **Transportation Innovative Partnership Account**

ACCOUNT NUMBER: 08T

AUTHORIZING RCW: [RCW 47.29.230](#) (Created in 2005)

18TH AMENDMENT?: Not restricted

BUDGET TYPE: Non-appropriated Account

DESCRIPTION

Special revenue treasury trust to repay loan guarantees or extension of credit made to or on behalf of private entities engaged in the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, preservation, management, repair, or operation of any eligible project.

Moneys in the Transportation Innovative Partnership Account may only be expended upon evidence of approval by the Washington State Legislature, either upon appropriation of supporting state funds or by other statutory direction.

SOURCES OF FUNDS

- Revenue received from any transportation project, donations, grants, contracts, etc.
- Bond proceeds

USES OF THE ACCOUNT

Used for the repayment of loan guarantees or extension of credit for private entities.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

No activity

ACCOUNT NAME: **Transportation Partnership Account**

ACCOUNT NUMBER: 09H

AUTHORIZING RCW: [RCW 46.68.290](#) (Created in 2005)

18TH AMENDMENT?: Restricted

BUDGET TYPE: Appropriated Account

DESCRIPTION

For projects or improvements identified as 2005 transportation projects or improvements in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- Motor Fuel Tax (83.3334% of 6¢ in FY 2007, and 100% of 2¢ in FY 2008 and 1.5¢ in FY 2009)
- Licenses, permits and fees distribution
- Treasury deposit earnings
- Bond proceeds

USES OF THE ACCOUNT

- Expenditures from the account must be used only for projects or improvements identified as 2005 transportation partnership projects or improvements in the omnibus transportation appropriations act.
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(November 2014 Forecast; excludes bond proceeds and carryover)

2013-15 \$568,389,000

2015-17 \$574,765,000

State Agencies

Overview and Table of Contents

This section includes background, program, and funding information about state agencies whose missions relate to the oversight, maintenance, or improvement of the state's transportation system. The agencies described in this section receive appropriations from the transportation budget bill. The Department of Licensing, the State Patrol, the Public Employees Relations Commission, and the Utilities and Transportation Commission receive funding from both the transportation budget bill for transportation-related programs and the omnibus budget bill for all other programs.

Some general government agencies, not described in this section, receive appropriations in the transportation budget to fund transportation-related activities. In the 2011-13 biennium, these agencies included: State Parks and Recreation, Archaeology and Historic Preservation, Office of Financial Management, the Department of Enterprise Services, the Legislative Evaluation and Accountability Program Committee, and the Department of Agriculture.

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AGENCY: **Board of Pilotage Commissioners**

AGENCY NUMBER: 205

RCW: [88.16 RCW](#)

BACKGROUND

- Enacted in 1888 to regulate state-licensed marine pilots (see page 219 of the [1887 Chapter Laws](#)).
- This regulatory Board includes a representative of the Washington State Ferries (who serves as Chair), a representative from the Department of Ecology, and seven members who are appointed by the Governor and confirmed by the Senate, serving staggered four-year terms: Shipping industry (2), pilots (2), public (2), and environmental (1).
- The goal of the Board is to protect against the loss of lives, loss of or damage to property and vessels, and protects the marine environment by maintaining efficient and competent pilotage service on our state's inland waters.
- It is intended that the Board develop and encourage waterborne commerce from other ports and nations of the world and not jeopardize Washington's position as an able competitor for such commerce.
- Website: www.pilotage.wa.gov

PROGRAM

- Develops and proposes statutory language for legislative adoption to ensure safe compulsory pilotage
- Adopts rules to administer state pilotage laws
- Enforces pilot and public adherence to the Pilotage Act, which may include the discipline and/or prosecution of violators
- Sets annual pilotage service rates for the Puget Sound and Grays Harbor Pilotage Districts
- Administers pilot qualification and performance standards, as well as training and educational requirements through the testing, training and licensing of marine pilots
- Establishes standards and procedures for reporting and investigating incidents involving state-piloted vessels

TRANSPORTATION FUNDING - 2013-15 BIENNIUM

- Beginning with the 2009-11 biennium, the Pilotage Account became a nonappropriated account.
- Total 2013-15 allotment: \$1.172 million.

AGENCY: **County Road Administration Board**

AGENCY NUMBER: 406

RCW: [36.78 RCW](#), [RCW 46.68.120](#)

BACKGROUND

- The County Road Administration Board (CRAB) was created in 1965 to regulate the road departments in the 39 counties of Washington State by establishing and administering Standards of Good Practice (see [Title 136 WAC](#) for more details). In 1983, the role of CRAB was expanded to include administration of the Rural Arterial Program. In 1985, CRAB became responsible for maintenance of the statewide county roadlog (inventory of all county road systems) and allocation of the county motor vehicle fuel tax. In 1990, administration of the County Arterial Preservation Program was assigned to CRAB and, in 1991, CRAB was granted authority to assist ferry-operating counties with ferry capital improvements as approved by the Legislature.
- The agency is governed by a nine-member board which meets quarterly and is comprised of six county commissioners or council members and three county engineers. Board members are selected by the Washington State Association of Counties as follows: Three from counties with a population of 125,000 or more, four from counties with a population from 20,000 to 125,000, and two from counties with a population of less than 20,000. Not more than one member may be from any one county.
- The mission of the County Road Administration Board is to preserve and enhance the transportation infrastructure of Washington Counties by providing standards of good practice, fair administration of funding programs, visionary leadership, and integrated, progressive, and professional technical services.
- Website: www.crab.wa.gov

PROGRAMS

Statutory Oversight:

- Establishes, by rule, standards of good practice and reporting mechanisms for the administration of county roads.
- Annually updates and certifies the statewide county roadlog and biennially calculates county fuel tax allocation factors (see [RCW 46.68.122](#) and [46.68.124](#)).
- Establishes and maintains a uniform system of bridge and roadway maintenance categories, reconstruction categories, and associated costs.
- Annually reviews each county's compliance with statutes and rules and issues Certificates of Good Practice to those counties in substantial compliance. (Issuance of a Certificate of Good Practice is a prerequisite for a county to receive its share of the motor vehicle fuel tax.)

Grant Management:

Administers assigned state grant programs to assist counties in the improvement and preservation of arterial road systems.

Rural Arterial Program (RAP):

- Available funds are apportioned by statutory formula to five regions; within each region, funds are distributed on a competitive basis based on priority (see [RCW 36.79](#)).
- Program funds are used to construct and improve county arterials and collectors in rural areas, and to match federal bridge replacement funds on all rural county bridges.
- Program funds may be used for projects that are the direct result of natural or manmade disasters.

County Arterial Preservation Program (CAPP):

- Available funds are distributed to counties based on pro-rata shares of county paved arterial lane miles.
- Program funds are used for improvements to county paved arterials that will sustain structural, safety, and operational integrity and preserve the capital investment.
- Ensures that counties implement and use a Pavement Management System as a condition of receiving funds.

County Ferry Capital Improvement Program (CFCIP):

- Funds can be appropriated to any of the four counties operating vehicle ferries (Whatcom, Skagit, Pierce and Wahkiakum counties) for vessel replacement or major upgrades to vessels or docks (see [RCW 47.56.725](#)).

Management and Professional Services:

- Provides assistance and support to the counties in the areas of professional engineering, program development, and road department management.
- Provides assistance and support to county road departments and their county legislative authorities on issues relating to county roads in order to enhance the safe and efficient movement of people and goods over those roads.
- Provides orientation and training to county engineers, public works directors, and other Public Works staff.
- Provides technical assistance to counties in transportation planning, traffic engineering, and priority programming.

Information Services:

- Develops and provides IT software and systems, training, support, and consulting services specific to the needs of Washington county road departments that enable informed decisions and effective management.
- Provides state-of-the-art engineering road design software, support, and training that enables counties to effectively collect, develop and manipulate the geometric data necessary for site design and construction planning which has contained costs and improved productivity.
- Develops, provides, and supports **Mobility**, a comprehensive road inventory and management software which enhances a county's ability to make quality decisions in management and operations, protect the public's investment in transportation infrastructure, comply with CRAB regulations, and be accountable to legislative authority.
- Develops, provides, and supports **Mobility**, a comprehensive road inventory and management software which enhances a county's ability to make quality decisions in management and operations, protect the public's investment in transportation infrastructure, comply with CRAB regulations, and be accountable to legislative authority.

TRANSPORTATION FUNDING – 2013-15 BIENNIUM

- Total appropriation: Operating \$4,580,000; Capital \$100,100,000.
- Revenue appropriated from the following Motor Vehicle Fund accounts:
 - Motor Vehicle Account (State)
 - Rural Arterial Trust Account
 - County Arterial Preservation Account
 - Highway Safety Account

AGENCY: **Department of Licensing**

AGENCY NUMBER: 240

RCW: [Chapter 43.24 RCW](#), [Chapter 46.01 RCW](#)

BACKGROUND

- Created in 1921 as the Department of Licenses
- Changed to Department of Motor Vehicles in 1965 after it assumed vehicle licensing responsibilities from the State Patrol
- Name changed to Department of Licensing (DOL) in 1977 after it assumed business licensing responsibilities
- More than 86% of the Department's functions are related to transportation and funded through the Transportation Budget.
 - The remaining funding, including the licensing of many businesses and professions, is appropriated by the Omnibus Operating Budget. Other non-transportation related programs administered by the division include: the Uniform Commercial Code program, which is the central repository of liens on personal property in Washington State; maintenance of the Firearms Database, which contains firearms records used by law enforcement; and oversight of professional athletic events, including boxing, mixed martial arts, and wrestling.
- Collects more than \$3.6 billion in transportation and general fund revenue biennially
- Website: www.dol.wa.gov

PROGRAM

Customer Relations Division

- **Driver Examining** - operates and maintains 56 Licensing Services Offices. Services include determining the identity and eligibility of all driver license and identification card applicants; conducting written knowledge testing and practical drive tests; issuing and renewing Washington State driver licenses and identification cards; issuing and renewing federally recognized Enhanced Driver Licenses and Identification Cards for use in crossing the border by land or sea from the United States into Canada, Mexico, Bermuda and the Caribbean; administering the Motor Voter and Organ Donor programs; and conducting re-examinations.
- **Customer Service Center** - answers phone calls and email inquiries regarding driver and vehicle licensing
- **Self Service Channel Unit** – answers phone calls and email inquiries regarding driver and vehicle transactions over the internet.
- **Vehicle and Vessel Operations** - provides support to 39 county offices and approximately 140 contracted sub-agent offices throughout Washington State. Services include providing technical assistance, identifying and delivering training, maintaining vehicle and vessel records, and managing the policy and contractual agreements for these offices that collect revenues and process applications for all vehicle and vessel title and registration transactions statewide.

Programs and Services Division

- **Administration**
 - Undercover/confidential vehicle license program.
 - Contract, grant, legislative and rule management for DOL.
 - Provision of data to law enforcement, the public health and safety community, and auto safety and insurance companies.
 - Project management in support of enhanced licensing, document authentication and imaging, inter-jurisdiction and intergovernmental agreements, and the monitoring and documentation of compliance with all applicable state and federal regulations.
 - Administering, developing and maintain strategic business planning, establishing key performance indicators and workload measurements for relevant core business activities, setting performance and data standards.
 - Indigent Drivers Program – fee waiver program for eligible indigent drivers involved in a DUI hearing or applying for an ignition interlock driver’s license.
- **Special Licenses and Endorsement Program**
 - Motorcycle Safety Education and Motorcycle Awareness programs - media campaigns, compliance with approved motorcycle rider training curriculum, contracting third party services, certifying instructors, conducting administrative compliance audits, and quality assurance visits to contractors and their instructors;
 - Commercial Driver License (CDL) program - state compliance with federal motor carrier regulations for the application, testing and licensing of CDL applicants, evaluating drivers for medical qualification waivers, skill testing new applicants using state staff and contractors, and setting minimum CDL training requirements;
- **Hearings and Interviews** - This program administers state laws that provide drivers with the right to due process whenever the Department proposes to administratively suspend, revoke, or restrict driving privileges. Hearing Examiners are responsible for presiding over formal administrative hearings subject to Superior Court review when a driver contests a proposed driver license suspension.
- **Driver and Vehicle Records** - Administers state laws relating to DUI, implied consent, habitual traffic offenders, unpaid traffic violations, minor-in-possession, and financial responsibility.
 - Identifies potentially unsafe drivers by record screening and referral;
 - Supports law enforcement and the judicial system in the prosecution of criminal traffic cases.
 - Processes all suspension, revocation, cancellation and disqualification sanctions resulting from DUI arrests, convictions, non-payment of traffic fines or child support, uninsured accidents, and habitual traffic offenders;
 - Oversees ignition interlock program and issuance of all temporary restricted licenses.
 - Manages record retention of all documents and electronic records for all licensed and non-licensed drivers and identification card holders.
 - Acts as custodian of records for the courts.
 - Issue Certificates of Title for vehicles and vessels.
 - Responsible for fee and tax collections and accountability including, for example, vessel excise taxes, Regional Transit Authority (RTA) taxes, Transportation Benefit District (TBD) local fees, special commemorative funds, and in cooperation with the Department of Revenue collects use tax on transfers of vehicle or vessel ownership.
 - Responsible for maintenance of vehicle and vessel records, including information reported to DOL by insurance companies, tow truck companies, scrappers, wreckers, and vehicle sellers.
 - Designs and issuance of license plates, placards, identification cards, and specialty license plates and veteran remembrance emblems.
 - Performs stolen vehicles check of Vehicle Identification Numbers (VIN) on all out of state vehicles being titled in the state.

- **License Integrity Unit** - Provides driver information to law enforcement for criminal investigations and ID theft cases, administers the Undercover Driver License Program, performs facial recognition analysis, takes administrative action against fraudulent drivers, investigates address fraud allegations, and partners with local and federal law enforcement to prosecute those individuals.
- **Field and Licensing Support** – Develops and maintains policies, procedures, and conducts operational training to department staff, county agents and subagents who collect revenue and process applications for driver and vehicle/vessel licensing purposes. Provides customer service and scheduling of residency verification appointments for the DOL Technical Consultants. Performs driver and vehicle document imaging.

Business and Professions Division

The Business and Professions Division performs licensing and regulation of businesses and professions as well as fuel tax collections. There are 39 business and professional licensing programs funded by the Omnibus Budget and 5 programs funded by the Transportation Budget. Transportation-funded activities include:

- Regulation of commercial driving schools and traffic safety instructors serving persons under the age of 18 years old. The licensed schools may contract with the Department of Licensing to provide written and skills examinations to driver license candidates.
- Vehicle sales industry licensing, including vehicle manufacturers; new and used vehicle dealers; ORV and trailer dealers; and vessel dealers.
- Licensing of vehicle-transportation services: registered tow truck operators; wreckers; and vehicle haulers and processors.
- Licensing of the passenger-carrying taxi (for hire) and limousine services.
- Administration of fuel tax collection from motor vehicle fuel, special fuel, and aviation fuel.
- Administration of both the International Registration Plan and International Fuel Tax Agreement – these two agreements provide for one-stop vehicle licensing and fuel tax filing services for Washington-based interstate motor carriers.

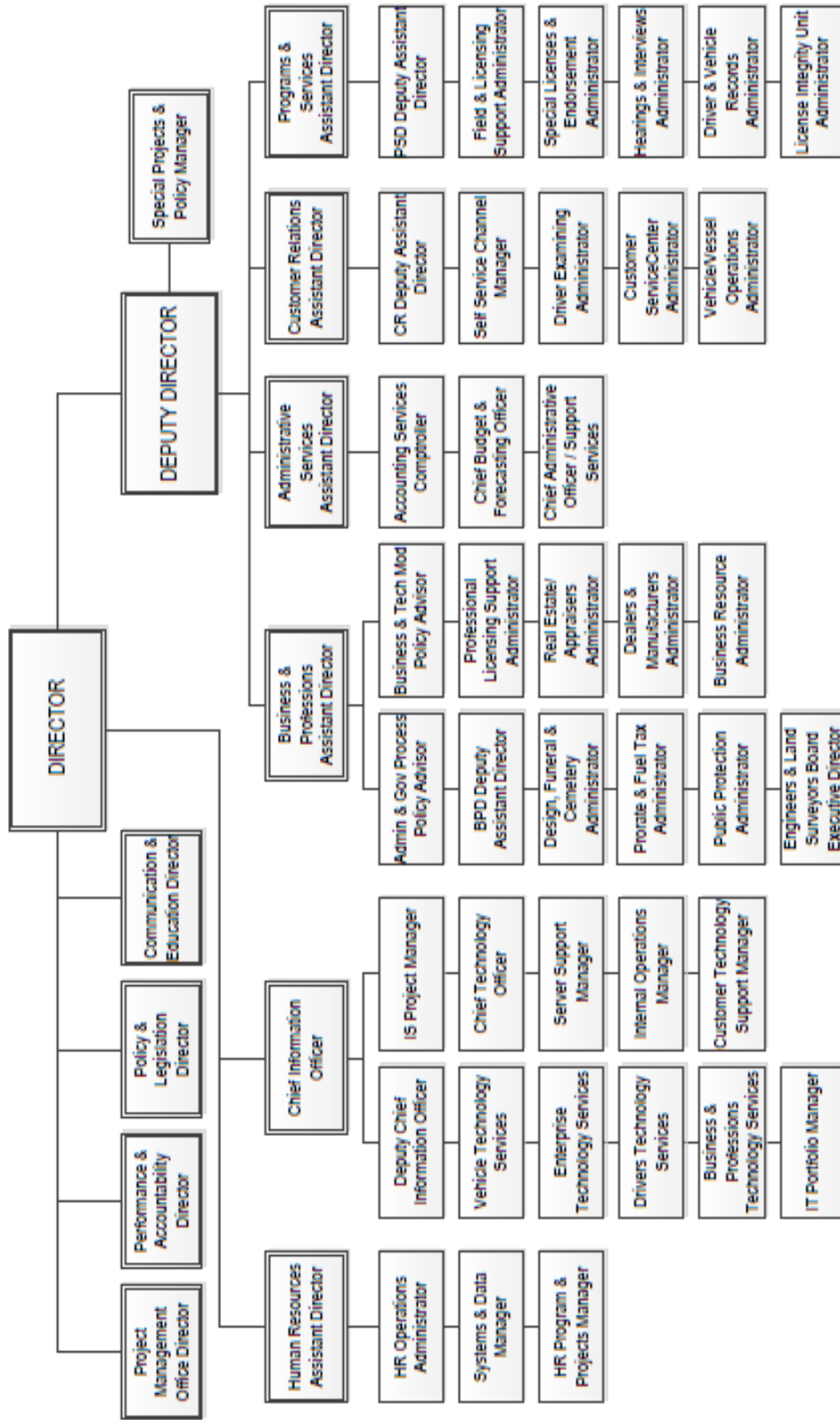
DOL Management/Supporting Divisions

- The Director’s Office, containing the Communications and Education office, Policy and Legislative Unit and Special Projects Manager.
- The Office of Accountability and Performance provides auditing, strategic planning, performance management, continuous process improvement, and research and analysis;
- Program Management Office, provides oversight and management of large scale, enterprise-wide projects and initiatives include Business and Technology Modernization.
- Administrative Services consists of Facilities and Procurement, Emergency Management and Safety, and Records Disclosure.
- Information Services Division, which manages the computer hardware, software, network technology, and business application software that support the agency’s business functions and statutory programs.

TRANSPORTATION FUNDING - 2013-15 BIENNIUM

- Total appropriation for transportation programs: \$260.4 million.
- Revenue to support the transportation programs of DOL was appropriated from the following accounts:
 - Highway Safety Fund (State, Federal and Local)
 - Motor Vehicle Fund (State, Federal and Local)
 - DOL Services Account (State)
 - Motorcycle Safety Education Account (State)
 - State Wildlife Fund (State)
 - Ignition Interlock Device Revolving Account (State)
 - Marine Fuel Tax Refund Account (State)
- Total appropriation for non-transportation programs (Omnibus Operating Budget): \$39.8 million.

Department of Licensing



AGENCY: **Department of Transportation**

AGENCY NUMBER: 405

RCW: [Chapter 47.01 RCW](#)

BACKGROUND

- WSDOT is responsible for administering the statewide transportation system and ensuring that people and goods move safely and efficiently across the state.
- The agency was created by the 1977 Legislature to consolidate the functions of the following agencies:
 - State Highway Commission
 - Department of Highways
 - Washington Toll Bridge Authority
 - Aeronautics Commission
 - Canal Commission
 - Planning and Community Affairs Agency (transportation functions)
- The Secretary of Transportation is the Washington State Department of Transportation's executive head, appointed by the Governor and confirmed by the Senate.
- WSDOT is organized to deliver a comprehensive transportation program.
- Website: www.wsdot.wa.gov

AGENCY OVERVIEW

- Office of the Secretary
 - Directs WSDOT.
- Chief of Staff - Directs the offices of:
 - Communications, which strives to provide relevant, accurate, clear and consistent information that conveys WSDOT's key messages and that serves the public need for knowledge and insight into WSDOT activities;
 - Governmental Relations, which manages federal, state, and tribal relationships in the legislative and intergovernmental arenas on behalf of the WSDOT.
- Administration - Directs finance, revenue forecasting, administrative, human resources, department's information technology, and enterprise risk management functions.
- Rail and Marine
 - Administers the delivery of high speed passenger rail construction projects, freight rail construction projects, and rail-highway safety projects;
 - Administers freight rail loan and grant programs;
 - Coordinates state participation in the operations of Amtrak Cascades intercity passenger rail services;
 - Operates, maintains, and preserves state owned railroads;
 - Operates the Washington State Grain Train program and Produce Rail Car program as funds allow; and
 - Conducts planning and studies on rail and marine issues, investment projects; and services.
- Freight Systems - undertakes freight system planning and research.
- Aviation
 - Administers aircraft registration and fee collection for in-state non-commercial aircraft;

- Management of 16 state operated airports;
 - Planning of the state’s airport system;
 - Distribution of airport aid/grants to local jurisdictions;
 - Technical assistance to local jurisdictions on airport land use planning;
 - Management of the state’s Air Search and Rescue.
- Public Transportation - supports a full spectrum of programs and projects that connect big and small communities and provide access to most people in the state.
- Highways and Local Programs
 - Serves as the steward in administering federal funds and provides oversight roles on behalf of both the state and FHWA for local agency projects;
 - Manages federal funds for the local bridge program and the Highway Safety Improvement Program;
 - Provides substantial technical assistance to local governments;
 - Administers state aid grants to local governments, such as the Safe Routes to Schools and the Bicycle/Pedestrian programs; and
 - Provides financial assistance to Wahkiakum County for a portion of the operating and maintenance costs of the Ferry Wahkiakum.
- Audit Office
 - Conducts internal audits;
 - Audits agreements with external providers such as consultants, railroads and utilities;
 - Investigates potential fraud, abuse, and government waste; and
 - Investigates potential ethics violations.
- Equal Opportunity Office
 - Manages and monitors the Equal Opportunity, Affirmative Action, Contract Compliance, and Non-Discrimination programs.
- Strategic Planning and Finance
 - Provides budget development, advocacy, allotment, monitoring, economic data, and financial analysis services for WSDOT and its partners;
 - Prioritizes and programs highway construction projects;
 - Develops and implements the agency’s biennial and multi-year capital improvement and preservation program (CIPP);
 - Tracks, measures, monitors, and reports on capital program and project delivery;
 - Manages the agency federal aid highway programs and oversees federal funding for local planning organizations;
 - Develops the statewide multimodal transportation and highway plans;
 - Gathers and analyzes transportation related data;
 - Reports performance through the Gray Notebook;
 - Supports state efforts to address growth management, climate change, and other issues that affect transportation; and
 - Engages the private sector in unique public/private partnerships that can help advance important transportation projects, programs, or policies.
- Engineering and Regional Operations
 - Provides direction and support to regional offices that implement projects and programs within the following specified areas of the state:
 - North Central Region - Serves all of Chelan, Douglas, Grant, and Okanogan counties, and portions of Adams, Skagit, Kittitas, and King counties;

- Northwest Region - Serves King, Snohomish, Skagit, Whatcom, Island, and San Juan counties;
 - Southwest Region - Serves Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties;
 - South Central Region - Serves Kittitas, Yakima, Benton, Franklin, Walla Walla, Columbia, Garfield, and Asotin counties;
 - Eastern Region - Serves Adams, Ferry, Lincoln, Pend Oreille, Spokane, Stevens, and Whitman counties; and
 - Olympic Region - Serves Pierce, Kitsap, Thurston, Mason, Grays Harbor, Jefferson, and Clallam counties.
 - Toll Division - Coordinates the development of tolling policy proposals and operates several toll roadways and bridges.
- Performs comprehensive project management functions:
 - Pre-construction project support such as design policy and training; imagery and mapping services; administration of consultant contracts; and purchase and sale of real estate for construction projects;
 - Preparation of scope, schedule, and budget for projects within a six year timeframe;
 - Project design including surveying, right-of-way and access, soil and structural engineering components, and traffic safety concerns;
 - Geotechnical engineering and materials testing;
 - Environmental permitting and agency compliance with the Clean Water Act, Endangered Species Act, Clean Air Act, and other environmental regulations; and
 - Oversight of construction and consultant contracts.
 - Other activities performed by Engineering and Regional Operations:
 - Conducts maintenance activities such as snow and ice removal, sign and guardrail maintenance, ditch and culvert upkeep, pavement patching, vegetation control and litter pickup, as well as managing a fleet of roadway maintenance vehicles and support equipment;
 - Conducts and disseminates transportation research;
 - Maintains, operates, and is responsible for improvement and preservation of 946 department-owned buildings and structures at 296 separate sites across the state;
 - Workforce training on safety and health practices and disaster response;
 - Facilitates the movement of traffic and goods by utilizing various traffic technologies, such as active traffic management systems; electronic tolling; traffic cameras, variable message signs, and ramp meters; and
 - Maintains and operates 946 department-owned buildings at 296 separate locations. Manages the department's vehicles and equipment.
 - Washington State Ferries
 - Provides ferry transportation service on Puget Sound (largest ferry system in the United States);
 - Develops and recommends policy and direction on state ferry issues to departmental leadership;
 - Oversees vessel construction;
 - Performs vessel, ferry terminal, and facility maintenance and preservation; and
 - Works with the United States Coast Guard to ensure that maintenance and crewing requirements for existing fleet vessels are met.

TRANSPORTATION FUNDING – 2013-15 BIENNIUM

- Total Appropriation: \$6.8 billion.
- Funding for the various programs by major accounts are shown in the following table:

2013-15 Revised Transportation Budget (2014 Supp)

Enacted

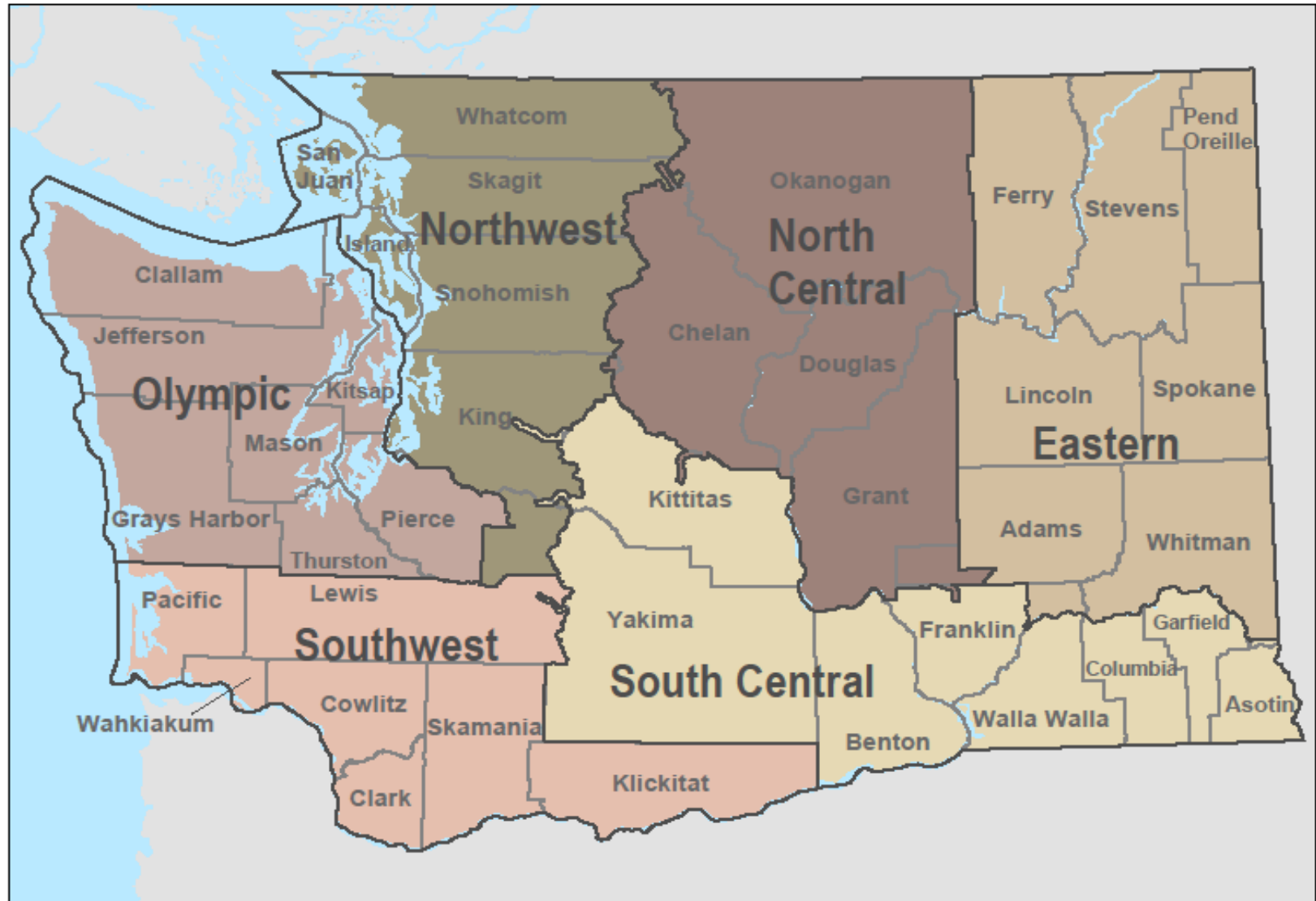
TOTAL OPERATING AND CAPITAL BUDGET

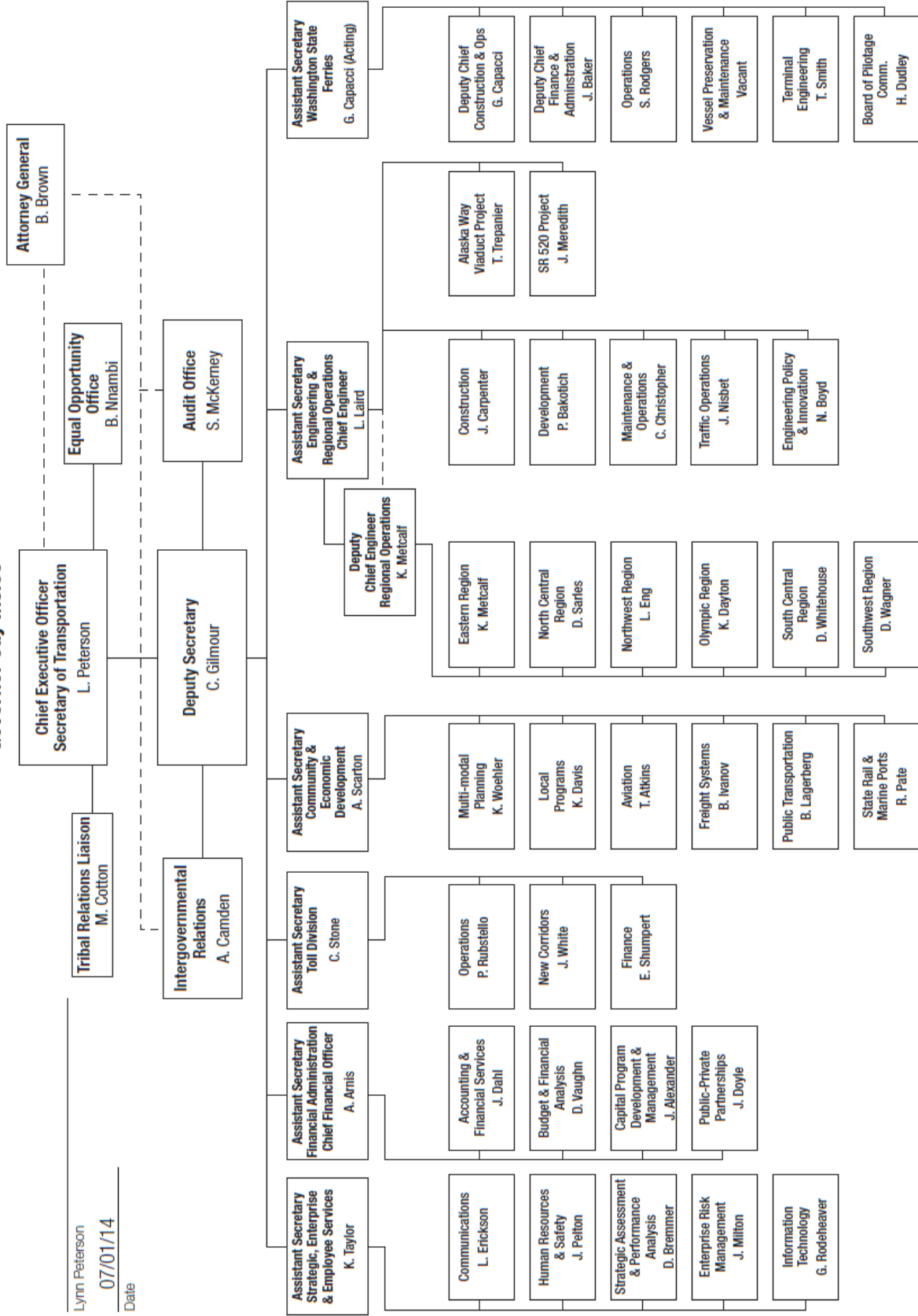
(Dollars in Thousands)

	Motor Vehicle Account-- State	Motor Vehicle Account-- Federal	Puget Sound Ferry Operations-- State	Transportation 2003 (Nicke)-- State	Transportation Partnership Account (TPA)-- State	Multimodal Transportation Account-- State	Other Appropriations*	Total Appropriations
Pgm B - Toll Op & Maint-Op	514	0	250	0	0	0	67,391	68,155
Pgm C - Information Technology	65,936	0	263	1,460	1,460	2,883	0	72,002
Pgm D - Facilities-Operating	26,114	0	0	0	0	0	0	26,114
Pgm D - Facilities-Capital	9,469	0	0	0	14,390	0	0	23,859
Pgm F - Aviation	0	0	0	0	0	0	10,059	10,059
Pgm H - Pgm Delivery Mgmt & Suppt	48,687	500	0	0	0	250	0	49,437
Pgm I - Improvements	69,478	516,181	0	325,778	1,313,555	1,000	1,346,592	3,572,584
Pgm K - Public/Private Part-Op	589	0	0	0	0	0	0	589
Pgm M - Highway Maintenance	391,358	7,000	0	0	0	0	10,000	408,358
Pgm P - Preservation	59,796	595,604	0	2,650	34,966	0	25,447	718,463
Pgm Q - Traffic Operations	50,055	2,050	0	0	0	0	250	52,355
Pgm Q - Traffic Operations - Cap	4,915	9,152	0	0	0	0	200	14,267
Pgm S - Transportation Management	27,079	280	0	0	0	1,131	0	28,490
Pgm T - Transpo Plan, Data & Resch	19,818	26,085	0	0	0	662	2,909	49,474
Pgm U - Charges from Other Agys	74,198	400	0	0	0	3,068	0	77,666
Pgm V - Public Transportation	0	160	0	0	0	39,325	72,145	111,630
Pgm W - WA State Ferries-Cap	0	0	0	190,031	2,813	2,588	183,581	379,013
Pgm X - WA State Ferries-Op	0	0	483,404	0	0	0	121	483,525
Pgm Y - Rail - Op	0	0	0	0	0	46,026	0	46,026
Pgm Y - Rail - Cap	0	0	0	0	0	44,085	440,812	484,897
Pgm Z - Local Programs-Operating	8,672	2,567	0	0	0	0	0	11,239
Pgm Z - Local Programs-Capital	2,201	34,581	0	0	9,236	18,740	10,724	75,482
TOTAL	858,879	1,194,560	483,917	519,919	1,376,420	159,758	2,170,231	6,763,684

*Other appropriations include \$1.2 billion in appropriations from the State Route Number 520 Corridor Account (Programs B & I)

Washington State Department of Transportation - Regions





Lynn Peterson
07/01/14
Date

AGENCY: **Freight Mobility Strategic Investment Board**

AGENCY NUMBER: 411

RCW: [Chapter 47.06A RCW](#)

- Created in 1998 to advocate for freight mobility needs.
- Responsible for selecting, prioritizing and creating funding partnerships for freight transportation projects, and minimizing the impact of freight movement on local communities.
- The Board is comprised of 12 members representing the private and public sectors. Membership includes two representatives each from the cities, counties, and port districts representing both Eastern and Western Washington and one member each representing rail carriers, the steamship industry, the trucking industry, the Governor’s office, the Secretary of Transportation and the general public.
- Staff consists of an executive director hired by the board and an executive secretary. All other technical support is contracted from the public and private sector.
- FMSIB administrative costs are paid for from the Motor Vehicle Account. Funding for the FMSIB share of recommended projects are included in the FMSIB capital section of the budget.
- Website: www.fmsib.wa.gov

PROGRAM

- Analyzes freight impacts and recommends freight mobility projects to the Legislature for funding.
- Tracks projects & reports progress through completion of the construction phase.
- Uses agency developed freight criteria for selecting and prioritizing projects.
- Works with the state & local communities to identify chokepoints and develop freight corridors.
- Assists in helping to identify & develop public and private sector partnerships.

TRANSPORTATION FUNDING –2013-15 BIENNIUM

- Total transportation appropriation: Operating - \$904,000; Capital \$31,516,000
- Revenue is appropriated from the following accounts:
 - Motor Vehicle Account (state, federal);
 - Highway Safety Account (state);Freight Mobility Multimodal Account (state, local); and
 - Freight Mobility Investment Account (state).

AGENCY: **Joint Transportation Committee**

AGENCY NUMBER: 013

RCW: [RCW 44.04.300](#)

BACKGROUND

- In the 2005 session, the Legislature created the Joint Transportation Committee (JTC) in ESB 5513, Chapter 319, Laws of 2005.
- The JTC operates as a bipartisan, bicameral legislative agency. Through review and research of transportation issues and programs, JTC promotes the dissemination of transportation research to state and local government policymakers, including legislators and associated staff.
- JTC is one of five permanent joint committees defined by statute.
- Statutory membership: The chairs and ranking members of the House and Senate Transportation Committees comprise the JTC Executive Committee. The chairs of the House and Senate Transportation Committees serve as co-chairs of the JTC.
- Website: www.leg.wa.gov/JTC/

PROGRAM

- Administers technical transportation reviews and studies.
- Performs interim reviews and studies as directed.
- Manages contracts for which the Joint Transportation Committee is responsible.
- Updates and publishes the Transportation Resource Manual on a biennial basis prior to the 105 day legislative session, and maintains periodic updates on-line.
- In the 2013-15 biennium, the JTC conducted the following studies and reviews
 - Tacoma Narrows Bridge Refinance Opportunities (2013)
 - Transportation Project Efficiencies (2013)
 - Vehicle Licensing Study (2013)
 - Surplus Property/Facility Replacements (2013)
 - Columbia River Crossing Oversight Subcommittee (2013)
 - Business Models to Sustain Electric Vehicle Charging Station Networks (2014)
 - On-line Driver Education (2014)
 - Titling and Registration Process Study (2014)

TRANSPORTATION FUNDING - 2013-15 BIENNIUM

- Total appropriation: \$1.6 million
- Revenue appropriated from the Motor Vehicle Account (State)

AGENCY: **Public Employment Relations Commission,
Marine Division**

AGENCY NUMBER: 408

RCW: [RCW 41.58.010, 47.64 RCW](#)

BACKGROUND

- In 1981, following a ferry employee strike, the Governor created a Blue Ribbon Panel which proposed a collective bargaining process to resolve labor disputes between ferry system management and employee organizations. The Marine Employees' Commission (MEC) was re-created in 1983, in response to a recommendation of the Blue Ribbon Panel.
- Prior to 2011, the three MEC members were appointed by the Governor: public (1), labor (1), industry (1), with the public member designated as the Chair of the Commission. The MEC was responsible for adjudicating complaints, grievances and disputes between labor and management arising out of the operation of the Washington State Ferries.
- In 2011, Second Engrossed Substitute Senate Bill 5742 merged the MEC into the Public Employment Relations Commission (PERC). During a transition period, the MEC heard appeals from PERC Examiner decisions, including complaints, grievances, and disputes between labor and management arising out of the operation of the ferry system. Effective July 1, 2013, the MEC was disbanded and its functions transferred to PERC.
- Website: <http://www.perc.wa.gov/marine/index.asp>

PROGRAM

- Adjusts grievances and complaints
- Provides for clarification of bargaining units representing ferry employees
- Certifies fair representation organizations
- Provides impasse mediation

TRANSPORTATION FUNDING 2013-15 BIENNIUM

- None

AGENCY: **Transportation Improvement Board**

AGENCY NUMBER: 407

RCW: [Chapter 47.26 RCW](#)

BACKGROUND

- The mission of the Transportation Improvement Board (TIB) is to fund high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.
- Invests state gas tax and other appropriated funds through seven programs. Administers the Urban Arterial Program, Small City Arterial Program, Sidewalk Program (urban and small city), Arterial Preservation Program, Small City Preservation Program, and the Road Transfer Program (City Hardship Assistance Program).
- The TIB was restructured in 1988 and was previously known as the Urban Arterial Board.
- The Board is comprised of 21 members: six city members, six county members, two WSDOT officials, two transit representatives, a private sector representative, one ports representative, a Governor appointee, a member representing non-motorized transportation, and one member representing special needs transportation.
- Website: www.tib.wa.gov

URBAN AREA PROGRAMS

- Urban Arterial Program
 - Funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition.
 - Program requires sidewalk on both sides of the street and funds bike lanes when consistent with a local transportation plan.
 - Eligible agencies are counties with urban areas and cities with a population of 5,000 or greater.
 - Grants provide up to 90% of project costs.
 - Funds are distributed across five regions based on population and arterial lane miles.
- Sidewalk Program (Urban Cities)
 - Funds projects that establish a highly connected pedestrian network in downtowns and activity centers.
 - Projects construct and replace sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend systems and complete gaps.
 - Funding available for cities with a population 5,000 or greater.
 - Grants provide up to 80% of project costs.
 - Funds are distributed across three regions based on population and arterial lane miles.

SMALL CITIES PROGRAMS

- Small City Arterial Program
 - Seeks to balance the integrity of the small city street system while minimizing costs.
 - Funding available for cities with population less than 5,000.
 - Program requires sidewalk on one side of the street and funds other multimodal features consistent with local needs.
 - Projects address structural condition of the roadway, rehabilitation, geometric deficiencies, and safety.
 - Grants provide up to 95% of costs for cities with population between 1000 and 4,999, and up to 100% for cities with population of 1000 or less.

- Sidewalk Program (Small Cities)
 - Funds projects to establish a highly connected pedestrian network in central business districts. Focuses on connecting pedestrian generators, maintaining sidewalk condition, and ADA accessibility.
 - Funding available for cities with a population less than 5,000.
 - Grants provide up to 95% of costs for cities with a population between 1000 and 4,999, and up to 100% for cities with population of 1000 and less.

ROAD MAINTENANCE PROGRAMS

- Arterial Preservation Program
 - Funds projects that enable larger scale preservation projects at lower unit costs.
 - Created in 2012 with additional funding provided to TIB from the Highway Safety Account to address the need to preserve the existing transportation system.
 - To be eligible, cities must have a population of 5,000 or greater and less than \$2 billion in total assessed property value.
 - Grants provide up to 90% of project costs, depending on the city's property assessed valuation.
 - Projects are chosen based on pavement ratings, economies of scale, and use.
- Small City Preservation Program
 - Funds projects with the goal of bringing small city pavement rating average above a pavement condition rating (PCR) of 70.
 - Provides overlay and chip seal to city streets on a non-competitive basis (fix the worst first).
 - Projects chosen based on pavement ratings, sidewalk condition, and proximity to other roadway projects. TIB works with WSDOT and County Road Departments through master agreements to maximize economies of scale.
 - Eligible agencies are incorporated cities and towns with a population less than 5,000.
 - Grants range from 90% to 100% of project costs, depending on the city's assessed property valuation.
- City Hardship Assistance Program (CHAP)
 - Provides funding to offset extraordinary costs associated with the transfer of state highways to cities with a population fewer than 20,000.
 - The list of eligible routes is in WAC 479-10-220.
 - CHAP will fund 100% of the rehabilitation costs for the eligible section or route.

OTHER ACTIVITIES

- Administrative Services: Staff support to the Board, engineering services and consultation to local agencies, TIB GMAP Dashboard
- Technical Assistance: funding workshops, project administration training, small city street inventory, value engineering study participation

TRANSPORTATION FUNDING - 2013-15 BIENNIUM

- Total appropriation: Operating - \$3,905,000; Capital - \$247,101,000
 - Revenue appropriated from the following accounts:
 - Transportation Improvement Account (State)
 - Small City Pavement and Sidewalk Account (State)
 - Highway Safety Account (State)

AGENCY: **Traffic Safety Commission**

AGENCY NUMBER: 228

RCW: [Chapter 43.59 RCW](#)

BACKGROUND

- Established in 1967 as mandated by the Federal Highway Safety Act of 1966
- Ten members: the Governor (chair), the Superintendent of Public Instruction, the Chief of the State Patrol, the Secretary of Transportation, the Director of the Department of Licensing, the Secretary of the Department of Social and Health Services, the Secretary of the Department of Health, and one each (appointed by Governor) from judiciary, counties, and cities
- Website: www.wtsc.wa.gov

PROGRAM

- Implement programs to reduce traffic crashes and the injuries and deaths resulting from traffic crashes
- Coordinate traffic safety programs at the state and local level
- Administer federal highway safety funds for Washington State
- Promote uniform enforcement of traffic safety laws
- Adopt the priorities, goals, and strategies identified in the Washington State Strategic Highway Safety Plan, known as Target Zero. For more information, see targetzero.com.
- Other program areas include:
 - Coordinating the work of the Traffic Records Committee (example project: [eTrip](#))
 - Motorcycle safety
 - Emergency medical services
 - Pedestrian safety
 - Bicycle safety
 - Community Traffic Safety Task Forces and Corridor Traffic Safety programs
 - Traffic engineering
 - School zone & pupil transportation safety

TRANSPORTATION FUNDING - 2013-15 BIENNIUM

- Total appropriation: \$45,625,000
- Revenue appropriated from the following accounts:
 - Highway Safety Account (State, Federal, Private/Local)
 - School Zone Safety Account (State)

AGENCY: **Transportation Commission**

AGENCY NUMBER: 410

RCW: [RCW 47.01.051](#)

BACKGROUND

- Created in 1977 by merging the Toll Bridge Authority (1937) and the Highway Commission (1951), along with the new Department of Transportation.
- Restructured in 2005 and 2006 as an independent, Governor-appointed public forum to research and develop transportation policy statewide. Prior to that time, the Commission was responsible for hiring the Secretary of Transportation, detailed administrative oversight of WSDOT and its program delivery, and approval of the WSDOT biennial budget and legislative policy packages.
- Seven members appointed to six-year terms by the Governor and confirmed by the Senate. The Governor (or designee) and the Secretary of Transportation sit as nonvoting members.
- Includes four members from Western Washington and three members from Eastern Washington. No more than two members may be from any one county. Members serve part-time.
- Website: www.wstc.wa.gov

PROGRAM

- The Commission provides a public forum for transportation policy development and functions. It reviews and evaluates how the entire transportation system works across the state.
- Adopts a comprehensive and balanced 20-year statewide transportation plan that reflects the priorities of government and addresses local, regional and statewide needs ([RCW 47.01071](#)).
- Recommends policy changes and areas for improvement in its policy studies and in its Annual Report.
- Sets fares and tolls for ferries, bridges and highways ([RCW 47.56.030\(1\)\(b\)](#) and [RCW 47.56.805 - 820](#)).
- Oversees development of the Transportation Innovative Partnerships Program (sometimes referred to as the public-private partnership program) ([Chapter 47.76 RCW](#)).
- Other ongoing policy tasks include:
 - Review possible additions, deletions or changes to the state highway system and forward findings and recommendations to the Legislature.
 - Review ferry operational strategies to ensure full utilization of existing assets and, jointly with the department, recommend improvements to the legislature
 - Naming state transportation facilities ([RCW 47.01.420 - 425](#)).

TRANSPORTATION FUNDING—2013-15 BIENNIUM

- Total appropriation: \$3.6 million
- Revenue appropriated from the Motor Vehicle Account (State) and the Multimodal Transportation Account (State)

AGENCY:

Utilities and Transportation Commission

AGENCY NUMBER:

215

RCW:

[Chapter 80.01 RCW](#); Various chapters in Title 81 specific to certain transportation service providers

BACKGROUND

- Created in 1905, the UTC regulates utility and transportation services, particularly with respect to availability, safety, and pricing.
- Regulate entry and rates of privately owned utility and transportation companies.
- Enforce public safety standards and resolve consumer complaints.
- Three full-time members appointed by the Governor with the consent of the Senate, for staggered six-year terms. No more than two commissioners can be from the same party. The Governor designates one member as Chair of the Commission.
- Responsible for intrastate operations subject to state law.
- Website: www.wutc.wa.gov

PROGRAMS

- Economic Regulation (rates, terms and conditions for service)
- Public Safety: Pipeline, Railroad, and Motor Carrier
- Consumer Protection
- Administration

TRANSPORTATION ACTIVITIES

- Rail Safety Grants - Work with local governments, the Department of Transportation, school districts, and community organizations to improve rail safety by granting funds for grade crossing improvements from the Grade Crossing Protective Fund ([RCW 81.53.281](#)).
- Railroad Crossing Safety - Inspect railroad crossings for safety. UTC approves opening and closing of crossings and changes to configuration of crossings ([RCW 81.53.060](#)).
- Economic and Safety Regulation - Regulate entry, rates, safety and business practices. Regulated companies include: solid waste ([RCW 81.77](#)), household goods movers ([RCW 81.80.075](#)), buses ([RCW 81.70](#)), airporters ([RCW 81.68](#)), non-profit buses ([RCW 81.66](#)), private ferries ([RCW 81.84](#)), gas and hazardous liquids pipelines ([RCW 81.88](#)), and low level waste disposal sites ([RCW 81.108](#)). Responsible for vehicle driver and operational safety practices of private intrastate transportation companies regulated by the UTC.
- Licensing - Register to operate interstate and intrastate trucking companies ([RCW 81.80](#)). Monitor insurance for intrastate motor carriers including suspending and canceling operating authority if insurance lapses.
- Federal Railroad Inspections - Certified by the Federal Railroad Administration to inspect railroad tracks, signals, hazardous material and railroad operating practices, enforcing state and federal rules. Investigate rail incidents and promote public education about rail safety.

TRANSPORTATION FUNDING—2013-15 BIENNIUM

- Total appropriation: \$504,000
- Revenue appropriated from the Grade Crossing Protective Account

AGENCY: **Washington State Patrol**

AGENCY NUMBER: 225

RCW: [Chapter 43.43 RCW](#)

BACKGROUND:

- In 1921, the Legislature authorized the creation of Highway Police composed of 6 motorcycle patrolmen.
- In 1933, the Legislature acknowledged the need for a mobile police organization throughout the state for public safety, and the Highway Patrol Division became the Washington State Patrol (WSP) with full police power.
- The State Fire Marshal became a member of the agency when the Legislature transferred Fire Protection Services to the WSP in 1995.
- The Forensic Laboratory Service Bureau was created when the Legislature transferred the Washington State Toxicologist to the WSP in 1999.
- The Chief of the State Patrol is appointed by the Governor and confirmed by the Senate.
- This agency is multi-funded. It receives 75% of its budget from the Transportation Budget and 25% from the Omnibus Operating Budget for costs related to general law enforcement activities. For example, the Fire Protection Bureau is fully funded by the General Fund, while activities such as the Crime Laboratory, Criminal Investigations, Investigative Assistance and Executive Protection receive substantial funding from the General Fund.
- Website: www.wsp.wa.gov

PROGRAMS:

The Washington State Patrol (WSP) is responsible for traffic law enforcement, collision investigation, criminal interdiction, terrorism prevention and motorist assists on 17,524 miles of interstate and state highway systems. WSP troopers/officers use a data-driven approach to crime and traffic safety, spending a majority of their proactive patrol time looking for violations where data shows motorists are most likely to be killed or seriously injured.

WSP has aligned its efforts toward Washington State's Strategic Highway Safety Plan known as "Target Zero" which calls for reducing traffic deaths to zero by the year 2030. Three Target Zero Teams (TZZ) comprised of 21 troopers have been deployed in King, Pierce, and Snohomish Counties to focus on *Speeding, Driving While Impaired, and Failure to Wear a Seat Belt*, violations which have been proven to cause fatal or serious injury collisions or have serious safety implications. For more on Target Zero see www.targetzero.com.

Office of the Chief:

The Office of the Chief oversees statewide operations of the agency. Direct reports include government and media relations, the labor and policy office, budget and fiscal services, psychological assistance to employees and their families, and the chaplaincy program.

Field Operations Bureau

- Field force troopers are responsible for traffic law enforcement, criminal interdiction/terrorism prevention, collision investigation, assistance to motorists, and statewide emergency response to civil disturbances and man-made natural disasters.
- The Commercial Vehicle Enforcement Division is responsible for promoting the safe travel of commercial vehicles on state highways through education and enforcement of both state and federal laws regulating commercial vehicles. The division also conducts school bus inspections.

Fire Protection Bureau:

The State Fire Marshal's Office provides services to fire agencies, government agencies, members of the media, and the public. Services include: construction plan review, fire and life safety inspections of licensed care facilities such as nursing homes and child care centers, licensing of the fireworks and sprinkler industry, fire service training, public education, coordination of fire service resources during disasters, and adopting and enforcing fire and life safety codes in all occupied buildings throughout the state. Through the Fire Training Academy, the bureau provides extensive fire training programs to local communities, state agencies, and industry.

Forensic Laboratory Services Bureau:

The bureau coordinates the efforts of:

- Crime Laboratories that provide quality forensic services and training across the state to over 300 law enforcement agencies within Washington State.
- The Implied Consent Section includes the State's Breath Alcohol Test Program that maintains all evidentiary breath-testing instruments in the state and provides all training and expert witness testimony in support of the program; Drug Evaluation and Classification Program (DEC) which trains officer to recognize the symptoms of intoxication for 7 different categories of drugs; and the Ignition Interlock Program which certifies ignition interlock manufacturers and monitors the ignition interlock installers throughout the state.
- The State Toxicology Laboratory performs drug and alcohol testing for coroners, medical examiners, law enforcement agencies, prosecuting attorneys, and the Liquor Control Board.

Investigative Services Bureau:

- The Criminal Investigation Division's main function is to provide follow-up investigative assistance on cases that go beyond the crime scene. The division consists of three major sections comprised of detectives assigned to Felony Collision, Auto Theft, and Special Investigations Section. The Vehicle Identification Number (VIN) inspection program is also a vital part of CID.
- The Investigative Assistance Division provides investigative services, technical support, and training to the Washington State Patrol, law enforcement agencies, other agencies, and community groups. The Division includes a Narcotics Section, Special Weapons and Tactics Team, and a special investigations unit.

- The Special Operations Division is comprised of the Executive Services Section and the Aviation Section. The ESS provides security and protection for the Governor, the Governor's family, the Lieutenant Governor and the Governor's Mansion. Aviation provides assistance with daytime and nighttime aerial traffic enforcement and traffic congestion management programs. The DUI Aerial Response Team (DART) program also serves to locate and coordinate responses to citizen DUI reports and blocking incidents that impact traffic congestion in the Puget Sound metropolitan area. Aviation also provides transportation services for the Governor and other state agency personnel as well as transportation of high risk fugitives, as necessary for the Department of Corrections.
- The Criminal History Record section is the central repository for criminal history information for the State of Washington. The data maintained includes fingerprint-based records and disposition information submitted by law enforcement agencies and courts throughout the state. In addition, more than 250 federal, state, and local jurisdictions submit collision information which is used to analyze crash factors and develop programs to enhance highway safety.
- The Homeland Security Division is responsible for law enforcement and security within the state ferry system including the ferry terminals and vessels as well as bomb squad response state-wide and utilization of explosive K-9 units.
- The Office of Professional Standards (OPS) provides oversight responsibility for the agency's complaint and disciplinary procedures.

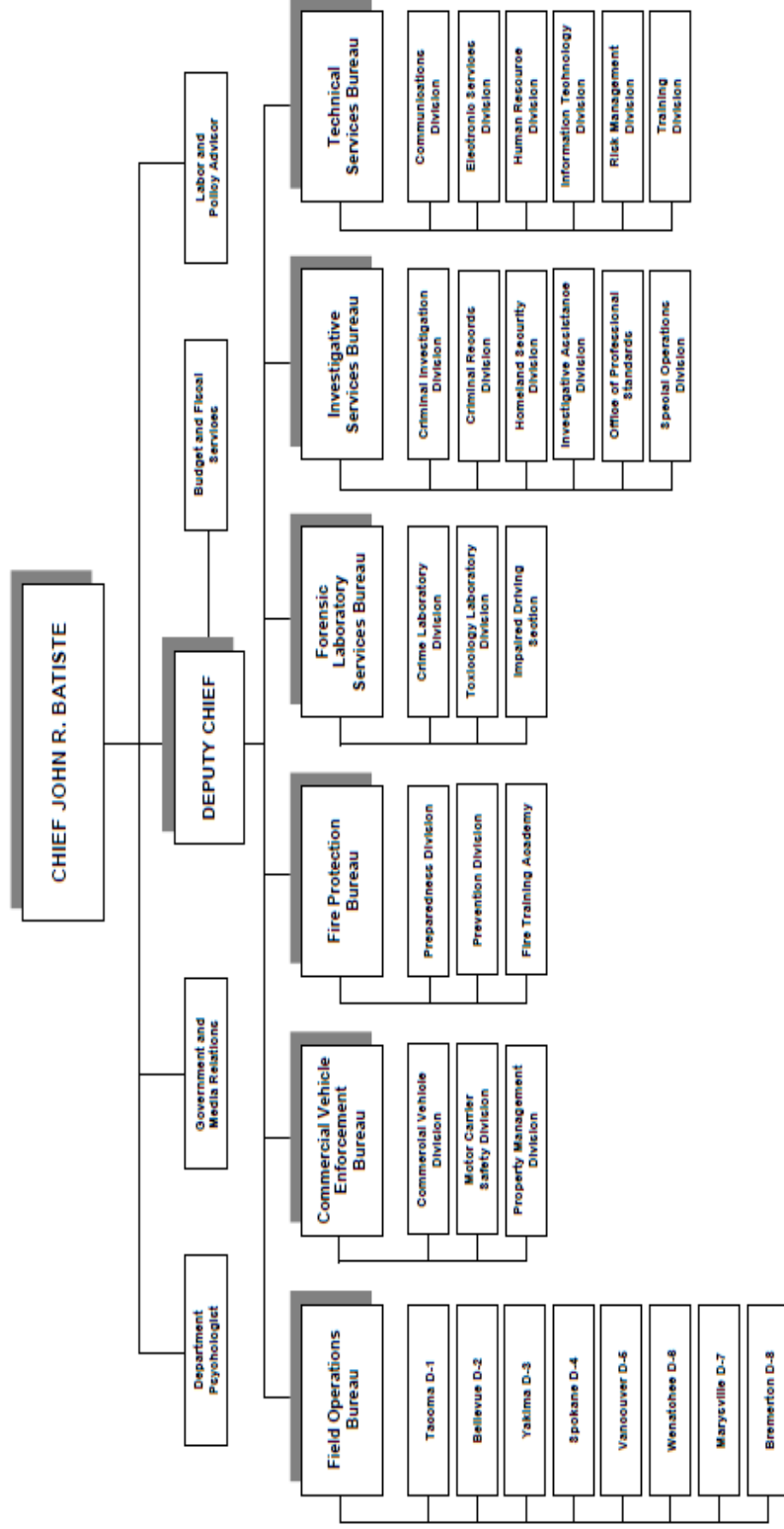
Technical Services Bureau:

- The bureau provides support services for the WSP, including audit, public disclosure, strategic planning and performance, engineering, information technology, human resources, and property and fleet management.
- Other activities provided by the bureau include administration of policies regarding property and evidence handling, ensuring compliance to state mandates and CALEA standards; operation of a 24-hour-a-day, 365-day-a-year statewide emergency system from the eight WSP communications centers around the state; and staffing the State Interoperability Executive Committee (SIEC).

TRANSPORTATION FUNDING 2013-15 BIENNIUM:

- Total appropriation: Operating - \$401,550,000; Capital - \$2,661,000.
- Funding is appropriated in the Transportation Budget for the Washington State Patrol from the following accounts:
 - State Patrol Highway Account (State, Federal and Local)
 - Multimodal Transportation Account (State)
 - Ignition Interlock Device Revolving Account (State)
 - Highway Safety Account (State)
- Total appropriation for non-transportation programs (Omnibus Operating Budget): \$134.8 million.

WASHINGTON STATE PATROL
 ORGANIZATIONAL CHART
 SEPTEMBER 2013



An internationally accredited agency providing professional law enforcement services

3000-365-001 (R 9/13)

Tribes

JURISDICTION: Tribes

BACKGROUND

There are 29 federally recognized tribes in Washington State. There are 5,645 miles of roadway within or providing access to tribal reservations and communities. Of these, 1,729 miles are owned by each tribe or the Bureau of Indian Affairs (BIA), with the remaining being state, county or city roads. Nineteen tribes operate or partner to provide transit services.

Tribal governments are responsible for the planning, construction, maintenance and management of their transportation and transit facilities. They also coordinate project development and construction in partnership with state and local jurisdictions for roads within or providing access to the reservation or tribal community.

FUEL TAX AGREEMENTS

- Washington State currently has fuel tax agreements with 24 tribes. The two types of agreements are:
 - 75 Percent Refund/25 Percent (75/25) State Tax Agreement
 - Fuel is delivered to the reservation with 100% of the tax. The tribe applies for a refund of 75%.
 - 19 tribes have this type of agreement with the State.
 - Per-Capita Agreement,
 - Fuel is delivered to the reservation with 100% of the tax. The tribe receives a refund based on a formula of tribal members and average fuel consumption rates.
 - 5 tribes have this type of agreement with the State.
 - Federally negotiated consent decree
 - A consent decree is a judicial decree issued by the court expressing voluntary agreement between parties to a dispute.
 - As of November 22, 2013, the Yakama Nation’s Fuel Tax Consent Decree was replaced with a 75/25 tax agreement.
- RCWs [82.36.450](#) and [82.38.310](#) give the Department of Licensing (by delegation from the Governor) the authority to enter into tribal fuel tax agreements with federally recognized tribes with a reservation located in Washington. The key provisions of the statutes are:
 - The tribe or the tribal retailer may acquire fuel only from persons or companies operating lawfully as a motor vehicle fuel distributor, supplier, importer or blender; or from a tribal distributor, supplier, importer, or blender.
 - Under the 75/25 agreements, tribes may only expend fuel tax proceeds on planning, construction and maintenance of roads, bridges and boat ramps; transit services and facilities; transportation planning; public safety; or other highway-related purposes.

- The 75/25 agreements must include provisions for audits or other means of ensuring compliance. Compliance reports must be delivered to the director of the Department of Licensing (DOL).
- Information from the tribe or tribal retailers received by the state or open to state review under the terms of an agreement are deemed to be personal information and exempt from public inspection and copying.
- The DOL must prepare and submit an annual report to the Legislature on the status of existing agreements and any ongoing negotiations with tribes.
- The fuel tax revenue retained by Washington state for fuel purchased under the 75/25 agreements for the time period of January 1, 2013 through December 31, 2013 is \$9,968,893.
- The annual refund for the per-capita and 75/25 agreements for the time period of January 1, 2013 through December 31, 2013 is \$31,498,461.

FUNDING

- Not taking into account tribal general purpose funds or grant funds, approximately 41% of Tribes' transportation funding is generated from federal revenue sources (BIA & FTA) and 59% from state fuel tax refunds.
- Federal Funding Programs
 - Tribal Transportation Program (BIA)
 - Distribution by formula
 - Set asides for Planning, Safety, Bridge, PM&O
 - Tribal High Priority Project Program (BIA)
 - General funds subject to annual appropriations
 - Tribal Transit Program (FTA)
 - Distribution by formula and competitive grants
 - Tribes are eligible sub recipients for variety of funding programs administered by the state, MPOs / RTPOs and local governments.
- General-purpose tribal revenue: funding derived from tribal general purpose funds vary by Tribe.

Local/Regional Jurisdictions

Overview and Table of Contents

This section summarizes the responsibilities of local jurisdictions and regional organizations in planning, constructing, operating, and managing transportation systems within the state.

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JURISDICTION: **Cities**

RCW: **[Title 35](#)**, including Chapters 35.72–35.79

BACKGROUND

- Cities and towns are responsible for 18,671 miles of streets and approximately 740 bridges in the 281 incorporated municipalities of the state.
- Currently about 79% of cities' transportation funding is generated from local revenue sources, 13% from state revenues, and 8% from federal sources.

PROGRAM

- Maintenance, construction, and management of city streets and bridges.
- Cities also have various responsibilities for city streets that are part of the state highway system (Chapter 47.24 RCW). For example, cities must (1) provide street illumination, except on limited access facilities, (2) clean the streets, including storm sewer inlets and catch basins, (3) regulate and enforce traffic and parking restrictions on the streets, and (4) install and maintain traffic control signals/devices on the streets, if in cities with a population greater than 25,000.
- Six-year comprehensive transportation programs must be adopted before July 1 of each year and submitted to the Washington State Department of Transportation within 30 days of adoption (per RCW 35.77.010). The purpose of the program is to assure that each city has an advanced plan looking to the future as a guide in carrying out a coordinated transportation program.

FUNDING

- 2.96 cents per gallon of the state motor vehicle fuel tax
 - Referred to as the statutory or normal distribution to cities
 - Distributed to cities on a per capita basis
- Grants or loans from the Transportation Improvement Board, Freight Mobility Strategic Investment Board (FMSIB), Public Works Board, Community Economic Revitalization Board, and several programs administered by WSDOT including Safe Routes to Schools and Pedestrian/Bicycle Safety.
- Federal-aid programs (MAP-21)
 - National Highway Performance Program
 - Surface Transportation Program
 - Distribution by Population
 - Bridge Program (off the federal aid system)
 - Statewide
 - Highway Safety Improvement Program
 - Congestion Mitigation and Air Quality
 - Transportation Alternatives
- General-purpose local revenue sources, including local retail sales and use taxes, real and personal property taxes, local real estate excise taxes, other licenses, impact fees, and other fees and taxes.
- Transportation local option taxes
 - Commercial parking tax
 - Border area motor vehicle fuel tax (for cities along the Canadian border)
 - Portion of countywide local option motor vehicle fuel tax
 - Business & occupation tax, residential excise tax, and sales & use tax (limited to public transportation system purposes)
 - Transportation Benefit District local option taxes

(See the *Local Taxes section* on page 113 of this manual for information on *Local Option Taxes*.)

ON THE WEB

For more information on local jurisdictions, see the Municipal Research and Services Center of Washington at www.mrsc.org.

JURISDICTION: Counties

RCW [Title 36](#), including Chapters 36.75-36.87

BACKGROUND

- County Road Administration Board (CRAB) sets administrative standards and provides oversight for the county road departments of each of the 39 counties.
- Counties are responsible for managing 39,232 centerline miles of roads and just over 3,300 bridges in the unincorporated areas across the state.
- Currently, about 67% of counties' transportation funding is generated from local revenue sources, 21% from state revenues, and 12% from federal sources.

PROGRAM

- Maintenance, construction, management, and operation of county roads and bridges.
- Six-year comprehensive transportation programs, including plans for county road, trail, and ferry construction, must be adopted by each county prior to adoption of its annual budget and be submitted to the Washington State Department of Transportation and CRAB within 30 days of adoption (per RCW 36.81.121). Annual programs must be adopted prior to adoption of annual road budget. The purpose of the program is to assure that each city has an advanced plan looking to the future as a guide in carrying out a coordinated transportation program.

FUNDING

- 4.92 cents per gallon of state motor fuel tax
 - Referred to as statutory or normal county distribution
 - Distributed to counties using formula based upon mileage, needs, resources, and population
- Grants and distributions from County Road Administration Board (CRAB)
 - County Arterial Preservation Program
 - 0.45 cents per gallon of state motor vehicle fuel tax
 - Distributed to counties according to percentage of arterial lane miles
 - Rural Arterial Program
 - 0.58 cents per gallon of state motor vehicle fuel tax
 - Regional distribution based on rural land area and mileage of paved county rural arterials and collectors. Within each region, distribution is competitive based on statutory criteria.
- Grants from the Transportation Improvement Board and the Freight Mobility Strategic Investment Board.
- Federal-aid programs (MAP-21)
 - National Highway Performance Program
 - Surface Transportation Program
 - Distribution by Population
 - Bridge Program (off the federal aid system)
 - Statewide
 - Highway Safety Improvement Program
 - Congestion Mitigation and Air Quality
 - Transportation Alternatives
- County road levy (property tax, maximum \$2.25/\$1,000)

- Transportation local option taxes
 - Countywide motor vehicle fuel tax (10% of state fuel tax)
 - Commercial parking tax
 - Local option taxes for high occupancy vehicle (HOV) lanes
 - MVET or employer tax
 - Eligible counties are King, Pierce, and Snohomish

(For information on Local Option Taxes, see the *Local Taxes section* on page 113.)

ON THE WEB

For more information on local jurisdictions, see the Municipal Research and Services Center of Washington at www.mrsc.org.

JURISDICTION: County Ferry District

RCW: RCWs [36.54.110](#) and sections following

BACKGROUND

- Established by county legislative authority
- County legislative authority, acting independently, is ex-officio governing body
- Certain counties, in which a county ferry district has been established, are allowed to assume the functions of a county ferry district.
- District can be county-wide or a portion of a county
- Authority to operate passenger-only ferry service
- On April 30, 2007, the Metropolitan King County Council created the King County Ferry District to expand transportation options for county residents by enabling potential operation of passenger-only ferry service to various parts of the county. Currently, the District provides service between downtown Seattle and both Vashon Island and West Seattle.

FUNDING

- Annual ad valorem property tax levies of up to 75 cents per \$1,000 of assessed valuation (councilmanic) ([RCW 36.54.130](#)). The levy limit in King County is up to 7.5 cents per \$1,000 of assessed valuation.
- Voter-approved annual excess property tax levies ([RCW 36.54.140](#)).

OTHER RELEVANT STATUTES

Any county may operate ferries under the direction and control of the Board of County Commissioners ([RCW 36.54.010](#)). Such service may include auto-carrying capacity and may be funded from general county revenues. Currently Pierce, Skagit, Wahkiakum and Whatcom Counties operate ferries under this general authority.

A Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may operate passenger-only ferries ([RCW 36.57A.200](#)). Currently, Kitsap Transit offers foot ferry service under this authority.

Port Districts may operate passenger vessels ([RCW 53.08.295](#)). The Port of Kingston ran SoundRunner service up until September 2012.

JURISDICTION: **Local Improvement Districts/Road Improvement Districts**

RCW: [Chapter 35.43](#) and chapters following (LID), [Chapter 36.88](#) (RID)

BACKGROUND

LIDs:

- A special purpose financing mechanism that may be created by local governments to fund improvements in specific areas which are smaller than the unit of government.
- Local improvements must directly benefit nearby property owners (e.g., water main, sewers, or streets).
- Local governments that can create LIDs include cities, counties, port districts, water districts, transportation benefit district, and others.
- LIDs can be initiated by petition of property owners in an area or by resolution of local governments.
- Voter approval is not required for LID formation, but may be challenged by property owners.

RIDs:

- A Road Improvement District (RID) is similar to a LID, except that it funds county road improvements in unincorporated areas.
- RIDs can be initiated by county resolution or by petition of affected property owners.

FUNDING

- Special assessments - property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements.

JURISDICTION: **Metropolitan Planning Organizations**

REQUIRED BY: [23 USC Section 134](#) & [23 CFR parts 420 and 450](#)

BACKGROUND

- Federal law requires Metropolitan Planning Organizations (MPOs) in urban areas of at least 50,000 people. MPOs must promote the safe and efficient management, operation, and development of surface transportation systems to serve mobility and freight needs and to foster economic growth and development, while minimizing fuel-consumption and air pollution.
- In areas with greater than 200,000 people, MPOs are designated Transportation Management Areas (TMAs), which have expanded responsibilities. The Federal Highways Administration (FHWA) and Federal Transit Authority (FTA) certify that TMAs follow federal planning requirements every four years.
- In urbanized areas, MPOs and RTPOs are integrated in the same organization. The exception is Lewis-Clark Valley MPO because it is a bi-state organization.
- MPOs are designated by local governments and the governor to perform basic transportation planning functions. These functions include but are not limited to: development of a long-range multimodal transportation plan, preparation of a transportation improvement program, data collection and analysis, and general coordination within the metropolitan area.
- Planning efforts are federally funded and follow federal planning requirements. WSDOT certifies that each MPO follows federal planning requirements, as required by federal law. Acceptance of these funds requires a local match. It also requires compliance with:
 - Title VI of the Civil Rights Act of 1964;
 - The Americans with Disabilities Act;
 - Presidential Executive Order on environmental justice;
 - Presidential Executive Order on access to services for persons with limited English proficiency;
 - Federal Transit Administration circulars; and
 - Other federal laws, regulations, and guidance.
- There are twelve MPOs in Washington:
 - Benton-Franklin Council of Governments (BFCG) – TMA
 - Cowlitz-Wahkiakum Council of Governments (CWCOG)
 - Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO)
 - Puget Sound Regional Council (PSRC) – TMA
 - Skagit Metropolitan Planning Organization (SMPO)
 - Southwest Washington Regional Transportation Council (RTC) – TMA
 - Spokane Regional Transportation Council (SRTC) – TMA
 - Thurston Regional Planning Council (TRPC)
 - Walla Walla Valley Metropolitan Planning Organization (WWVMPO)
 - Wenatchee Valley Transportation Council (WVTC)
 - Whatcom Council of Governments (WCOG)
 - Yakima Valley Conference of Governments (YVCOG)

- Under federal law, the membership of an MPO is composed of local elected officials, officials of public agencies that administer major modes of transportation in the metropolitan area, and appropriate state officials (which may include state legislators).

PROGRAM

MPOs are required to:

- Carry out a continuing, coordinated, and comprehensive (3C) transportation planning process.
- Prepare a financially constrained Metropolitan Transportation Plan (MTP) covering at least a 20 year time period to serve as the basis for the selection of projects in the Transportation Improvement Program (TIP).
- Develop a four-year TIP including a prioritized list of projects and demonstration of financial constraint for the program. The TIP must be updated at least every four years, but MPOs in Washington update their TIPs every one or two years to remain consistent with the update of the Statewide Transportation Improvement Program (STIP).
- Work with regional clean air authorities to develop transportation control measures for the air quality State Implementation Plan (SIP) if national air quality standards have not been met in the MPO area.

MPOs designated as TMAs are additionally required to:

- Develop a system for monitoring and managing congestion in their metropolitan area.
- Select projects for federal Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) program funding.

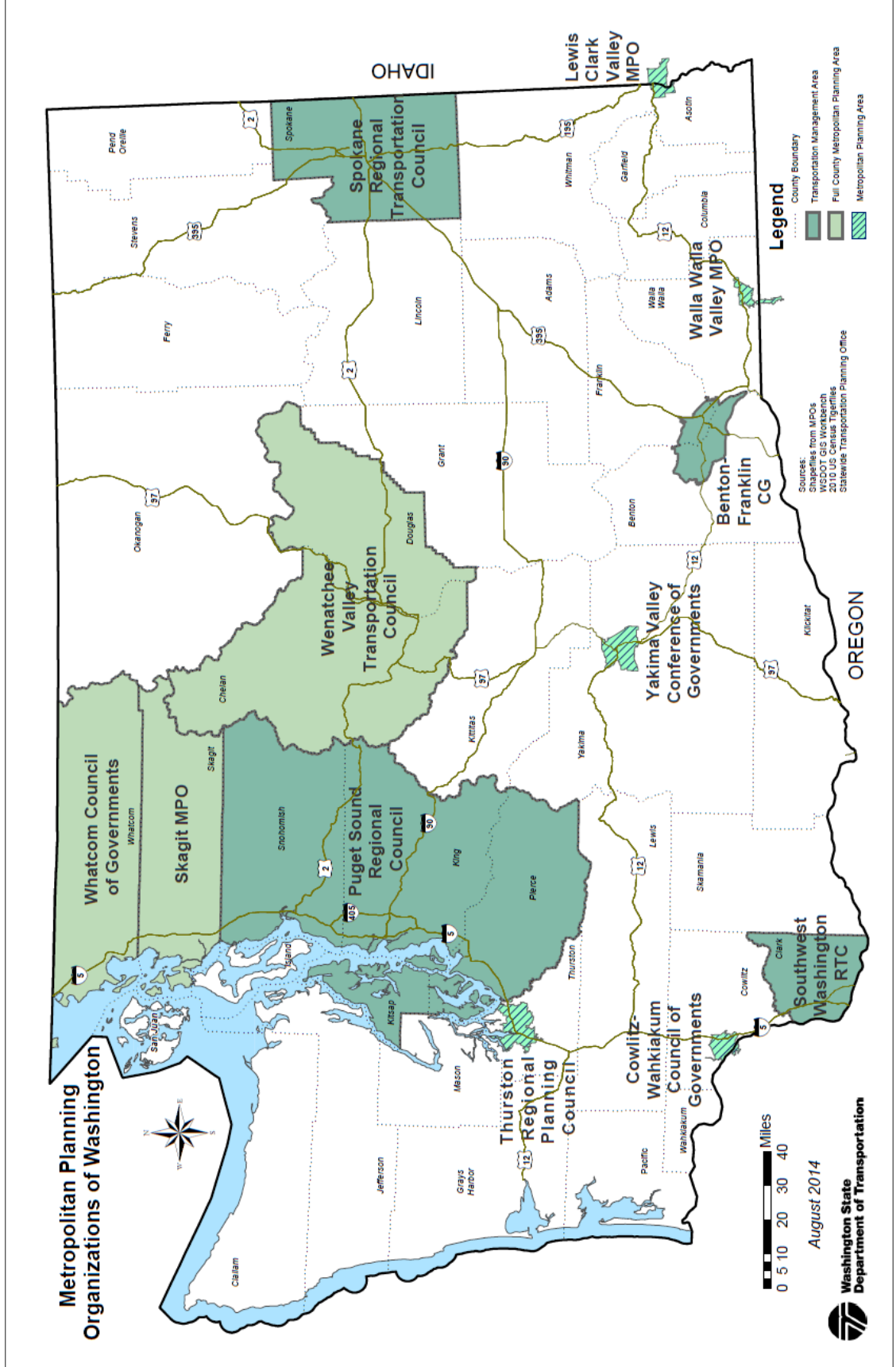
FUNDING

In Federal Fiscal Years (FFY) 2013 Washington State received a combined \$9.3 million from the FHWA and the FTA to complete planning activities as described in federally-required work programs. This funding is allocated to WSDOT who then reimburses MPOs for allowable expenses. In FFY 2014, Washington received a combined \$9.3 million.

Certain federal funds are sub-allocated by WSDOT directly to MPOs and RTPOs for project selection at the local and regional level. The programs include Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and the Transportation Alternatives Program (TAP). Most federal funds require a non-federal match.

ON THE WEB

[WSDOT webpage: What is an MPO?
MPO/RTPO Directory](#)



JURISDICTION:

Ports

RCW:

[Title 53 RCW](#)

BACKGROUND

- Port districts are one of the oldest types of special purpose districts in Washington State, originally authorized by legislation in 1911.
- Until 1953, port districts could only be formed in maritime areas and programs focused on harbor improvements and associated rail and terminal facilities. Currently, port districts possess the broadest array of powers of any special purpose district.
- Ports are municipal corporations of the state and are classified as "special purpose districts" (organized to provide one or a small number of specific services)
- Can be smaller than a city or town, or as large as an entire county
- 75 public port districts in 33 of 39 counties
- 22 of the 75 districts located in two counties (12 - Kitsap County and 10 - Grant County)
- In 2013, \$81.6 million in total commodity exports and \$49.9 million in total commodity imports moved through Washington State ports. In 2013, 5.2 percent of total U.S. exports and 2.2 percent of total U.S. imports transited through Washington's gateways. For more information, see [US Census Bureau, International Trade Data by State](#).

GOVERNANCE

- Port districts are governed by boards of elected commissioners. Generally three-member boards, district voters may approve a ballot proposition expanding membership to five commissioners.
- A port district may be formed with simple majority approval of voters residing within the proposed district's boundaries.
- A proposition to form a port district may be placed on the ballot by either the board of county commissioners or county voters' petition.

PROGRAM

- Transportation facilities and services: marine shipping, airports, rail facilities, ferries, marinas, fishing terminal development, roads, toll facilities.
- Commercial facilities and services: general industrial, general commercial, economic development activities including tourism promotion, trade centers, and community renewal.
- Utilities and other services: pollution control, sewer and water, heating systems, telecommunications, watershed management, salvage and disposal of abandoned vessels, parks and recreation facilities, pilotage, police and fire protection.

FUNDING

- User fees, property lease and rental fees, property tax levies, interest income, federal grants and bond proceeds, bond proceeds (general obligation and revenue).
- Port districts have unique constitutional powers:
 - May expend public funds for industrial development or trade promotion that otherwise would violate prohibitions against lending of credit and gifting of public funds (Article VIII, section 7).
 - Port property tax levies are exempt from the one percent limitation (Article VII, section 2).

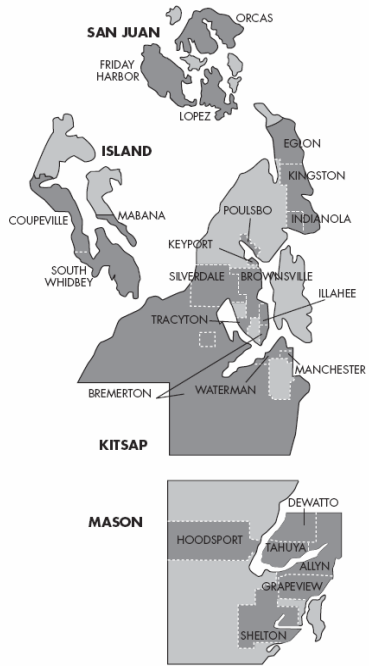
OTHER RESOURCES

History of Ports on HistoryLink.org

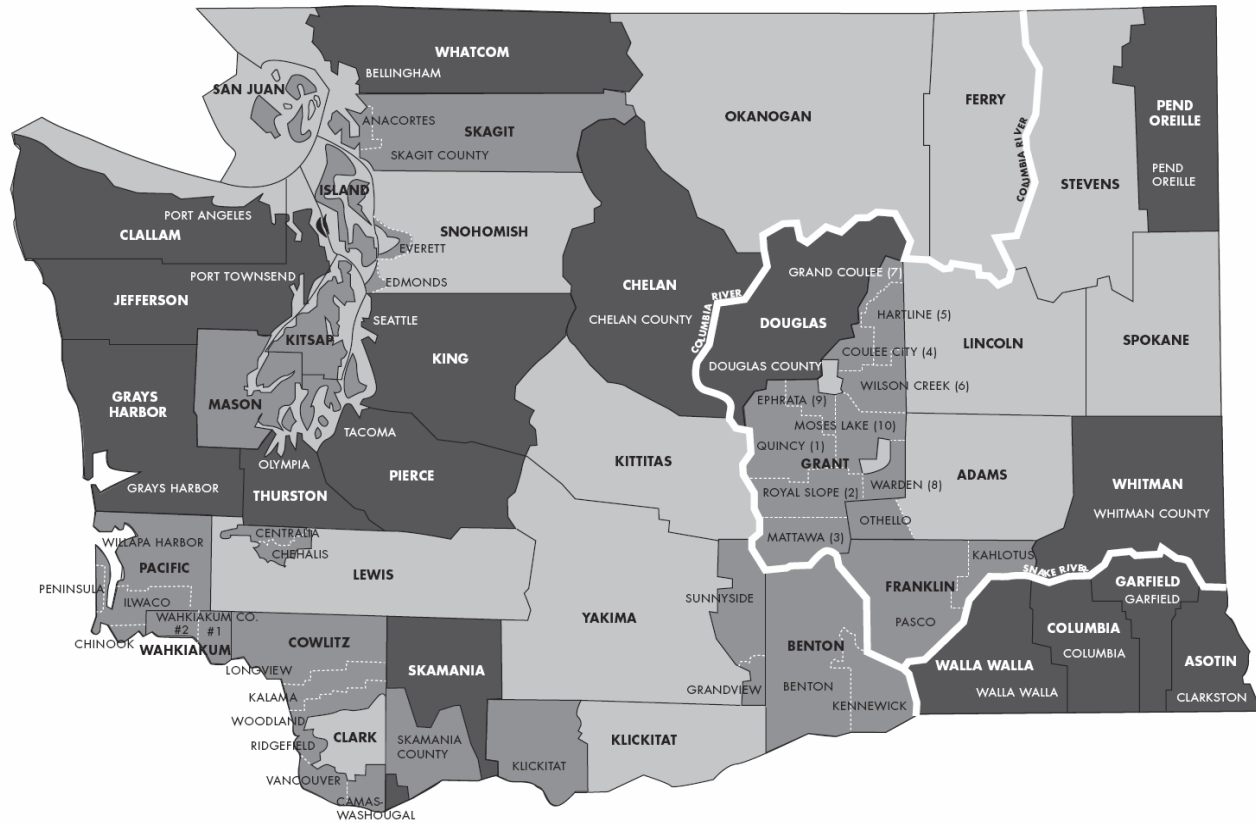
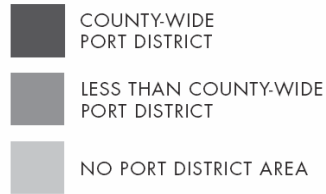
Lundin, Steve. The Closest Governments to the People: A Complete Reference Guide to Local Governments in Washington State. Washington State University Press, 2007.

Washington Public Ports Association: <http://washingtonports.org/washington-ports/about-our-ports/>

DETAIL OF SAN JUAN, ISLAND, KITSAP AND MASON COUNTIES



WASHINGTON PUBLIC PORT DISTRICTS



JURISDICTION: Public Transit Systems

RCW: See below

BACKGROUND

- Organized as locally controlled, special-purpose municipal governments to provide public transportation services.
- 31 operating transit systems, each using one of six different governance structures.
- Public Transportation Benefit Areas (PTBA) ([Chapter 36.57A RCW](#))
 - 21 systems, including Okanogan PTBA which was approved in 2013, with a 0.4% sales tax taking effect on April 1, 2014
 - Established by public transportation improvement conference convened by the county legislative authority.
 - Governed by up to nine elected officials selected by the legislative bodies of the county and the component cities (multicounty, up to 15). Citizen members permitted in Thurston County. In Mason County, the elected officials include school board members, fire district members, and public hospital district members.
 - Additional authority for PTBA bordering Puget Sound to operate passenger-only ferry service, including additional tax sources. (*See Local Taxes section, page 111*).
- County-assumed Metropolitan Municipal Corporation ([Chapter 36.56 RCW](#))
 - One system: King County Metro
 - Assumed the responsibilities of a metropolitan municipal corporation established per Chapter 35.58 RCW
 - County must have population of at least 210,000
- Cities ([RCW 35.58.2721](#) and [Chapter 35.95A RCW](#) for city transportation authorities—monorail)
 - Five systems
 - Established by elected city officials
 - Cities: Yakima, Everett, Pullman, Selah and Union Gap
 - City Transportation Authority (monorail), cities with population over 300,000 (*see page 345*).
- County Transportation Authority (CTA) ([Chapter 36.57 RCW](#))
 - Two systems: Columbia and Grays Harbor Counties
 - Separate legal entities
 - Established by resolution of the county legislative body
 - Governing body is statutorily comprised of three county legislative members, three mayors, and a labor representative.
 - A county transportation authority may be created to offer services limited to persons with special needs ([RCW 36.57.130](#)): none established
- Unincorporated Transportation Benefit Areas (UTBA) ([RCW 36.57.100](#) and following section)
 - Garfield County
 - Formed by county commission
 - Unincorporated areas only
- Regional Transit Authority ([Chapter 81.112 RCW](#))
 - One created in Central Puget Sound in 1992, Sound Transit
 - Board consists of 18 members: 17 members are local elected officials and the 18th member is the State Secretary of Transportation; local elected officials include mayors, city council members, and county executives and council members from within the Sound Transit District.
 - Develop and operate a high capacity transportation system, which may include commuter/express bus, commuter rail, and light rail.

- High Capacity Transportation Corridor Area ([RCW 81.104.200](#) and following section)
 - Transit agency in a county with more than 400,000 people that adjoins a state boundary may establish one or more HCTCAs.
 - Governed by the establishing transit agency's governing body (ex officio and independently).
 - An HCTCA may establish finance and provide a high, capacity transportation system.

PROGRAM

- Public transit agencies offer primarily fixed route services in a specified geographic area (i.e., area of governance). In rural areas, transit agencies often provide deviated fixed route services to meet the needs of individuals unable to get to a routed service.
- The Americans with Disabilities Act (ADA) requires public transportation agencies to provide accessible demand response transportation services complementary to the fixed route service for persons with functional disabilities.
- About 27% of the state's population reside outside the service boundaries of a public transit agency. Community and brokered transportation providers are private, non-profit or government agencies which provide services to individuals with special needs and the general public in communities with limited or no transit service.

FUNDING

Public Transit Agency, Sources and Uses of Funding, 2013

Revenues by Source	\$ millions	percent
Local	1,909	83%
State	49	2%
Federal	329	14%
Total Revenues	2,287	
Expenditures		
Operating	1,245	54%
Local Capital Investment	569	25%
State Capital Investment	17	1%
Federal Capital Investment	250	11%
Other expenses	235	10%
Total Expenditures	2,316	

Local taxes are the single largest revenue source and are described in detail in the *Local Taxes section* on page 113.

Fares accounted for the second largest source of local revenues at \$296 million in 2013, including vanpool and general fare revenue. The average statewide farebox recovery rate in 2013 (percent of operating costs recovered through fares) for fixed route transit service in the state was 23.55%.

ON THE WEB

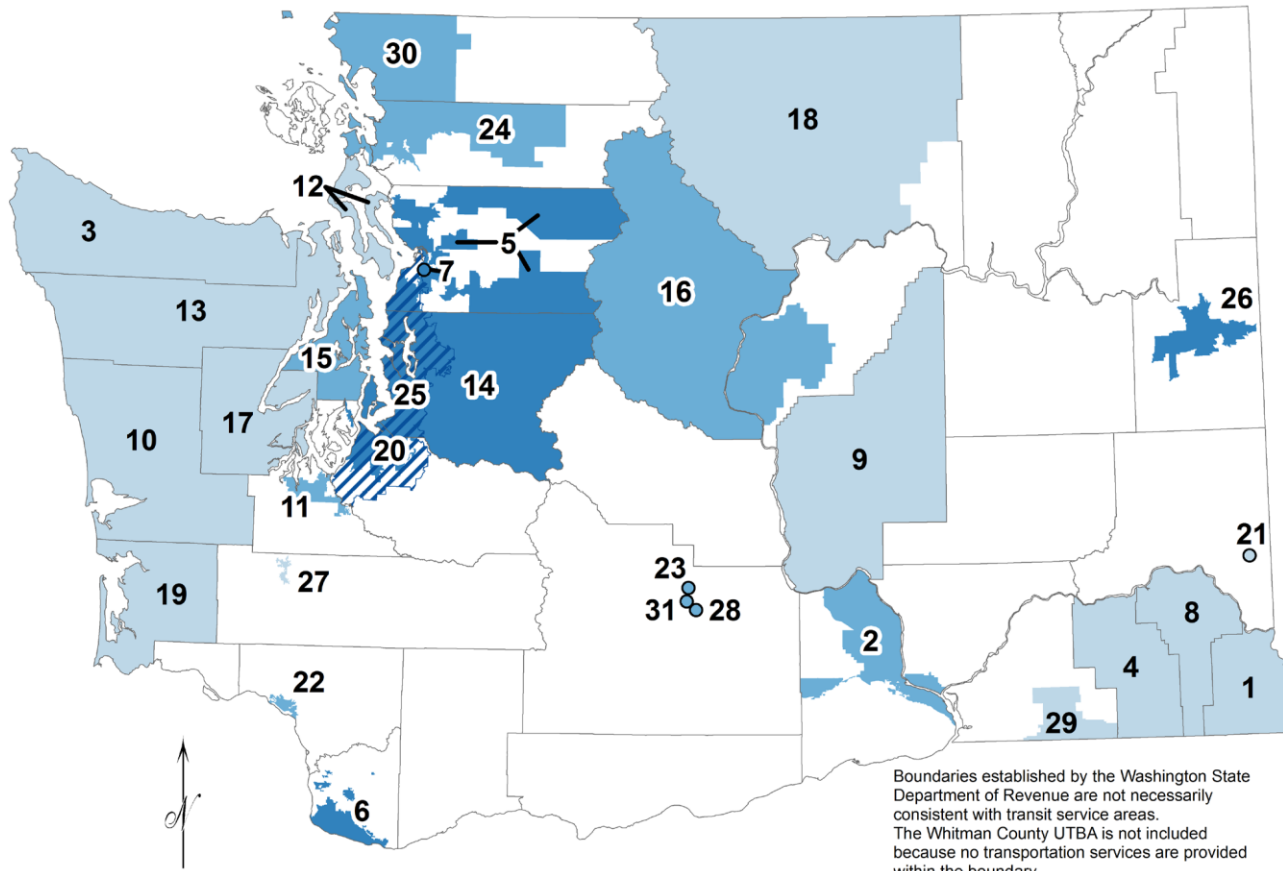
WSDOT's [Public Transportation Division webpage](#)

WSDOT's [2013 Summary of Public Transportation](#)

Transit Agencies

- 1) Asotin County Transit – Public transportation benefit area (PTBA) serving Asotin County
- 2) Ben Franklin Transit – PTBA serving Benton and Franklin Counties
- 3) Clallam Transit System – Countywide PTBA serving Clallam County
- 4) Columbia County Public Transportation – County Transportation Authority (CTA) serving Columbia County
- 5) Community Transit – PTBA serving urban and rural areas of Snohomish County
- 6) RiverCities Transit (formerly CUBS) – PTBA serving Kelso and Longview
- 7) C-TRAN – PTBA serving urban communities and small cities of Clark County
- 8) Everett Transit System – City operation
- 9) Garfield County – Unincorporated county benefit area serving Garfield County
- 10) Grant Transit Authority – Countywide PTBA serving Grant County
- 11) Grays Harbor Transportation Authority – CTA serving entire county
- 12) Intercity Transit – PTBA serving urban portions of Thurston County
- 13) Island Transit – Countywide PTBA serving Island County
- 14) Jefferson Transit Authority – Countywide PTBA serving Jefferson County
- 15) King County Metro Transit – County transportation system serving King County
- 16) Kitsap Transit – Countywide PTBA serving Kitsap County
- 17) Link Transit – PTBA serving Chelan County and a portion of Douglas County
- 18) Mason County Transportation Authority – Countywide PTBA serving Mason County
- 19) Pacific Transit System – Countywide PTBA serving Pacific County
- 20) Pierce Transit – PTBA serving Pierce County
- 21) Pullman Transit – City operation
- 22) Selah Transit – City operation
- 23) Skagit Transit – PTBA serving Skagit County
- 24) Sound Transit – Regional Transit Authority serving urban areas of King, Pierce, and Snohomish counties
- 25) Spokane Transit Authority – PTBA serving Spokane County
- 26) Twin Transit – PTBA serving Centralia and Chehalis
- 27) Union Gap Transit – City operation
- 28) Valley Transit – PTBA serving Walla Walla County
- 29) Whatcom Transportation Authority – PTBA serving Whatcom County
- 30) Whitman County Unincorporated Transportation Benefit Authority – serving unincorporated areas of Whitman County
- 31) Yakima Transit – City operation
- 32) Okanogan County Transit Authority – New PTBA in 2014.

Washington State's Public Transit Authorities



Transit Classification

- Urban
- Small Urban
- Rural
- Regional District
- City

- 1 Asotin County PTBA
- 2 Ben Franklin Transit
- 3 Clallam Transit System
- 4 Columbia County Public Transportation
- 5 Community Transit
- 6 C-TRAN
- 7 Everett Transit
- 8 Garfield County Public Transportation
- 9 Grant Transit Authority
- 10 Grays Harbor Transportation Authority
- 11 Intercity Transit
- 12 Island Transit
- 13 Jefferson Transit Authority
- 14 King County Metro
- 15 Kitsap Transit
- 16 Link Transit
- 17 Mason County Transportation Authority
- 18 Okanogan County Transit Authority
- 19 Pacific Transit
- 20 Pierce Transit
- 21 Pullman Transit
- 22 RiverCities Transit
- 23 Selah Transit
- 24 Skagit Transit
- 25 Sound Transit
- 26 Spokane Transit Authority
- 27 Twin Transit
- 28 Union Gap Transit
- 29 Valley Transit
- 30 Whatcom Transportation Authority
- 31 Yakima Transit

Boundaries established by the Washington State Department of Revenue are not necessarily consistent with transit service areas. The Whitman County UTBA is not included because no transportation services are provided within the boundary.



JURISDICTION: **Regional Transit Authority ("Sound Transit")**

RCW: [Chapter 81.112 RCW](#)

BACKGROUND

- Separate legal entity.
- Formed by vote of county councils of two or more contiguous counties each having a population of 400,000 or more
 - Approved by King, Pierce, and Snohomish counties in 1993
- Currently authorized in King, Pierce, and Snohomish counties only and may include all or portions of counties
- Eighteen-member governing board composed of city and county elected officials appointed by county executives and confirmed by the county legislative authorities, with at least half serving on transit boards in member counties, and the Secretary of the Washington State Department of Transportation.

PROGRAM

- To develop and operate a high capacity transportation system.
 - Intercity bus operations and facilities (Regional Express) contracted through Community Transit, King County Metro Transit, and Pierce Transit.
 - Light rail operations (Link Light Rail) in Tacoma and Seattle – SeaTac
 - Commuter rail operations (Sounder) between Seattle and Lakewood and Everett contracted through BNSF, maintenance through Amtrak.

FUNDING

- High capacity transit tax options (must be voter approved)
 - Sales and use tax - up to 0.9%
 - Sales and use tax on retail car rentals - up to 2.172%
 - Motor vehicle excise tax - up to 0.8%
Revoked with the passage of I-776; however, the Washington Supreme Court ruled that the tax may continue to be imposed by Sound Transit at the rate of 0.3% to meet contractual obligations for bond indebtedness. The tax may no longer be imposed after debt service payments are completed.
 - Employer tax - up to \$2/month/employee
 - Other revenue:
 - Farebox
 - General obligation bonds
 - Revenue bonds
 - Federal grants
 - Special assessments on property (Local Improvement District)

(For information on HCT Local Option Taxes, see the *Local Taxes section* on page 113.)

APPROVAL OF SOUND TRANSIT

- In November 1996, voters approved "Sound Move" including financing to construct and operate a regional transit system within the urban areas of King, Pierce, and Snohomish counties. The vote passed by 56.5%.
- Sound Move originally included 25 miles of light rail stretching from Northgate to SeaTac, 26 light rail stations, 81 miles of commuter rail, 14 commuter rail stations, and high-occupancy-vehicle improvements for use by regional express buses. For more information, see [Sound Transit's Planning History](#).
- Funding plan approved by voters
 - 0.4% sales and use tax
 - 0.3% motor vehicle excise tax (revoked with the passage of I-776, but still being collected due to the pledge of tax revenues for bonds)
 - Both taxes took effect April 1, 1997

APPROVAL OF SOUND TRANSIT 2

- Vote in November 2008 approved plan and authorized funding within the urban areas of King, Pierce, and Snohomish counties. The vote passed by 57%.
- The Sound Transit 2 plan includes the following:
 - A 36-mile extension of light rail north, east and south of Seattle.
 - Four new Sounder round trips between Tacoma and Seattle.
 - 100,000 more hours of ST Express bus service.
- Funding plan approved by voters
 - An additional 0.5% sales and use tax (0.9% total)
 - Taxes took effect April 1, 2009

SOUND TRANSIT'S CURRENT ACTIVITIES

Link light rail

- Sound Transit currently operates a 15.6-mile line from downtown Seattle to Seattle-Tacoma International Airport. The initial section opened in July 2009 and terminated at South 154th Street in Tukwila. In December 2009 the line was completed to Sea-Tac.
- In 2003 Sound Transit launched the 1.6-mile Tacoma Link light rail line connecting the Tacoma Dome district and its regional transit hub with downtown Tacoma. Options are currently being reviewed for expanding Tacoma Link under a partnership partially funded by the Sound Transit 2 ballot measure.
- Sound Transit is currently building a 3.1-mile underground extension of the Central Link system to Seattle's Capitol Hill and University of Washington areas. The project is on schedule to open in 2016.
- The 2008 Sound Transit 2 ballot measure approved 36 miles of additional light rail extensions. Sound Transit is currently working to extend service northward to Northgate, Shoreline, Mountlake Terrace and Lynnwood; eastward to Mercer Island, Bellevue and Redmond's Overlake area; and southward to South 200th Street and Kent/Des Moines. Major design work is moving forward in all three corridors toward completing projects by 2023. Sound Transit broke ground on the Northgate extension in 2012 and in 2013 will break ground on extending service to South 200th Street.

Souder commuter rail

- Souder commuter trains operate on more than 82 miles of primarily BNSF-owned track between Lakewood and Everett.
- Souder South service between Tacoma and Seattle began in the fall of 2000, serving intermediate stations at Puyallup, Sumner, Auburn, Kent and Tukwila. In October 2012 service expanded to South Tacoma and Lakewood. In the coming years, service will expand from 18 to 26 daily trips under funding approved by voters in 2008.
- Souder North service began in 2003 between Everett, Edmonds and Seattle and expanded to Mukilteo in 2008.

ST Express regional buses

- Sound Transit offers 25 ST Express regional bus routes serving King, Pierce and Snohomish counties.
- Sound Transit has completed numerous transit center and park-and-ride facilities around the region and worked with WSDOT to complete HOV lane direct access ramps that facilitate transit service.

JURISDICTION:

Regional Transportation Investment District (RTID)

RCW:

[Chapter 36.120 RCW](#)

BACKGROUND

- The King, Pierce and Snohomish county area, or each county individually, may form a special district to plan and finance certain highway improvements.
- The RTID would be a separate legal entity.
- The district is formed by vote of county councils of multiple contiguous counties, or by a single county, which then must be approved by voters living within the affected area.
- Authorized in King, Pierce, and Snohomish counties only, and may include multiple contiguous counties, or a single county. The district is encouraged to include at least the portion of each member county located within a regional transit authority serving that county.

FORMATION

- Planning Committee formation required by the county councils proposing a RTID. The committee membership is comprised of county council members of each county proposing a RTID. Decisions are made by 60% majority vote based on proportional representation. Secretary of Transportation serves as non-voting member. Seven-member executive board. Planning Committee may dissolve with two-thirds weighted vote of the total Planning Committee membership.
- Planning Committee develops plan for improvements and submits plan to county councils. If a county opts not to participate in the district, but two contiguous counties do proceed, plan is redefined and submitted back to participating counties. If counties adopt plan, plan is submitted to voters.
- If RTID approved by voters, the governing board is comprised of county council members of member counties.
- In 2007, the plan developed by the then-existing Planning Committee was required to go on the November 2007 General Election ballot, along with a Sound Transit Phase II proposal, as a single ballot question. The voters rejected this joint proposal, therefore the proposed RTID was not formed.

ELIGIBLE PROJECTS

- Capital improvements to highway of statewide significance (HSS) that adds a lane or new lanes, or repairs or replaces a lane or lanes damaged by the 2001 earthquake;
- Capital improvements to all or portions of a HSS including an extension, and may include certain multi-modal capital improvements including approaches, HOV lanes, flyover ramps, park and ride lots, bus pullouts, vanpool vans, buses, and transportation system management improvements;
- Up to 10% of funds may be for capital improvements to all or portions of a city street, county road or existing highway or new highway that intersects with an HSS if: (1) the project is included in a plan that adds capacity to a HSS; (2) the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; (3) 15% of the cost is paid by the local jurisdiction; (4) the RTID contribution does not exceed \$1 Billion; and (5) the improvements are included in the plan submitted to voters.
- No funds may be used for operation, preservation or maintenance of the facility except for toll facilities where tolls have been pledged to finance facilities and for traffic mitigation during construction for projects in the investment plan.

ON THE WEB

WSDOT's reference page on the [Regional Transportation Investment District](#) proposed in 2007.

(For information on RTID local option taxes, see the *Local Taxes section* on page 113.)

JURISDICTION: **Regional Transportation Planning Organizations**

REQUIRED BY: Chapter [47.80 RCW](#) and chapter [468-86 WAC](#)

BACKGROUND

- In order to ensure local and regional land use and transportation coordination, cities and counties are authorized to create Regional Transportation Planning Organizations (RTPOs).
- RTPOs are formed through the voluntary association of local governments within a county or within geographically contiguous counties. Each RTPO must meet the following criteria:
 - Encompass at least one complete county.
 - Have a population of at least 100,000 or contain a minimum of three counties.
 - Have as members all counties within the region, and at least 60% of the cities and towns within the region, representing a minimum of 75% of the cities' and towns' populations.
- RTPOs containing a county with a population greater than one million include specific state and local entities as voting members on its executive board ([RCW 47.80.060](#)).
- In urbanized areas, RTPOs and MPOs are integrated in the same organization. The exception is Lewis-Clark Valley MPO because it is a bi-state organization.
- RTPOs are encouraged to invite tribal governments to participate in their transportation planning process.
- Once formed, a lead planning agency must be designated to coordinate preparation of the Regional Transportation Plan and carry out the other responsibilities of the RTPO. (One RTPO, QuadCo, rotates this responsibility among the four member counties.)
- RTPOs must have a policy board with representatives from major employers, the Washington State Department of Transportation (WSDOT), transit districts, ports, and member counties and cities. Under [RCW 47.80.040](#), any state legislators that have at least some of the RTPO area as part of their legislative district are *ex officio*, nonvoting policy board members.
- Fourteen RTPOs have been formed that include 37 of the 39 counties. San Juan County and Okanogan County are not part of an RTPO.

PROGRAM

- Establish guidelines pursuant [RCW 47.80.026](#) that provide specific direction for the development and evaluation of the transportation elements of local comprehensive plans.
- Prepare and periodically update a transportation strategy for the region.
- Prepare a Regional Transportation Plan as set forth in RCW 47.80.030 that is consistent with applicable countywide planning policies for those counties fully planning under the Growth Management Act (GMA) ([RCW 36.70A](#)).
- Certify that the transportation element of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed by the RTPO and are consistent with the Regional Transportation Plan.
- Where appropriate, certify that countywide planning policies are consistent with the Regional Transportation Plan.
- Develop a six-year regional transportation improvement program in cooperation with WSDOT, operators of public transportation services, and local governments in the region.

- Certify that the six-year capital facility plans ([RCW 36.70A.070](#)) developed by cities and counties for street and road improvements and six-year capital and service improvement plans developed by transit agencies are consistent with the regional transportation plan.
- Review level of service methodologies used by cities and counties planning under the GMA to promote a consistent regional evaluation of transportation facilities and corridors. Work to develop level of service standards or alternative measures ([RCW 47.80.023](#)).
- Review the regional transportation plan biennially for currency and send documentation of the review to WSDOT.
- WSDOT's Transportation Planning Office has the following responsibilities:
 - Establish minimum standards for regional transportation plans. ([Chapter 468-86 WAC](#) and requirements defined by the GMA)
 - Facilitate coordination among RTPOs.
 - Provide general administrative oversight.
 - Identify and jointly plan improvements and strategies within corridors providing regional or statewide movement of people and goods, through the regional planning process and state planning efforts.
- WSDOT's Local Programs Division administers project funds and ensures expenditures meet applicable requirements.

FUNDING

RTPO funding for planning activities is allocated by WSDOT according to [RCW 47.80.050](#).

The 2013-2015 biennial transportation budget appropriated \$4.4 million for the RTPO program. RTPOs must submit an annual work program to WSDOT.

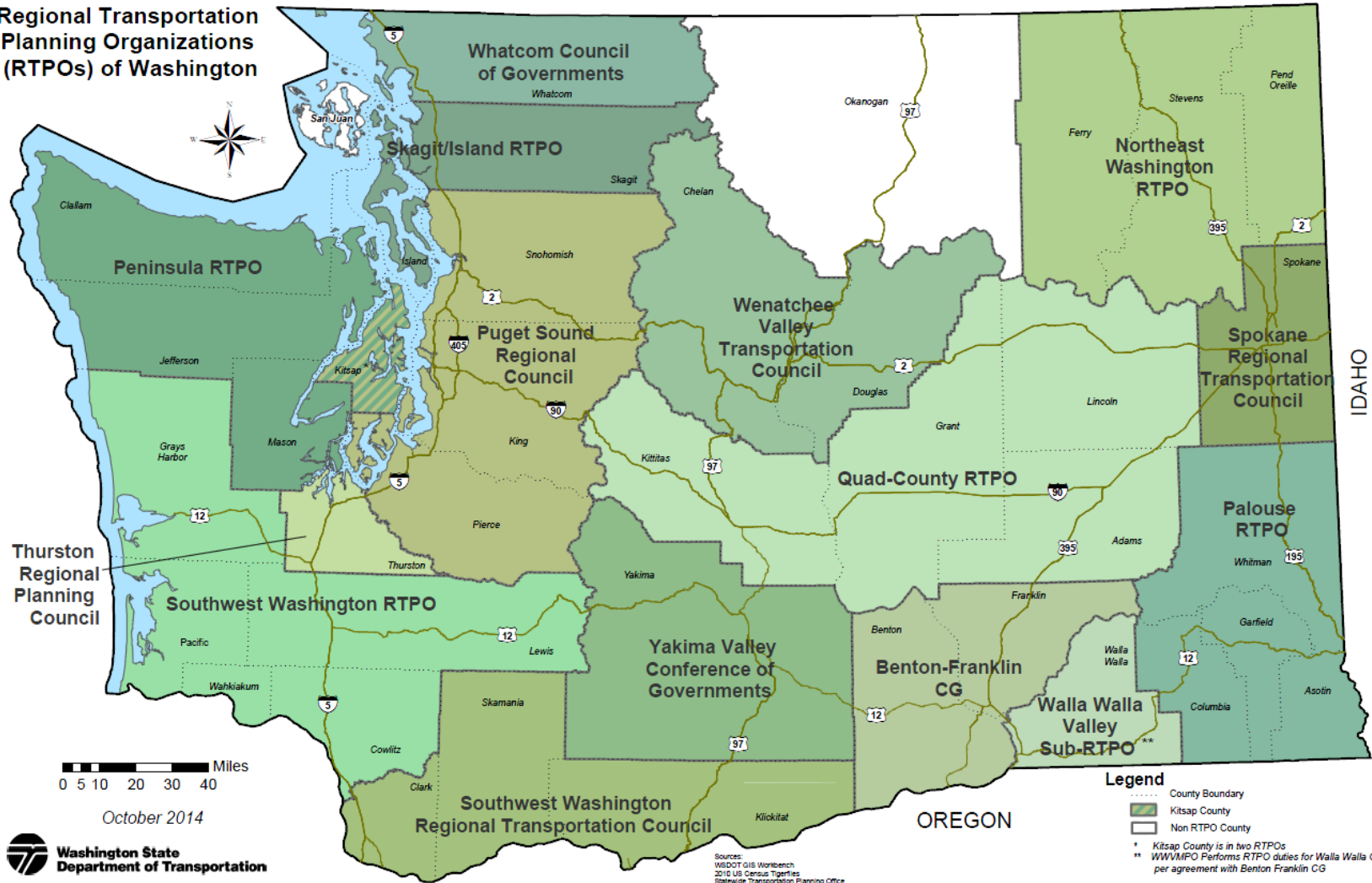
This appropriation was distributed, as agreed to among the WSDOT and RTPOs, in two parts:

- \$2.4 million for regional transportation planning. Each RTPO receives \$15,000 for each county within the RTPO. The remaining funds were distributed based on population.
- \$2 million for participation in statewide long-range transportation planning. Each RTPO receives an annual allotment portion dependent the status of the MPO located within its boundary and each MPO's federally classified type:
 - Transportation Management Areas (200,000 population) received \$50,000,
 - MPOs between 50,000 and 199,999 population received \$30,000, and
 - Non-metropolitan RTPOs received \$10,000
 - The remainder was distributed on a per-capita basis

ON THE WEB

[WSDOT webpage: What is an RTPO?](#)
[MPO/RTPO Directory](#)

Regional Transportation Planning Organizations (RTPOs) of Washington



0 5 10 20 30 40 Miles

October 2014



Sources: WSDOT GIS Workbench
2010 US Census Tigerfiles
Statewide Transportation Planning Office

Legend
 - - - - - County Boundary
 [Green Box] Kitsap County
 [White Box] Non RTPO County
 * Kitsap County is in two RTPOs
 ** WWMVPO Performs RTPO duties for Walla Walla County per agreement with Benton Franklin CG

IDAHO

OREGON

JURISDICTION:

Transportation Benefit Districts (TBD)

RCW:

[Chapter 36.73](#)

BACKGROUND

- Cities and counties may establish TBDs to fund capital improvements and operation of city streets, county roads and state highways, high capacity transportation systems, public transportation, and other transportation programs of regional or statewide significance including transportation demand management.
- In addition to individual city/county TBDs, counties or cities may create a multi-jurisdiction TBD through interlocal agreement. Multi-jurisdiction TBDs may include all or portions of cities, counties, transit districts, or port districts, with the approval of those agencies.
- Creation of the district requires a public hearing and a finding of public interest for formation.
- The governing body of a TBD is the legislative authority of the city or county creating the district, acting in an ex-officio and independent capacity. A multi-jurisdiction district must have at least a five member governing body, with at least one member from each participating jurisdiction. Alternatively, under certain circumstances, a multi-jurisdiction district may be governed by the metropolitan planning organization serving the district.
- Ownership of the facilities revert to appropriate jurisdictions after improvements are made.
- [A Quick View of Jurisdictions with TBDs](#) may be found on the MRSC website

FUNDING

- Single-year, voter-approved excess property tax levies
- Multi-year, voter-approved excess property tax levies for bond redemption
- General obligation bonds and revenue bonds
- A voter-approved sales tax of up to 0.2%, which may not exceed a ten-year period without voter reauthorization (unless the revenues are dedicated to the repayment of debt, such as general obligation bonds, in which case the sales tax may exceed a ten-year period)
- A *voter-approved annual motor vehicle fee of up to \$100 (*except for passenger- only ferry transportation improvements, up to \$20 may be imposed without voter approval if imposed in a jurisdiction-wide TBD)
- With voter approval, vehicle tolling; however, tolls on state routes must be administered by WSDOT. All tolls potentially impacting state facilities must be approved by the state Transportation Commission.
- Local Improvement District formation
- Border area motor fuel/special fuel excise tax (only for a district that has an international border crossing within its boundaries)
- Commercial and industrial development fees related to transportation projects
- Acceptance of gifts, grants, and donations

(For information on TBD Local Option Taxes, see the *Local Taxes section* on page 113.)

ON THE WEB

Municipal Research and Services Center (MRSC) [webpage](#) on TBDs

JURISDICTION:

City Transportation Authority (Monorail Transportation)

RCW:

[Chapter 35.95A](#)

BACKGROUND

- Separate municipal corporation created to provide a public monorail function
- Formed in a city with a population greater than 300,000 in one of two ways:
 - By an ordinance proposed by the city council, which is then approved by a majority vote of city voters; or
 - By a petition submitted by 1% of the qualified city voters of the city, which is then approved by a majority vote of city voters
- Boundaries are designated by the ordinance creating the authority and do not have to be citywide

FUNDING

- Taxes (must be voter-approved)
 - Motor vehicle excise tax - up to 2.5% (excludes new vehicles)
 - Sales and use tax on retail car rentals – up to 1.944%
 - Vehicle fee upon vehicle re-licensing – up to \$100
- Other revenue sources: fares, excess levies on property, general obligation bonds, revenue bonds, regular property taxes (up to \$1.50 per \$1,000 of assessed property value)

APPROVAL OF SEATTLE POPULAR MONORAIL AUTHORITY (formally City Transportation Authority - CTA)

- Vote in November 2002 within the City of Seattle approved the creation of the CTA, the plan to build the green line, and funding. The vote passed by 50.23%.
- The Seattle Popular Monorail Authority plan approved by voters included the following:
 - An initial 14-mile monorail line from Ballard and West Seattle to downtown Seattle. Service was expected to begin in December 2007
 - Four additional lines were planned to be proposed totaling 44 miles
 - Initiative 83, the monorail recall, was defeated by voters in November 2004
- Funding plan approved by Seattle voters
 - 1.4% motor vehicle excise tax on vehicle re-licensing
 - Collection of the motor vehicle excise tax began in June 2003 and was set at 0.85% for the initial planning year. The full 1.4% began being assessed on vehicles with renewal dates of June 1, 2004, and later (now repealed).

TERMINATION OF SEATTLE POPULAR MONORAIL AUTHORITY (formally City Transportation Authority - CTA)

- Vote in November 2005 within the City of Seattle rejected a shortened monorail project and funding for it. The vote passed by more than 60.0%.
- Provisions of the ballot measure required termination of the Seattle Popular Monorail project and dissolution of the Authority after payment of outstanding debt.
- Collection of the motor vehicle excise tax was terminated as of August 1, 2006.

Passenger Modes

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Passenger Vehicles

BACKGROUND

- In FY 2013, there were approximately 5.3 million licensed drivers in Washington State.
- In FY 2013, there were approximately 4.4 million passenger vehicles registered.
- For FY 2013, gasoline consumption was 2,691 million gallons, a slight increase from FY 2012. For FY 2013, diesel consumption was 666 million gallons, a slight increase from FY 2012.

GOVERNANCE

- The Department of Licensing administers laws related to the licensing and regulating of vehicles (Title 46 RCW)
- The Washington State Patrol provides traffic law enforcement; investigates auto theft, license fraud, and traffic collisions (RCW 43.43)
- The Traffic Safety Commission coordinates and promotes traffic safety and education programs at the state and local level (RCW 43.59)

FUNDING

- Passenger vehicle owners contribute to maintaining state roads and highways through user fees.
 - Motor vehicle fuel tax ([RCW 82.36](#))
 - Special fuel tax ([RCW 82.38](#))
 - Vehicle licensing/registration fees ([RCW 46.17.350](#))
 - Vehicle weight fees ([RCW 46.17.355](#) and [46.17.365](#))

OTHER RELEVANT STATUTES

- Off-road, non-highway, and wheeled all-terrain vehicles ([RCW 46.09](#))
- Certificates of title ([RCW 46.12](#)) and Registration ([RCW 46.16A](#))
- Special License Plates ([RCW 46.18](#))
- Mandatory Liability Insurance ([RCW46.30](#))
- Vehicle equipment requirements ([RCW 46.37](#))
- Size, weight and load ([RCW 46.44](#))
- Rules of the road ([RCW 46.61](#))
- Disposition of traffic infractions ([RCW 46.63](#))

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington State roadways consist of 82,450 centerline miles of highways, roads, and streets
 - 7,054 miles of state highways (includes interstate miles)
 - 39,232 miles of county roads
 - 18,672 miles of city streets
 - 17,490 miles of other roadways, including State Park, National Park, Indian Reservation, and U.S. Forest
- Annual vehicle miles traveled (VMT) on the state's system of roadways totaled approximately 57 billion miles during 2013. Since 2000, the annual VMT has increased 6% with an annual increase or decrease averaging <1%.
- State highways carry 55% of VMT, while county roads carry 16%, city streets 27%, and other roadways 2%.
- Washington's 764 miles of Interstate highways account for only 1% of roadway miles, but carry 27% of annual VMT.
- The National Highway System (NHS) , designated by federal law, provides an interconnected system of principal arterials and other highways that serve major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations; meet national defense needs; and serve interstate and interregional travel. Under MAP-21, the NHS was expanded to include more local roadways. In Washington the NHS consists of 4,561 miles of roadway, of which 78% is state and 22% local roadway.
- The Freight and Goods Transportation System of state highways and local roadways is classified according to the level of freight traffic using the route.
- The Scenic and Recreational Highway System comprises state highways that have exceptional scenic qualities and recreational opportunities along them; they are designated by the Washington State Transportation Commission and identified as State Scenic Byways.

GOVERNANCE

- State Highways
 - Owned and operated by the Washington State Department of Transportation (WSDOT).
 - WSDOT is a cabinet agency and is managed directly by the Secretary of Transportation, subject to the oversight of the Governor.
 - A route jurisdiction transfer is the conversion of a state highway into a local road or the conversion of a local road into a state highway. Requests for transfers are made to the Washington State Transportation Commission which evaluates the transfer request according to criteria in [RCW 47.17.001](#). The Commission forwards its recommendations to the Legislature for approval. Jurisdiction comes with the responsibility to preserve, maintain, and when necessary improve the facility.
- County Roads
 - Each of the 39 counties is responsible for construction, maintenance, and management of the roads and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before January 1 of each year and submitted to WSDOT and the County Road Administration Board (CRAB).

- Six-year plans pertaining to arterial road construction in urban areas of the county must be submitted to the Transportation Improvement Board (TIB) every two years.
- CRAB sets engineering standards and provides oversight for the county road departments in each county.
- City Streets
 - Each of the 281 incorporated cities is responsible for construction, maintenance, and management of the streets and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before July 1 of each year and submitted to WSDOT.
 - Six-year plans pertaining to arterial street construction in urban areas of the city must be submitted to the Transportation Improvement Board (TIB) every two years.

FUNDING

- State Highways
 - 24.46 cents per gallon Motor Fuel Tax (plus Ferries receives 1.08 cents)
 - See *Motor Vehicle Fuel Tax and Special Fuel Tax* on page 68
 - Motor vehicle licenses, permits, and fees
 - Federal highway grants
 - Bond issue proceeds
- County Roads
 - 4.92 cents per gallon Motor Fuel Tax
 - State grants from CRAB, TIB, and FMSIB
 - Dedicated county road property tax levy
 - Local funds appropriated for use on county roads
 - Bond issues for county road purposes
 - Transportation local option taxes (see *Local Taxes* on page 113)
 - Federal aid grants
- City Streets
 - 2.96 cents per gallon Motor Fuel Tax
 - State grants from TIB and FMSIB
 - Local funds appropriated for use on city streets
 - Bond issues for city street purposes
 - Transportation local option taxes (see *Local Taxes* on page 113)
 - Federal-aid grants

OTHER RELEVANT STATUTES

- [RCW Title 47](#) encompasses the majority of laws pertaining to public highways and transportation.
- Chapter [46.61 RCW](#) governs the Rules of the Road.
- Moving Ahead for Progress in the 21st Century (MAP-21) is the current transportation and highways funding authorization program that took effect on October 1, 2012, and has been extended through May 2015.

Ferries

BACKGROUND

- In terms of overall ridership, the Washington State Ferries (WSF) division of WSDOT is the nation's largest ferry system:
 - Linking urban areas on the east side of Puget Sound with communities on the Kitsap and Olympic Peninsulas,
 - Linking the San Juan Islands and Vashon Island with mainland, and
 - Linking Washington State with Canada through Sidney route.
- WSF is considered part of the state's highway system and is eligible for 18th amendment funding.
- Ferries are also operated by private businesses and counties.

GOVERNANCE

State Ferries

- Operated by the WSDOT – Washington State Ferries.
- System includes 23 vessels providing service on nine routes to 20 terminals; in 2013 ferries carried 10.1 million vehicles and 22.5 million riders. Based on the total number of riders carried, WSF could also be considered the third largest public transportation agency in the state.
- Current WSF vessel fleet consists of 9 vessel types: Jumbo Mark II Class (3), Jumbo Class (2), Super Class (4), Olympic (1, with two more funded or under construction), Issaquah Class (1), Issaquah 130 Class (5), Evergreen State Class (3), Kwa-di-Tabil (3), Hiyu (1).
- WSF currently serves 20 terminals in eight counties and British Columbia. WSF owns 14 of the terminals and six others are leased.
- [Chapter 47.60 RCW](#) provides general ferry operating authority
- Some powers and duties of WSDOT relative to the ferry system may also be found in [Chapter 47.56 RCW](#) (Toll bridges, Tunnels and Ferries)
- [Chapter 47.64 RCW](#) governs marine labor relations
- Fares are set by the Transportation Commission and are used to offset operating costs. (See *Ferry Fares* on page 53.)

County Ferries

- Five counties currently operate public ferries:
 - Pierce, Whatcom, Skagit, King, and Wahkiakum counties
 - Largely funded with county road funds (property taxes).
 - Wahkiakum receives state support ([RCW 47.56.720](#))

Private Ferry Operations

- There are 8 private ferry operations regulated by the Washington Utilities and Transportation Commission ([Chapter 81.84 RCW](#))

Other Ferry Operations

- The Colville Indian Tribe provides a toll-free crossing of Lake Roosevelt (Columbia River)
 - The Alaska Marine Highway (between Bellingham, Washington and Skagway, Alaska)
 - WSDOT Eastern Region maintains and operates the MV Sanpoil on SR 21 in Eastern Washington (toll-free).

FUNDING

- State Ferries
 - Dedicated Motor fuel tax distribution for ferry operations (0.54 cents of 23-cent gas tax) (RCW 46.68.090 (c))
 - Dedicated Motor fuel tax distribution for ferry capital construction (0.55 cents of 23-cent gas tax) (RCW 46.68.090 (d))
 - Motor fuel tax transfers from the Motor Vehicle Account
 - Combined licensing fee (1.661% of collections)
 - Ferry fares, concessions, and rent
 - Federal Ferry Boat and Terminals Construction Program
 - Federal Transit Administration (FTA) grant programs—Section 5309 and Section 5307
 - Federal Surface Transportation Program
 - Federal Homeland Security grant funds from the Office of Domestic Preparedness (ODP) and the Transit Security Administration (TSA)
 - Bond proceeds

- County Ferry Districts and PTBA Ferry Operations (See *Local Option Taxes: Ferry Services* on page 121.)

WEB RESOURCES

WSF website: <http://www.wsdot.wa.gov/ferries/>

History of WSF: [Historylink article for the Seattle Times, June 1, 2001.](#)

Ferry Route Map



Transportation Demand Management

BACKGROUND

Transportation demand management (TDM) strategies improve the efficiency of the statewide system, helping transportation projects and existing facilities perform closer to optimal levels. The tools and techniques of TDM—such as commute trip reduction, telework, vanpool programs and ride-matching services—help cut road-maintenance costs, enhance community safety and livability, and reduce vehicle carbon emissions. TDM also offers low-cost solutions to roadway congestion and capacity needs, allowing resources to be dedicated to other transportation improvements.

TDM is a central component of “Results WSDOT,” the agency’s strategic plan for the next three years. In that plan, WSDOT set its goals for addressing congestion – which incorporates the principles of TDM by using the most cost-beneficial approach for solutions to adding capacity, managing demand, and enhancing operational efficiency.

There are several TDM programs and strategies used in Washington State.

- *Commute Trip Reduction.* In 1991 the Washington State Legislature passed the Commute Trip Reduction (CTR) Law for the purpose of reducing air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made in single occupant vehicles (SOVs). The state policy targets large businesses (with at least 100 employees) with each participating employer required to establish a program for reducing employees’ SOV trips as well as the vehicle miles of travel during peak commuting periods. The CTR program was modified by the Legislature in 2006 to integrate CTR as a strategy in local and regional economic development and transportation plans, and focus TDM strategies for smaller employers and individual citizens through as the Growth and Transportation Efficiency Center (GTEC) program. The GTEC program is currently unfunded. For more information on the Commute Trip Reduction program, see the [2013 CTR Board Report](#).
- *Tax Credits.* As part of the CTR program, the state provides private employers a tax credit for certain amounts provided to employees for the purposes of carpooling, vanpooling, transit, walking or biking.
- *Transit Pass Programs.* These programs offer discounted transit fares to certain users for certain time periods. In particular, some transit agencies have teamed with universities and large employers to provide transit passes. One example is Spokane Transit Authority's Employer-Sponsored Bus Pass Program. In this program, the Transit Authority will sell monthly passes to the company or organization at a discount of \$3.00 per pass provided that the company or organization agrees to pass that savings on to the employees and offer an additional discount of not less than \$3.00 per pass. Another example is the U-PASS program through the University of Washington, available to students, faculty and staff. The U-PASS program provides unlimited rides on King County Metro, Community Transit, Sound Transit, Pierce Transit, Kitsap Transit or Everett Transit bus services, Sound Transit’s Link light rail and Sounder commuter trains and paratransit bus services; vanpool subsidies; and discounted annual fees for Zipcar, a shared vehicle service.
- *Shared vehicle services.* Shared vehicle services provide a flexible option to travelers who rely primarily on non-motorized and public transit travel, yet at times require a vehicle for special trips, such as grocery shopping or trips to rural areas. An example of such a service is Zipcar, which offers a network of vehicles to users who pay a membership fee and an hourly or daily rate, depending on the user's plan preference. Such services, while similar to car rental services, are marketed to be more accessible both in proximity and around the clock and flexible.

- *Guaranteed Ride Home.* Guaranteed ride home programs provide rides home for shared transportation participants who, for unplanned reasons, are unable to make connections to normal transit services after leaving work. C-TRAN in Clark County participates in a program called "Emergency Ride Home," in which participants in vanpools are eligible for a free taxi ride home if an emergency occurs while at work, with the cost covered by the employer or C-TRAN.
- *Flexible Schedules and Teleworking.* Many private and public employers offer flexible schedules to encourage employees to manage their commutes. In some cases, the employer may allow different starting and ending times for the work days or a compressed work schedule. Some employers allow employees to work remotely or from home for part of the work week, which eliminates commute trips on those days. It also allows employees to make fewer trips each week to work. These flexible schedules and teleworking adjustments allow commuting flexibility to reduce peak time traffic congestion.
- *Congestion/Variable Pricing.* For tolled facilities, this strategy involves variable charges based on levels of congestion and/or time of day and can be charged over a wide area or a single corridor. In addition, technology has automated the collection of such charges, eliminating delays related to queuing up at a toll booth. In Washington, such a system has been deployed on State Route 520 on the Evergreen Point Floating bridge. At peak times, motorists pay as much as \$3.59 to cross the bridge, while between 11pm and 5am there is no charge. Payment is conducted electronically using transponders or by license plate recognition and prepaid accounts or pay-by-mail.
- *Real-time Traffic Information.* WSDOT, the City of Seattle, and various third-party providers offer tools that allow the traveler real-time access to traffic information. Traffic information includes travel times, congestion levels along major routes, visuals of actual road conditions, real-time transit information, and may also include information about major athletic or other special events, that may create traffic issues. Information is available via the web, television news, smart phone applications, the 511 system, and highway signage.
- *Transit-Oriented Development.* King County has maintained a transit-oriented development (TOD) program since 1998. According to the program's web site, "A TOD is a private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center." Transit-oriented development policies are largely a function of local comprehensive planning policies and rules.

GOVERNANCE

The state policies governing transportation demand management in the state and local government and private sector, and specifically commute trip reduction, are found in Washington's Clean Air Act ([RCW 70.94.521 through 70.94.555](#)). Local CTR plans are also required to be consistent with the transportation element of local comprehensive plans, defined in the [Growth Management Act](#). Tolling policy, including congestion/variable rate pricing is governed by [Chapter 47.56 RCW](#).

State. The state, through the Commute Trip Reduction Board (appointed by the Secretary of Transportation and staffed by WSDOT), is responsible for developing the guidelines to implement the CTR law. The Board also reviews and approves local and regional CTR programs and is also responsible for the development of a joint comprehensive commute trip reduction plan for all state agencies. The state, through Legislative budgeting priorities and the WSDOT public transportation division, has established vanpool and regional mobility grant programs to support TDM options. In addition, the WSDOT Traffic Operations program provides support for several TDM approaches, including active traffic management and the provision of real-time traffic data. The WSDOT tolling division is implementing variable pricing on the SR 520 corridor in support of the financing for the replacement of the floating bridge.

Local Governments. Transit agencies have led the development and implementation of a number of TDM strategies, including pass programs, guaranteed ride home programs, web-based route planning, and TOD. Regional transportation planning organizations (RTPOs), and the cities and counties that they represent, have been required under federal transportation authorization bills to develop short-term and long-range transportation plans that, in part, rely on various TDM strategies to help address urban congestion issues.

FUNDING

For the CTR program, \$6.4 million in funding was provided through the WSDOT/Public Transportation program budget in 2013-15. Of this amount, \$3.9 million was allotted for grants to local governments for technical assistance to employers. The remaining \$1.8 million was allotted for overall program technical assistance, measurement, and evaluation by WSDOT.

In addition, \$754,000 from the State Parking Account was provided for limited technical assistance and services to state agencies. Such services include the State Agency Rider (STAR) transit pass and the Emergency Ride Home program. Other state agency CTR efforts are funded directly by those agencies.

For private employers, \$3.5 million in tax credits were authorized for payments made by employers to employees for the purposes of reducing SOV trips. It is estimated that for their part employers invested \$45 million directly in CTR programs in 2006.

For the support of vanpools, \$6 million was authorized to purchase additional vans to support local programs.

ON THE WEB

WSDOT's Demand Management [webpage](#)

WSDOT's Commute and Travel Choices [webpage](#)

[Washington State Traveler Information](#)

[City of Seattle Traveler Information](#)

[Transit real-time information](#) (available for eight transit organizations in Western Washington)

WSDOT's Commute Trip Reduction [webpage](#)

Buses

BACKGROUND

- Bus service is the principle public transportation service provided by most transit systems in the state. Transit systems may provide an array of services that include routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, ferry services, paratransit specialized services (often referred to as demand response or "Dial-a-Ride"), and vanpooling/ carpooling coordination. The figures presented below address only the bus service provided by those systems.
- In 2012 the public transit systems in Washington provided the following services:
(in millions)

<u>Service Type</u>	<u>Revenue Vehicle Hours</u>	<u>Revenue Vehicle Miles</u>	<u>Passenger Trips</u>
Fixed Route	6.1	84.1	191.9
Route Deviated	0.23	3.8	2.4
Demand Response	1.9	27.6	4.4
Vanpool	1.1	39.6	8.6

- The majority of the public transit buses that are operated in Washington state use diesel fuel. In 2010, public transit agencies used 25 million gallons of diesel, 4.3 million gallons of gasoline, 1.5 million therms of compressed natural gas, and consumed 33.2 million kilowatt hours of electricity to operate the fixed route, route deviated, and demand response services, and vanpools.
- Bus-rapid transit (BRT) is a type of high-capacity bus service, which adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate in its own right-of-way, have shorter headways, and longer stop spacing than traditional bus service. In practice, BRT systems around the world may adopt all or only some of these features.
- In the Central Puget Sound region, Community Transit operates the Swift service, on a 16.7 mile line on SR 99 connecting the Aurora Village Transit Center and downtown Everett. King County Metro operates the Rapid Ride express bus network, which adopts some BRT features. Four lines are currently in operation. The Rapid Ride service includes BRT features such as frequent headways during peak commuting hours, low-floor articulated buses, real-time bus arrival information signs, and longer stop spacing.

GOVERNANCE

- Currently there are 32 operating public transit agencies in Washington State that provide bus service. Okanagan County PTBA is the newest system in 2014.
- Public transit is provided by counties, public transportation benefit authorities (PTBA), county transportation authorities, unincorporated public transportation benefit authorities, regional transit authorities, or cities. For a complete description of the governance models authorized for transit agencies, see the *Local/Regional Jurisdictions section* on page 339.
- Intercity public transportation is also provided by private operators. Washington State sponsors intercity bus services in areas where there has been a deficiency identified. The Federal Transit Administration (FTA) provides 50 percent of the funds for the program. Greyhound Bus Lines provides local matching funds that pay the other 50 percent.
- For more information regarding WSDOT's Intercity Bus program check the web site at:
<http://www.wsdot.wa.gov/transit/intercity>

- Four lines of intercity bus services currently operate within Washington State:
 - Travel Washington: Grape Line between Walla Walla and Pasco
 - Travel Washington: Apple Line between Omak and Wenatchee and Ellensburg
 - Travel Washington: Dungeness Line between Port Angeles and Seattle and SeaTac
 - Travel Washington: Gold Line between Kettle Falls and Spokane

FUNDING

- Public transit agencies are primarily funded through voter-approved local sales tax (RCW [35.95.040](#), and [82.14.045](#)). In 2012, sales tax contributed \$1,336 million to public transit.
- In 2012 public transit agencies collected \$260.7 million in fare revenues. The majority of this revenue, \$230.9 million, was collected from users of fixed-route bus service.
- The 2012 average farebox recovery rate (the percent of annual operating costs recovered by passenger fares) for fixed-route service offered by public transit agencies was 25.4%.
- In 2012 Washington public transit agencies received \$102.4 million in federal operating and preventative maintenance grants and \$219.2 million in federal capital grants.
- During the 2013-15 biennium, the state transportation budget provided \$93 million in funds to public transit agencies through the Special Needs, Regional Mobility ([RCW 47.66.030](#)), and Rural Mobility ([RCW 47.66.100](#)) grant programs.
- As described above, the Travel Washington Intercity Bus program is funded in part by the FTA. The FTA 5311 Non-Urban Program requires states to set-aside 15% of their federal transit apportionment to support intercity bus service. The federal grant funds require a 50% local match for operating assistance. WSDOT has been granted FTA authority to use the private investment in the intercity system (primarily from Greyhound) as the required match, and therefore is supporting the four Travel Washington routes with only federal funds. The private contractors are allowed to keep fares and fees.

ASSET MANAGEMENT

- As a condition of receiving state funding, public transit agencies are required to submit an asset management plan to the Washington State Department of Transportation. The plan must include an inventory of all transportation system assets, and a preservation plan based on lowest life cycle cost methodologies. This requirement applies to Washington State transit systems established under the following sections of the Revised Code of Washington (RCW):
 - RCW [35.84.060](#) – City Transit Systems (defined in RCW [47.04.082](#))
 - RCW [36.56](#) – County that has assumed the functions of a metropolitan transportation system (King County)
 - RCW [36.57A](#) – Public Transportation Benefit Areas (PTBAs)
 - RCW [81.112](#) – Regional Transportation Authorities

OTHER RELEVANT STATUTES

For a more in-depth information on public transit service, see WSDOT's "[2014 Summary of Public Transportation](#)".

For a list of public and private agencies providing any kind of public transportation service, see the [Washington State Public Transportation Directory, 2014](#)

Special Needs Transportation

BACKGROUND

- [RCW 81.66.010](#) defines persons with special transportation needs as "people, including their attendants, who are unable, because of a physical or mental disability, income status, or age, to transport themselves or purchase appropriate transportation."
- "Demand-Response" service is a type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Service is not on a fixed route and usually requires advance reservations.
- "Deviated Fixed Route" service is a hybrid of fixed-route and demand-response transit services. A service vehicle will travel along a fixed route, with fixed stops, on a fixed schedule, but may deviate from its course for a pre-scheduled request.
- The Americans with Disabilities Act of 1990 requires transit agencies to provide paratransit services (demand response) to individuals that cannot take the fixed-route bus because of a functional disability. The FTA requirements include "complementary" paratransit service to destinations with 3/4 mile of all fixed routes.
- In 2012, public transit agencies provided \$167.4 million in operating costs for demand-response service or just less than 13.7% of total operating costs. Route-deviated service cost public transportation agencies about \$19 million dollars or 1.6% of total operating costs.
- In 2012, demand-response service provided by public transit agencies accounted for about 4.4 million passenger trips, or about 2.0% of all passenger trips. Passenger trips on route-deviated service accounted for about 2.39 million trips, or about 1.1% of all passenger trips.
- In 2012, about 13.6% of the state's population resided outside of the service boundaries of a transit system. For these mostly-rural residents and other populations unable to use transit systems because of age or abilities, Community and Brokered Transportation providers help fill these transportation service gaps.
- Since 1989, Washington State has used a competitively selected brokerage system to provide non-emergency medical transportation (NEMT) for eligible Medicaid clients. Transportation brokers link riders to least-cost, most-appropriate transportation providers. Brokers are primarily non-profit organizations that are governed by a Board of Directors. The state is divided into 13 service regions and currently contracts with eight brokers. In 2012, the brokers coordinated just over 2.8 million trips for Medicaid clients. This was a decrease of 1.70 percent from 2011.
- Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas. With a focus on the transportation needs of low-income, elderly, youth, veterans and their families and people with disabilities, Community Transportation Providers coordinate transportation services for access to health care, nutrition, employment, training, education, social services, and other vital community resources. Community Transportation Providers partner with a network of transportation service providers, employers, and human service agencies that may include health care providers, senior services, veteran services, community colleges, workforce partners, services for people with disabilities, and other social service agencies.

- The Agency Council on Coordinated Transportation (ACCT) is a council of state agencies, transportation providers, consumer advocates and legislators. The Council's mission is to increase the efficiency of special needs transportation services by promoting the coordination of services offered by a myriad of state, local, and private entities. ACCT's enabling legislation expired in 2012, but the federal requirements for coordination of special needs transportation remain. The Council continues to meet.

GOVERNANCE

- According to the 2008 JTC Study of Special Needs Transportation, as many as 623 organizations and agencies provide some level of special needs transportation in Washington State. There is no typical provider or service offering, but private, non-profits represent slightly more than one half of the identified providers, and vast majority of services are door-to-door demand-response services.
- Transit agency authorizing statutes are described in the *Local/Regional Jurisdictions* section of this manual on page 339.

FUNDING

- In 2012, the farebox recovery (the percent of annual operating costs recovered by passenger fares) rate for route-deviated service was 4.5%. For demand-response service, the farebox recovery rate was 2.8%. The lower farebox recovery rates associated with these services are due to reduced fares or fare-free policies for the elderly or persons with disabilities.
- For the 2011-13 biennium, the state transportation budget appropriated \$25 million in multimodal funds for special needs transportation services offered by nonprofit providers and public transportation agencies.
- Transit agency operating expenses for route-deviated and demand-response service amounted to \$186.4 million for Calendar Year 2012.

ON THE WEB

WSDOT Public Transportation Division program information: [WSDOT Accessibility and Special Needs](#)

For a more in-depth descriptions of Community Transportation Providers and Medicaid Transportation Brokers, see WSDOT's "[2014 Summary of Public Transportation](#)".

For a list of public and private agencies providing any kind of public transportation service, see the [Washington State Public Transportation Directory, 2014](#)

Joint Transportation Committee, "Special Needs Transportation Study," [Final Report](#), January 2009.

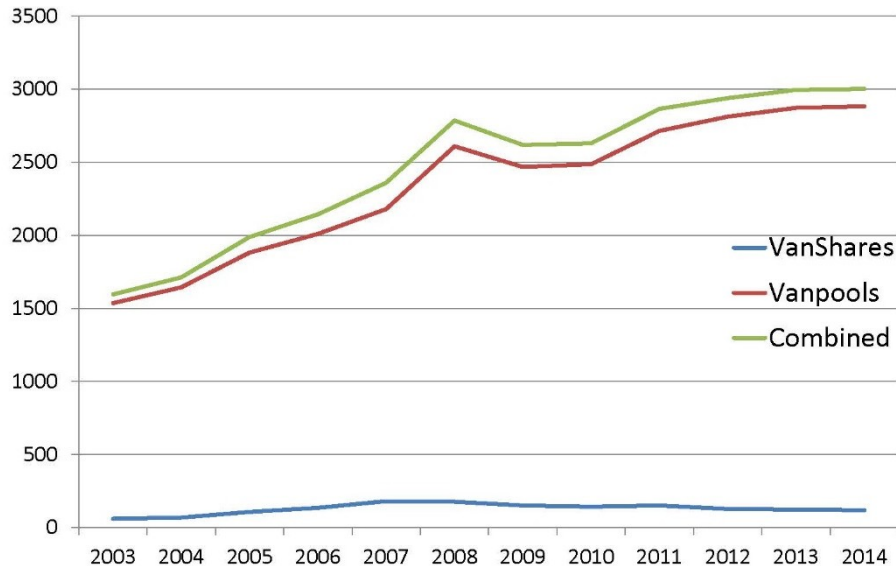
Agency Council on Coordinated Transportation website: <http://www.wsdot.wa.gov/acct/default.htm>

Carpooling/Vanpooling

BACKGROUND

- Filling empty seats on, vanpools and personal vehicles is often a cost effective mobility and congestion reduction strategy.
- Investments in vanpool vehicles, ride-matching technology (e.g. RideshareOnline), park and ride lots, marketing and rider incentives and promotions are tools to capitalize on this asset.
- The State Legislature created a vanpool grant program in 2003 to help public transit agencies expand existing vanpools. Since then, the state has provided more than \$40 million to local transit. Agencies have purchased more than 1,600 vans with an additional 206 vans to be purchased during the remainder of the 2013-2015 biennium.
- In July 2003, 1,508 public vanpools and 52 public vanshares (home-to-transit station van services for commuters) were operating in Washington State and transported over 11,000 employees to work each day. As of June 2014, these numbers grew to 2,884 vanpools and 117 vanshares in operation and transporting 20,000+ employees to work every day.
- Vanpool use is closely tied to economic activity. As the following graph demonstrates, the number of operating vanpool groups began to decrease slightly in 2008 and remained flat until rebounding in mid-2011.
- The majority of vans transport employees to employers participating in the Commute Trip Reduction program.

Number of Vanpools Operating in Washington State, 2003-2012



- Carpooling in personal vehicles and vanpooling are both supported by investments in RideshareOnline.com. Washington supports RideshareOnline.com as part of a tri-state technology partnership with Oregon and Idaho. This system allows commuters to seek carpool/vanpool partners through its ride-matching capabilities. In addition, numerous employers, local governments and other organizations use RideshareOnline.com as a tool to track employee commuting and to provide incentives for employees who make more efficient transportation choices.

- Paid services such as Lyft and Uber which are marketed as “ride share” services are currently subject to regulation by Seattle [ordinance](#) as “application-based transportation network companies.” For more background on this issue see the Seattle City Council’s [webpage](#) on Taxi, For-Hire and Limousine regulations.
- High-Occupancy Vehicle (HOV) lanes move about 35% of all the people on area highways with HOV lanes in only 19% of the vehicles in the peak commuting periods and directions. The average HOV lane carries 1½ times as many people as the average adjacent lane in the peak commute. Carpools and vanpools may use HOV lanes ([RCW 46.61.165](#)). (For more information on HOV lanes see the *High Occupancy Vehicle (HOV) Lanes section* on page 383)
- The percentage of people who drove alone to work to Commute Trip Reduction (CTR) worksites declined from 70.9% in 1993 to 62.3% in 2011. In contrast, there has been an uptick in the national and state drive-alone rates over the last few years. (For more information on CTR, see the *Transportation Demand Management section* on page 374.
- Park and ride lots provide a safe, convenient transfer area for transit, carpool and vanpool passengers, cyclists and pedestrians. There are more than 355 park and ride lots around the state. In most cases, park and ride lots are operated and maintained by local transit agencies. Through the state’s regional mobility grant program and other funding sources, WSDOT, transit agencies and local governments have developed partnerships to construct new park and rides and increase capacity at existing lots. WSDOT and its partners have also developed agreements with property owners, such as churches and community centers, for “park and pool” lots for flexible carpools and vanpools to free up space for transit riders at high demand park and ride lots. Some areas are combining park and ride functions with new residential and commercial development.

GOVERNANCE

- The direct formation and management of carpooling and vanpooling is conducted by numerous entities, including private individuals and businesses; public transit systems; and city and county governments.
- In Washington State, vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate vanpools. In addition, private individuals and employers work to form vanpool groups.

FUNDING

- The 2014 supplemental transportation budget allocated \$6 million to purchase vehicles to expand vanpooling in the state. The Legislature earmarked some of this amount to meet the transportation system needs in the Joint Base Lewis-McCord (JBLM) corridor. As of June 2014, 25 vanpools transported an average of 95 passengers a day to JBLM. The majority of public vanpool program costs are recovered directly from fares paid by riders. Many employers partially or fully subsidize the cost of vanpools for their employees. Fare policies vary by operator, as determined by the operator’s board or county council.
- Public and private vanpools are exempt from retail sales tax on the purchase of the vehicle ([RCW 82.08.0287](#), [82.12.0282](#), [82.44.015](#)).
- The 2013-15 [Regional Mobility Grant program](#) includes \$6.8 million in new funding for transit agencies to invest in park and ride lots.

ON THE WEB

WSDOT’s Commute and Travel Choices [webpage](#)

WSDOT Vanpool information: <http://www.wsdot.wa.gov/Transit/Rideshare/Vanpool.htm>

WSDOT Park and Ride [general information](#) and [locations](#)

High Occupancy Vehicle (HOV) Lanes

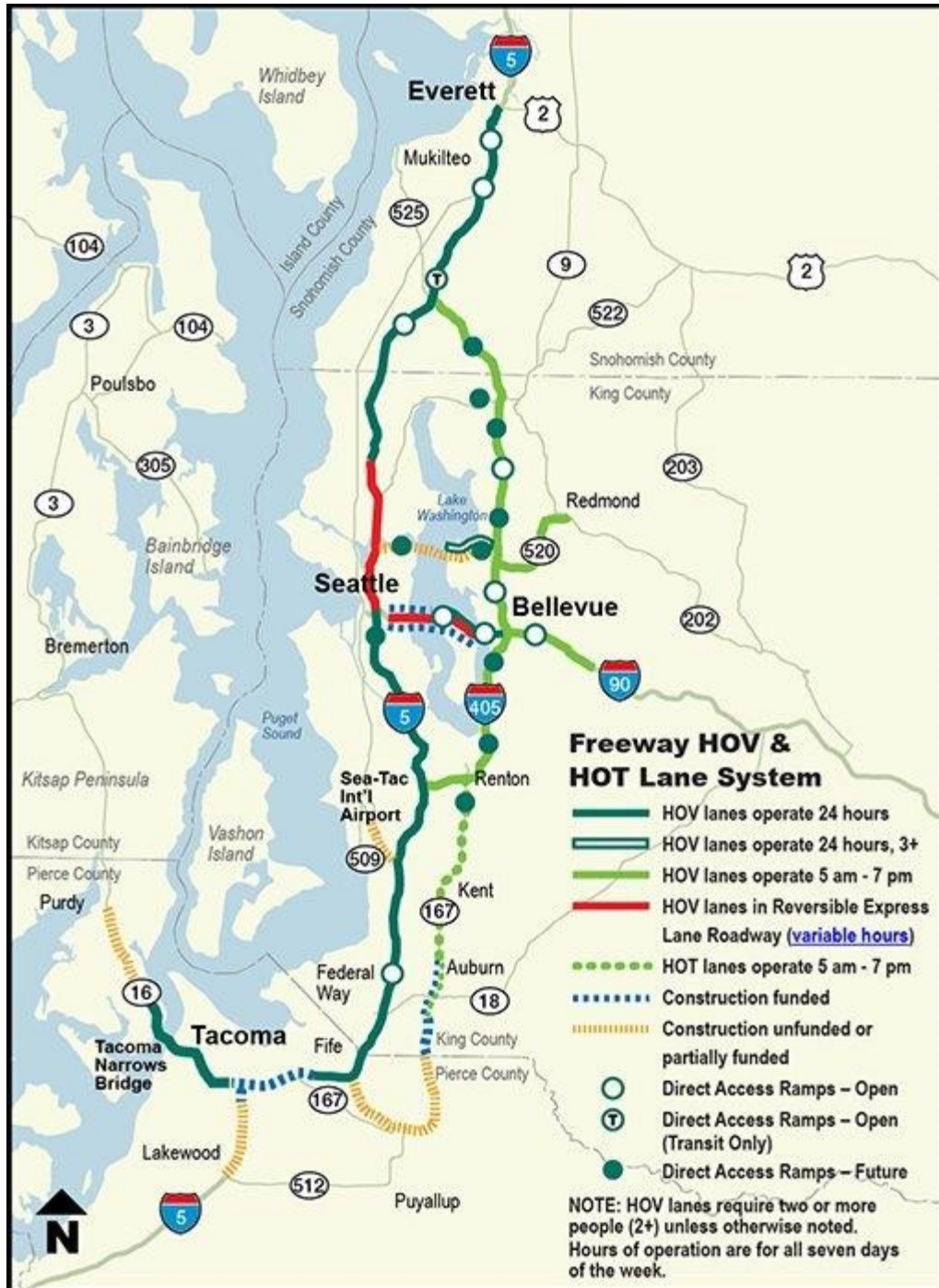
BACKGROUND

- The HOV system is intended to increase highway efficiency by giving priority to vehicles carrying more people. The HOV system provides increased speed and reliability for buses, vanpools, and carpools compared to the general purpose lanes.
- Elements of the HOV system includes HOV lanes on highways, HOV priority treatments on local streets, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, HOV direct access ramps, and the "Guaranteed Loading Program" on Washington State Ferries.
- HOV lanes move about 35% of all the people on area highways in only 19% of the vehicles during peak commuting periods and in the peak direction. The average HOV lane carries 1½ times as many people as the average adjacent highway lane in the peak commute. Transit routes using the HOV lanes carry over 100,000 transit riders per weekday.
- Approximately 250 lane-miles of HOV lanes are currently open on Puget Sound highways. Construction is underway on HOV lanes on I-5 and SR 16 in Pierce County. Design is underway on parts of the remainder, but funding for completion of the system has not been secured. (See the HOV system map on the following page.)
- Puget Sound highway HOV lanes are currently open to buses, vehicles with two or more occupants, and motorcycles. An exception is on the short segment of SR 520 between I-405 and the floating bridge, which has a requirement of three or more occupants per vehicle for safety and operational reasons.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core highway HOV system including the HOV lanes on I-5. Highways east of Lake Washington are an exception to this policy. In the summer of 2003, a demonstration was begun that opened these HOV lanes to general purpose traffic at night between 7:00 pm and 5:00 am.
- Policy changes to increase HOV lane performance may involve increasing occupancy requirements to 3 or more or implementing managed lane pricing via conversion to High Occupancy Toll (HOT) lanes. (For more information on HOT lanes, see the *Tolling section* on page 231.)

GOVERNANCE

- Federal law currently requires HOV operators to consider policy changes if average speeds in the HOV lanes drop below 45 mph for 90 percent of the time over a consecutive 180-day period during the weekday peak periods ([23 USC 166 \(d\)\(2\)\(B\)](#)).
- State law ([RCW 47.52.025](#)) allows WSDOT, cities and counties to limit access to certain highway facilities, including designating lanes or ramps for preferential use by transit agencies and private transportation companies which operate vehicles with a carrying capacity of eight or more passengers.
- WSDOT has the sole responsibility for planning, constructing, and operating HOV and queue by-pass lanes on limited access facilities, but consults and coordinates with the regional metropolitan planning organization. In the Puget Sound region, WSDOT has also committed to consulting with Sound Transit regarding proposed changes to HOV operating policies.
- Chapter [81.100 RCW](#) provides local taxing authority to counties and regional transportation investment districts (RTIDs) to accelerate development of the high occupancy vehicle lane system.
- On state-owned arterials, WSDOT shares the planning, constructing, and operating responsibilities with local jurisdictions.

- WSDOT has shared responsibility for planning and developing HOV direct access ramps with Sound Transit.
- The Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and by Sound Transit's Master Plan.



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FUNDING

- The 2003 nickel package funded substantial portions of the core HOV system, including projects on SR 16 in Tacoma, on I-5 in Federal Way and Everett, on SR 167 in Auburn, and on SR 520 in Redmond. The total cost of core HOV system improvements funded through the nickel package is in excess of \$700 million.
- The 2005 transportation funding package (Transportation Partnership Act) also provided funding for core HOV improvements. Specifically, adding HOV lanes to I-5 in Pierce County between SR 16 and the Pierce/King County line and improving the I-5/SR 16 interchange including direct HOV to HOV connections. These projects are finished or currently underway.
- The 1996 Sound Transit plan includes direct access ramps to allow buses to enter and exit HOV lanes without crossing general purpose traffic. These direct access facilities cost approximately \$500 million. The Sound Transit Phase II plan does not include funding for additional direct access ramps.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate completion of HOV lanes and related facilities on state highways and local arterials and to fund other HOV programs ([RCW 81.100.030](#), [81.100.060](#)). No county has authorized these tax options. For more information on local option HOV taxes, see the *Local Option Taxes for High Occupancy Vehicle (HOV) Systems* section on page 119.

Intercity Passenger Rail (Amtrak Cascades)

BACKGROUND

- The Washington State Department of Transportation (WSDOT) along with the Oregon Department of Transportation (ODOT) sponsor the intercity passenger rail service known as Amtrak Cascades. The Amtrak Cascades service operates on a 467-mile rail corridor connecting 18 cities spanning from Eugene, OR, through Portland and Seattle to Vancouver, BC. The tracks are owned by the Union Pacific Railroad (Oregon) and the BNSF Railway (Washington and British Columbia).
- The major rail network, on which Amtrak operates, is privately owned by the BNSF railroad company. Freight, national and regional passenger rail, and local commuter rail services use this rail line.
- 300 miles of the corridor are in Washington, 134 miles in Oregon and 33 miles in British Columbia. Each day 11 trains are in service: three between Seattle, WA and Eugene, OR; three between Seattle, WA and Portland, OR; two between Seattle, WA, and Vancouver, B.C.; two between Portland, OR and Vancouver, B.C.; and one between Portland, OR and Eugene, OR.
- Ridership on WSDOT/ODOT sponsored service in the Pacific Northwest Rail Corridor (Amtrak Cascades) has risen from 94,000 in 1994 to over 807,000 in 2013.
- In October 2013, Section 209 of the Federal Railroad Administration's Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was implemented, which eliminates federal operating funding for state-supported trains, requiring states to absorb more costs.
- Two additional Amtrak long-distance lines operate in Washington: (1) Empire Builder, which travels from the Pacific Northwest to Chicago, IL, with service from Seattle/Portland to Spokane, WA; and (2) Coast Starlight, which travels between Seattle, WA, and Los Angeles, CA, with a total of six station stops in Washington State.

GOVERNANCE

- WSDOT is responsible for developing and implementing Washington State's passenger rail program as specified in [RCW 47.79](#) and [47.82](#). In 2014, WSDOT published the new state rail plan, which incorporates passenger and freight rail into one strategic plan.
- The 18th amendment to the Washington State constitution prohibits the expenditure of state or federal gas tax dollars on rail construction projects or operations. For a more in-depth description of the *18th Amendment*, go to page 25.

FUNDING

High-Speed Rail Funding -- Multimodal Account Federal

Washington was awarded a total of \$794.9 million in federal funding to increase the frequency and reliability of the Amtrak Cascades service.

- January 2010 – Washington was awarded \$590 million in federal ARRA grants for High-Speed Rail improvements in the Pacific Northwest Rail Corridor.
- April 2011 – Awarded an additional \$145.5 million in ARRA funds.
- September 2011 - Awarded additional \$31.1 million in ARRA funds.
- Other federal funding sources for high-speed rail totaled \$28.3 million.

As a result of this funding, by the end of the ARRA program in 2017 Amtrak Cascades passengers will see:

- Two additional daily round trips between Seattle and Portland, for a total of six round trips
- 10-minute reduction in travel times
- 88 percent on-time performance.

From these amounts, \$426.6 million in federal and local funds from the Multimodal Account in 2013-2015 was appropriated for:

- Creation of an Integrated State Rail Plan which combines and updates Washington's separate freight rail and passenger rail plans as one plan.
- Construction of track improvements near Blaine to facilitate train movements around the Customs inspection facility.
- Purchase and install new tracks, concrete ties and ballast rock in Vancouver, WA.
- Improve safety at grade crossings under the Federal Highway Administration's Surface Transportation Program Sections 1103(f) and 130(f) corridor hazard elimination program.

Multimodal Account – State

The 2013-2015 transportation budget as supplemented in the 2014 legislative session included an appropriation of \$85.3 million from the Multimodal Transportation Account – State, to carry out the following activities:

- Operate two daily round trips between Seattle and Portland; one daily round trip between Seattle and Vancouver, B.C.; and one daily roundtrip between Portland and Vancouver B.C. (A third daily trip between Portland and Seattle is funded by Amtrak.)
- Design station, platform and track at Freighthouse Square in Tacoma.
- Construct main line and bypass track at Port of Vancouver.
- Track improvements between Vancouver and Nisqually, Seattle to Everett, and Everett to the U.S./Canada border.
- Build main line and sidings in the Kelso to Longview area.
- Improve the signal system for controlling train movement.
- Construct new main line at Blaine.
- Design new locomotives that will be used for passenger service starting in 2017.
- Improve track and signal system in conjunction with Sound Transit to improve access to King Street Station.
- Extend the rail siding at Mount Vernon and construct bypass tracks to allow passenger trains to go around freight congestion in Vancouver.
- Construct a new station and platform at Tukwila.
- Overhaul Amtrak Cascades trainsets.

ON THE WEB

[WSDOT's Passenger Rail website](#)

[Washington State Rail Plan, 2013 - 2035](#)

[WSDOT High-Speed Rail Projects webpage](#)

Regional Rail Commuter Service

BACKGROUND

- "Commuter rail" is typically a passenger rail service connecting city centers with their suburbs or nearby cities. Stations tend to be further apart than for light rail. In Washington State, Sound Transit's "**Sounder**" service runs primarily on the same mainline as the Amtrak Cascades service. A small portion of the Sounder line in south Puget Sound runs on line owned solely by Sound Transit. Currently, Sounder service is available during morning and afternoon commuter hours roundtrip between Everett and Seattle and Seattle and Lakewood, via Tacoma.
- "**Light rail**" or "light rail transit" (LRT) is a form of high-capacity rail public transportation that may have a lower capacity and lower speed than heavy rail or subway systems, but higher capacity and higher speed than streetcar systems. Light rail operates primarily in separate rights-of-way.
- In Washington State, LRT is operated by [Sound Transit](#) in the Puget Sound region. "Central Link" service runs between SeaTac airport and Westlake in Seattle approximately every ten minutes between 5AM and midnight. A separate light rail line operates within Tacoma between the Tacoma Dome and the Theater district.
- In November 2008, the voters of the Central Puget Sound approved Sound Transit 2. Sound Transit estimates that they will be running light rail to the University District in Seattle by 2016, north to Northgate by 2021, further north to Lynnwood by 2023 and across Lake Washington to Bellevue and Redmond by 2023. An extension south from SeaTac to Federal Way is expected to be operating by 2016.
- LRT was also considered for the Vancouver area, extending light rail from Portland, Oregon, as part of the replacement of the Interstate 5 bridge over the Columbia River.

GOVERNANCE

Sound Transit operates as a Regional Transit Authority under [RCW 81.112](#). For more information refer to the *Local/Regional Jurisdictions* section on page 339.

Under the RTA statutes, light rail may be expanded upon approval by Puget Sound voters for the system additions and new taxing authority.

C-TRAN may operate light rail under its authority as a Public Transportation Benefit Area ([RCW 36.57A](#)) and is eligible to seek funding as a High Capacity Transportation Corridor area ([RCW 81.104](#)).

FUNDING

Sound Transit's capital program and services are not funded by the state transportation budget, however they do frequently receive funds from the state's Regional Mobility Grant Program.

In 2012, farebox revenue paid for 23% of light rail operating expenses ([2014 Summary of Public Transportation, WSDOT](#).)

For more information about Sound Transit's tax sources, refer to the *Local Option Taxes for High Capacity Transportation* section on page 117.

Bicycles and Pedestrians

BACKGROUND

- Washington State's current Bicycle Facilities and Pedestrian Walkways Plan (2008-2027) sets a 20-year goal of doubling the percentage of trips made primarily by biking and walking in Washington while simultaneously reducing bicycle and pedestrian collisions with motor vehicles consistent with the State Highway Safety Plan and the Governor's goals. This plan fulfills both state and federal requirements to have a Bicycle Facilities and Pedestrian Walkways Plan ([RCW 47.06.100](#)). [2008 Bicycle Facilities and Walkways Plan](#)
- According to the December 2013 issue of WSDOT's "Gray Notebook," if the annual amount of walking and bicycling continues to increase at the rate tracked by WSDOT, Washington will exceed the state goal specified in the Bicycle Facilities and Pedestrian Walkways Plan before the 20-year target in 2027. [WSDOT Gray Notebook, December 2013](#)
- Overall, bicycling and walking have increased from 7 percent to over 10 percent in the past five years ([Bicycle and Pedestrian Documentation Project, WSDOT](#)).
- In Washington, 13 percent of all trips, 5 percent of commute trips, and 10 percent of all miles traveled were made on foot or by bicycle, primarily in urban areas (US Census and National Household Travel Survey, 2009).
- For the second year in a row, pedestrian and bicyclist fatalities in Washington State have increased and now account for 19% of all traffic fatalities in Washington.
- More than 85 percent of collisions involving pedestrians or bicyclists occurred in urban areas between 2010 and 2013.
- Main Streets which are also state highways account for just 8 percent of the state highway system, yet 60 percent of bicycle and pedestrian collisions on state highways occur in these locations. (These routes tend to have higher speeds, limited pedestrian and bicycle connections, must serve as thoroughfares and also provide local access.)
- There are more pedestrian collisions involving youth 15 to 19 than there are in any other age group. Adults age 65 and older represent 13 percent of the population, yet they make up 25 percent of pedestrian fatalities.

GOVERNANCE

- WSDOT's Bicycle Transportation Management Program was created in 1991. The program serves as a clearinghouse for bicycle program information and resources, coordinates bicycle safety and bicycle tourism programs in all state agencies, and assists cities and counties and WSDOT with developing bicycle-related projects ([RCW 47.04.190](#)). www.wsdot.wa.gov/bike & www.wsdot.wa.gov/walk
- In 1984 the Washington State Department of Transportation (WSDOT) created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties. Currently, the committee functions as a task force for WSDOT's Highway Safety Executive Committee, consulting on issues relating to multi-user roadway design, uniform traffic control devices, and interstate access for bicycles.

FUNDING

- The 2013-15 biennial transportation budget includes \$52.4 million in state and federal funds for the Pedestrian and Bicycle Safety and Safe Routes to Schools grant programs, which fund pedestrian and bicycle safety improvements. www.wsdot.wa.gov/LocalPrograms/SafeRoutes/

- The 2014 Supplemental Transportation Budget included \$6.75 million from Highway Safety Account state funding for new Safe Routes to Schools projects.
- In August 2014, the US Congress passed the Highway and Transportation Funding Act of 2014, extending federal surface transportation programs contained in the most recent reauthorization bill, Moving Ahead for Progress in the 21st Century or MAP-21, through May 2015.
- For bicycle and pedestrian programs, the Highway and Transportation Funding Act of 2014 continues the Transportation Alternatives program created in MAP-21. For the Transportation Alternatives program, Washington State is expected to receive \$12.5 million for Federal Fiscal Year 2014 for a wide variety of eligible activities, including bike and pedestrian projects.
- The Complete Streets Grant Program was created to construct retrofits of urban arterials in commercial and community centers to provide safe access to all road users, including pedestrians, bicyclists, motorists, and public transportation users. No funding was provided for the grant program in the 2013-15 biennial budget.
- 0.3% of WSDOT's total construction program (about \$2 million/year) and 0.5% of city and county gas tax revenue is to be used for non-motorized transportation, particularly where highway and roadway projects sever existing paths ([RCW 47.30.050](#)).
- 75% of all money collected by cities and towns for bicycle licenses, fees, and penalties must be placed into the Bicycle Roads Fund ([RCW 35.75.050](#)). Currently, no cities collect bicycle license fees.
- WSDOT, county, and city funds may be used for the planning, constructing, and maintaining non-motorized facilities ([RCWs 47.30.030](#), [35.75.060](#), [36.82.145](#)).
- The Traffic Safety Commission provides grants to local communities primarily for signage and lighting improvements in school zones (\$500,000 annually, funded by state fines on speeders in school zones).
- The Transportation Improvement Board administers the Urban and Small City Sidewalk Programs with an average of \$2 million dedicated annually.

OTHER RELEVANT STATUTES

- Required lighting and reflectors ([RCW 46.61.780](#))
- Rules of the road apply to bicycles ([RCW 46.61.755](#))
- Highway designs to accommodate paths and trails ([RCW 47.30.020](#))
- Local and regional comprehensive plans must include a pedestrian and bicycle component, with guidance from regional transportation planning organizations ([RCW 36.70A.070](#) and [47.80.026](#))

Air Transportation

BACKGROUND

Air transportation in Washington State is comprised of three primary segments: Commercial Passenger Service, Air Cargo and General Aviation. In 2013, the FAA reported more than one million take-offs and landings from FAA-towered airports across Washington State.

- Commercial Passenger Service is by far the largest segment with nearly 20 million passenger boardings statewide in 2013.
- General Aviation refers to civil aviation operations other than scheduled air services and non-scheduled air transport operations for hire. The [2012 WSDOT Aviation Economic Impact Study](#) identified 17 aviation activities that provide value to users. The majority of these activities fall into the category of general aviation, which includes a wide range of activities, such as flight training, air ambulance, police aviation, aerial firefighting, gliding, and skydiving.

Aviation facilities in the Washington State system include a total of 134 public-use airports serving over 19,000 pilots across the state.

Each public-use airport in Washington has a specific state [classification](#) as identified in the 2009 Long-term Air Transportation Study (LATS):

- 16 Commercial
- 18 Regional
- 21 Community Service
- 33 Local Service
- 37 Rural Essential
- 9 Seaplane

Airport ownership varies across the state:

- 40 City/town
- 32 Port District
- 29 Private
- 16 state-managed
- 10 County
- 5 Joint
- 2 Airport Authority

Sixty-four public-use airports in the state are considered significant to national air transportation and are included in the Federal Aviation Administration's National Plan of Integrated Airports System (NPIAS) making them eligible for FAA improvement grants.

The [16 state-managed airports](#) are strategically located to provide aircraft emergency access and fire suppression bases in remote areas of the state. These airports also serve remote communities and are used for recreation.

According to the FAA's data for 2013, Seattle-Tacoma International Airport had 16,690,295 passenger boardings, ranking 15th in the nation. Spokane International Airport ranked 76th.

At Washington's public use airports, approximately 3.7 million aircraft landings and takeoffs occur every year and more than 1.2 Million tons of air cargo flow through the state's airports annually.

Each year over 750 lifesaving ambulance missions and over 460 search and rescue missions are flown from public-use airports.

Approximately 12,000 aircraft are registered in the State of Washington of which over 8,000 general aviation aircraft, including piston-powered airplanes, multi-engine turboprops, business jets, helicopters, and experimental and light sport aircraft, are based at public use airports across the state.

Washington's active non-pilot certificates (ground instruction, mechanic, repair, parachute rigger, flight attendant) exceed 18,000.

GOVERNANCE

- Public-use airports are operated by port districts, cities, counties, and private interests.
- Key programs at WSDOT Aviation include:
 - Airport grants and capital improvement programs
 - Aviation system and land use planning
 - Aircraft registration
 - Aviation emergency services
 - Construction and maintenance of facilities for 16 state-operated airports

FUNDING

Funding for WSDOT-Aviation Division (*see States Taxes Chapter for more information about each of the state taxes and fees*):

- State aviation fuel tax: 11 cents per gallon fuel tax, which applies primarily to general aviation aircraft
- Motor fuel tax transfer: 0.028% of the gross motor fuel tax (less sales tax) (about \$500,000), compensation for unclaimed motor vehicle fuel used in aircraft
- Aircraft registration fee: \$15 paid annually by owners of aircraft operating in Washington State
- Aircraft excise tax: Annual rate levied on a sliding scale depending on the type and size of the aircraft, 90% of the funds are deposited in the General Fund
- Federal Aviation Administration (FAA) Grants - all grants require matching: 90% federal – 10% state/local:
 - State Aviation System Plan projects
 - State's Pavement Management Program
 - Airport master planning
 - Airport Improvement Projects

Funding sources for local airport funding:

- Dedicated aviation funds: from proceeds of leases, hangar rentals, commercial leases, concessions, etc.
- Major airports (e.g., Seattle-Tacoma and Spokane International) impose landing fees on airlines to cover operations and finance capital improvements made with revenue bonds. In addition, passenger facility charges are assessed at commercial service airports for improvement projects.
- Public-owned facilities use several different funding mechanisms, including user fees (such as landing fees and passenger facility charges), voter-approved property tax levies, interest income, federal and state grants, and bond proceeds. Some ports, counties, and cities appropriate general tax revenues to support their facilities.

WEB RESOURCES

- WSDOT Aviation can be found at <http://www.wsdot.wa.gov/aviation/>
- Washington's [Long-Term Air Transportation Study, July 2009](#), being updated for release in 2016
- Washington's [2012 WSDOT Aviation Economic Impact Study](#)
- [Airport Investment Solutions \(Due April 2015\)](#)
- For more airport data, see FAA's [Airport Program Statistics](#) and [Airport Operations and Ranking Reports](#).

Miscellaneous Vehicles

- Motorcycles
 - Approximately 224,000 motorcycles are registered in the state
 - Definition of motorcycles ([RCW 46.04.330](#)); motor-driven cycles ([RCW 46.04.332](#))
 - Helmet, goggles, and face shield requirements ([RCW 46.37.530](#) and [46.37.535](#))
 - Special endorsement for driver's license ([RCW 46.20.500](#))
- Mopeds
 - Approximately 9,100 mopeds are registered in the state
 - Definition of mopeds ([RCW 46.04.304](#)); as distinct from motorized foot scooters ([RCW 46.04.336](#))
 - Any person holding a valid driver's license of any class may operate a moped without taking a special examination ([RCW 46.20.500](#))
 - Mopeds must be registered, may not operate on non-motorized trails or fully controlled limited access highways, and must comply with applicable federal motor safety regulations ([RCW 46.61.710](#) and [46.61.720](#))
- Motor Homes & Travel Trailers
 - Approximately 64,000 motor homes and 125,000 travel trailers are registered in the state
 - Definitions of motor homes ([RCW 46.04.305](#)) and travel trailers ([RCW 46.04.623](#))
 - Fees: registration ([RCW 46.17.350](#)), weight ([RCW 46.17.365](#)) and sanitary disposal fees ([RCW 46.17.375](#))
- Campers
 - Approximately 24,000 campers are registered in the state
 - Definition of campers ([RCW 46.04.085](#))
 - Registration fees ([RCW 46.17.350](#))
- Trailers
 - Approximately 90,000 trailers over 2000 pounds and 452,000 personal trailers are registered in the state
 - Definitions of trailers ([RCW 46.04.620](#)) and private-use trailers ([RCW 46.04.422](#))
 - Registration fees ([RCW 46.17.350](#))
- Tow trucks
 - Approximately 1,300 tow trucks are registered in the state
 - Towing and impoundment laws, including definitions ([Chapter 46.55 RCW](#))
 - Registration fees ([RCW 46.17.350](#))
- Electric Vehicles
 - Approximately 8,000 electric powered vehicles are registered in the state: 7,600 are conventional vehicles operating on electricity and 400 are low-speed electric vehicles which operate under 35 mph.
 - As of October 1, 2012, owners of conventional electric vehicles must pay a registration renewal fee of \$100 on vehicles using propulsion units powered solely by electricity ([RCW 46.17.323](#)).
 - Lower speed (less than 35 mph) electric vehicles are defined in [RCWs 46.04.295](#) and [46.04.357](#), are not subject to the \$100 fee, and are subject to road use requirements and limitations ([RCW 46.61.723](#) and [RCW 46.61.725](#)).

- Off-Road and Wheeled All-Terrain Vehicles
 - Approximately 81,000 off-road vehicles and 1,500 wheeled all-terrain vehicles are registered in the state
 - Definitions of off-road vehicles ([RCW 46.04.365](#)) and wheeled all-terrain vehicles ([RCW 46.09.310\(19\)](#))
 - Subject to equipment requirements and road use restrictions ([Chapter 46.09 RCW](#))
 - Registration fees ([RCW 46.17.350](#)); temporary use permits ([RCW 46.09.430](#)), decals ([RCW 46.09.400](#)), metal tags ([RCW 46.09.442](#)).

- Collector Vehicles & Horseless Carriages
 - Approximately 143,874 collector vehicles and 8,000 horseless carriages are registered in the state
 - Collector vehicles are over 30 years old ([RCW 46.04.126](#)) and horseless carriages are vehicles which are over 40 years old ([RCW 46.04.199](#))
 - Horseless carriage and collector vehicle plates are valid for the life of the vehicle, need not be renewed, and only need to be displayed on the rear of the vehicle. These vehicles must be operated primarily as collector vehicles. ([RCW 46.18.220](#) and [RCW 46.18.255](#))
 - Special license plate fees apply to both kinds of vehicles ([RCW 46.17.220](#)).

- Recreational Boating
 - Motor fuel tax refund to Marine Fuel Tax Refund Account ([RCW 79A.25.040](#))
 - Approximately 220,000 vessels licensed through the Department of Licensing
 - State Parks and Recreation Commission has regulatory authority ([Chapter 79A.60 RCW](#))
 - Registration fees and taxes ([RCW 88.02.650](#) and [82.49.030](#)) are deposited into the General Fund.

- Snowmobiles
 - Approximately 25,000 snowmobiles are registered in the state
 - Registration and restrictions on use ([Chapter 46.10 RCW](#))
 - An operating license is not required. However, no one under the age of 12 may operate a snowmobile on or across a public roadway or highway. Persons between the ages of 12 and 16 must have first completed a snowmobile safety education course before doing so.
 - Motor fuel tax refund to the Snowmobile Account in the General Fund ([RCW 46.10.510](#))

Freight Modes

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Freight Transportation Overview

As one of the nation's most trade dependent states per capita, Washington relies on an efficient freight transportation network. In 2013, Washington exported merchandise worth \$82 billion; it is estimated that \$37 million of freight moves on Washington roadways every hour of the day. Goods are shipped into, out of and around Washington by truck, rail, air, barge, and water.

In 2012, there were 1.23 million Washington jobs in freight-dependent industries (including wholesale, retail, manufacturing, construction, transportation, and agriculture/timber and wood products).

In 2012, total imports and exports were valued at \$123.2 billion and gross business income for freight dependent industries totaled \$450 billion.

Washington State's freight system has three components:

- **Global Gateway.** As a gateway state, Washington connects Asian trade to the U.S. economy, Alaska to the Lower 48 states, and Canada to the U.S. West Coast. Washington is the fifth largest exporting state in the country. Imports support U.S. manufacturers and provide goods to consumers. Goods coming into Washington by container ship are often headed to the Midwest and East Coast.
- **Made in Washington.** Washington's manufacturers and farmers rely on the freight system to ship Washington-made products to local customers, to U.S. markets in California and on the East Coast, and worldwide.
- **Delivering goods.** Washington's local distribution system is a fundamental local utility serving the retail, wholesale and business service sectors, and producing up to 80% of all truck trips in metropolitan areas.

Global Gateway

Many of the state's key international trading partners are in Asia. Washington's 2012 exports to Asia are valued at over \$37 billion. The Ports of Tacoma and Seattle handle the majority of Washington's international container exports and imports. The Ports of Vancouver USA, Kalama, Longview, Grays Harbor, Pasco, and Everett handle the majority of bulk goods.

Sea-Tac International Airport is the third largest airport for international cargo on the West Coast (excluding Alaska). The airport offers daily, non-stop service to 17 international destinations.

Alaska and Canada are major trading partners. The value and volume of freight moved between Puget Sound seaports and Alaska makes this one of the nation's most important routes for domestic waterborne commerce. In 2011, Canadian goods valued at more than \$14.4 billion entered the U.S. economy through Washington, and American goods valued at \$8.4 billion entered Canada through Washington.

The U.S. military also depends on Washington's freight system to move cargo for national defense. Military bases employ more than 91,000 people in Snohomish, King, Pierce, and Kitsap counties.

Made in Washington

Some critical supply chains in Washington State include those supporting aerospace manufacturing, and the major agricultural products: apples, wheat and potatoes. A supply chain is defined as the movement of materials and information as they flow from the production source to the end consumer.

Aerospace manufacturing produced \$51.2 billion of the state's \$155 billion in gross manufacturing business income in 2012. While it has a global supply chain, many of its suppliers are in Washington State. To support its assembly plants in Everett and Renton, Boeing's supply chain requires an efficient Central Puget Sound highway network.

Apples are one of the state's top agricultural commodities by value, estimated at \$1.83 billion in 2011. In 2012, approximately 130 million, 40-pound boxes were harvested from Washington apple orchards. They then travel by truck in bins to processing facilities. After processing, 10 to 15% travel by rail to the Midwest and East coast. The remaining 85 to 90% travel by truck to other locations inside and outside of Washington. Approximately 38 million boxes were exported, including 10 million boxes exported to Mexico and 7 million to Canada by truck. The remaining 21 million boxes were trucked to container ports in the Puget Sound.

Washington was the nation's fourth largest **wheat** producer in 2011, producing 167.8 million bushels of wheat on 2.3 million acres. Farmers take harvested wheat by grain trucks to on-farm storage or nearby commercial grain elevations. After the wheat is sold it is transferred by truck to regional rail or barge-loading facilities. Some wheat travels by rail to coastal grain terminals, while some travels to Portland by barge from intermodal facilities along the Columbia-Snake River system. Nearly 74% of the down-river barge traffic on the Columbia-Snake River system is wheat. From seaport terminals, grain is loaded onto ocean freighters and exported around the world.

Potatoes are another top agricultural commodity, valued at \$771 million in 2011. Nearly 10 billion pounds are grown in three regions: the lower Columbia basin, the upper Columbia basin, and the Skagit Valley. Most move from fields to processing facilities by truck; after processing, 76% travel by truck to their final destinations; 12% travel by rail; 9% by container truck to an ocean port, and 2% by repacked truck to a railcar.

Delivering Goods

The freight transportation system supports retail/wholesale supply chains for consumer goods purchased in stores all across the state. Both goods produced in Washington and imported goods typically are consolidated in a distribution center before moving to their final destination. Approximately 735,000 employees work in the retail/whole sector in Washington, which produced over \$247 billion in gross business income in 2012.

ON THE WEB

Washington State Freight Advisory Committee, [Washington State Freight Trends and Policy Recommendations, May, 2014](#)

WSDOT Freight Systems Division, [Washington State Freight Mobility Plan, 2014](#)

[Gray Notebook Index](#) on Freight subjects

Trucking

BACKGROUND

- In Washington State, a total of 372.2 million tons of freight worth \$342.4 billion was moved by truck in 2012, accounting for 64% of total freight shipment by weight in WA. (FHWA, [Freight Analysis Framework](#)).
- Of the 1.45 million trucks (of all types) registered in Washington State in FY 2013, almost 231,000 carry freight for business or commercial purposes.
- In 2012, there were an estimated 1,788 trucking firms in Washington State, producing \$4.9 billion in gross business income.
- Trucking relies on highway and roads for long-distance transport, as well as for urban goods “last mile” delivery (i.e. transport from warehouses or intermodal freight terminals to final destinations). There has been a significant increase in short truck trips in urban areas due to online groceries and other e-commerce, trips to and from distribution centers, and point to point shipments.
- Truck-related jobs account for about 8% of Washington’s workforce. Many local employers rely heavily on trucks to move goods. Some examples:
 - Boeing directly employs over 300 drivers who drive over 8.5 million miles a year in the Puget Sound Region (does not include vendors). Boeing moves parts by water, rail and air, but all these modes require truck pick-ups.
 - PACCAR relies primarily on trucks for freight movement and moves less than 15% of its parts by rail.
 - SuperValue operates a 500,000 square foot grocery warehouse in Tacoma that makes deliveries to six states and overseas military bases.
 - Costco has 29 warehouses in Washington. In 2012, they had 130,000 forty-foot equivalent truckloads inbound to the state.

GOVERNANCE

- The Washington State Patrol enforces safety requirements and overweight limits on trucks ([Chapter 43.43 RCW](#)).
- The Department of Licensing administers the Prorate/International Registration Plan (Chapters [46.85](#) and [46.87](#) RCW), an interstate compact that allows payment of license fees based on fleet miles operated in various jurisdictions. The license plate issued through this plan allows users to operate through other member jurisdictions and pay fees through their base jurisdiction.
- WSDOT provides overweight and overheight vehicle permits ([Chapter 46.44 RCW](#)) and weigh station bypass capability via the Commercial Vehicle Information Systems and Networks (CVISN) program.

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety:
 - Additional tonnage permits (RCW [46.44.095](#))
 - Combined licensing fees (RCW [46.16A](#), [46.68.035](#))
 - Trailer fees (RCW [46.16A](#))
 - Monthly tonnage permits (RCW [46.16A](#))
 - Safety Inspection Fee ([RCW 46.32.080](#))

ON THE WEB

[WSDOT Commercial Vehicle Services](#)

[WSP's Commercial Vehicle Enforcement Bureau](#)

Freight Rail

BACKGROUND

In Washington State, rail system moved a total of 103.3 million tons of freight in 2012 (2012 Surface Transportation Board Carload Waybill Data). Railroads account for 40% of intercity freight volume. Nationwide, rail moves about 13% of the nation's freight tonnage.

The major rail corridors in Washington are:

- The north-south corridor that parallels I-5 from the Columbia River to Vancouver, BC
- The Columbia River Gorge route from Vancouver, WA to Pasco, Spokane and eastward
- Stevens Pass running from Everett to Spokane and east
- Stampede Pass from Auburn, Pasco, Spokane and east

Several systems operate on these lines, including freight, national and regional passenger rail, and local commuter rail services. The Surface Transportation Board classifies railroad carriers based on operating revenue and function. Each class of railroad is subject to a different degree of federal safety and labor regulation.

- **Class I Railroads.** Class I railroads are the largest rail carriers. There are two Class I railroads operating in Washington State: the BNSF Railway Company and the Union Pacific (UP) Railroad.
- **Class II Railroads.** There is one Class II railroad (Montana Rail Link) that operates in Washington State, but it does not own any railroad track in this state.
- **Class III Railroads (Short-lines).** There are 24 short-line railroads and switching railroads operating within the state. These railroads serve local shippers and communities with links to the large Class I railroads. WSDOT is currently preparing a Short-line Rail Inventory & Needs Assessment to be completed June 30, 2015. The following rail companies operate short-line railroads in Washington:
 - *Eastern Washington* – Great Northwest, Palouse River and Coulee City, Kettle Falls International, Pend Oreille Valley, Eastern Washington Gateway, and Washington & Idaho;
 - *Central Washington* – Tri-City and Olympia, Columbia River and Cascade, Columbia Basin, and Central Washington;
 - *Western Washington* – Columbia and Cowlitz, Tacoma Rail, Puget Sound and Pacific, Portland Vancouver Junction, Meeker Southern, Ballard Terminal, and several switching railroads.

GOVERNANCE

Railroads have traditionally been privately owned. Public ownership of short-line infrastructure has grown over the last several decades. The Palouse River and Coulee City, Eastern Washington Gateway, Washington & Idaho, Tri-City and Olympia, Central Washington, Pend Oreille Valley, and Tacoma Rail operate on rail infrastructure owned by the state, a county, a city, or a Port Authority.

The USDOT Surface Transportation Board, the successor agency to the Interstate Commerce Commission, has broad economic regulatory oversight over railroads, including rates, service, the construction, acquisition and abandonment of rail lines, carrier mergers and interchange of traffic among carriers.

The federal agency with primary responsibility for oversight of safety and security of railroads is the Federal Railroad Administration (FRA, also part of USDOT). Oversight of hazardous materials is jointly performed by FRA and the Pipeline and Hazardous Materials Safety Administration (PHMSA). A limited amount of rail safety regulation is delegated to the Washington Utilities and Transportation Commission.

[WSDOT's Freight and Rail Operations Division](#) is responsible for developing and implementing Washington's State Rail Plan and programs.

FUNDING

State funding was appropriated for the Freight Rail Capital Program in the 2014 Supplemental Budget at the following levels:

- \$4.4 million Multimodal Transportation Account —State;
- \$0.7 million Multimodal Transportation Account – Federal and Local;
- \$1.0 million Essential Rail Assistance Account--State; and
- \$9.2 million Transportation Infrastructure Account -- State.

WSDOT FREIGHT RAIL PROGRAMS

Freight Rail Assistance Program. This is a grant program available to both public and private sector rail applicants. Projects must pass certain evaluation criteria and be shown to maintain or improve the freight rail system in the state and benefit the state's interests.

Freight Rail Investment Bank Program. This is a loan program available to the public sector only (the state may not lend to the private sector). This program is intended for small projects (no more than \$250,000) or as a small part of a larger project, where state funds would enable the project to be completed. A 20 percent local match is required and the project must pass a cost/benefit analysis.

Washington State Grain Train. Operations of the Grain Train began in 1994 and the program has grown to a fleet of 100 grain cars. The state owns these grain cars and charges a fee for use which is deposited into the Grain Train Revolving Fund. Funds are used to manage, operate and sustain the program, including periodic replacement of the fleet. The program is financially self-sustaining and operates without taxpayer subsidy.

Produce Rail Car Program. Enacted in 2003, this program was modeled on the Grain Train program. Funded by \$2 million in federal funds, the program provided refrigerated rail cars for Washington farmers and agricultural shippers. Between 2005 and August 2014, a private company, Cold Train, offered a similar shipping service. The state program was suspended in 2012 but is now being reviewed in light of the cancellation of [Cold Train](#).

PCC Rail System. The Palouse River and Coulee City Rail System (PCC) is owned by the state. WSDOT contracts for operations and maintenance of the system with independent, private rail operators. This 297-mile rail line is made up of three separate branch lines spanning four eastern Washington counties. The PCC Rail System provides service to grain cooperatives and other shippers as well as manufacturers and farmers. Wheat, barley, peas, lentils, fertilizer, and lumber are among the products transported on the PCC. Washington's farmers shipped 20 percent of their wheat in 2013 on the PCC, removing close to 37,000 truckloads from state roadways.

In the 2013-2015 biennium, \$2.8 million has been appropriated for the PCC. [RCW 47.76.290](#) allows funds collected from leases or sales of property on the PCC line to be reinvested in the PCC line. In addition, [RCW 47.76.360](#) allows any funds collected through the grain train program, but deemed in excess of the needs of the grain train, to be invested in the PCC line.

Individual Capital Projects. Projects are added to the transportation budget as funds allow and are listed in the project list that accompanies the adopted transportation budget.

ON THE WEB

[WSDOT's Freight and Rail Operations Division](#)

The [State Rail Plan](#) was completed in 2013 and incorporates both passenger and freight rail into one plan.



2013 Washington State Rail System



Owner

- Ballard Terminal Railroad (BOTL)
- BNSF Railway (BNSF)
- Columbia Basin Railroad (CBRC)
- Cascade & Columbia River Railroad (CSCD)
- City of Tacoma
- City of Yakima
- City of Yelm
- Clark County
- Kettle Falls International Railway (KFR)
- Lake Whatcom Railway
- Northwest Railway Museum
- Pend Oreille Valley Railroad (POVA)
- PSAP - Puget Sound & Pacific Railroad
- Patriot Rail
- Port of Benton
- Port of Chelan
- Port of Columbia
- Port of Seattle
- Sound Transit
- Spokane County
- Tacoma Rail
- Union Pacific Railroad (UP)
- US Army
- US Department of Energy
- US Navy
- Washington State Dept of Transportation (WSDOT)
- Wetco Companies
- Yakima County

February 2014

Freight Rail Corridors in Washington State



Freight Rail Corridors

- R1 - Greater than 5 million tons
- R2 - 1 million to 5 million tons
- R3 - 5 hundred thousand to 1 million tons
- R4 - 1 hundred thousand to 5 hundred thousand tons
- R5 - Less than 1 hundred thousand tons

Data Year: 2012



Commercial Shipping (Waterborne)

BACKGROUND

There are 11 deep-draft public ports in Washington with commercial marine terminals, and six shallow-draft public marine terminals. There are shallow-draft ports frequently used for fish landings at the Ports of Willapa Harbor, Peninsula, Ilwaco, and Chinook. In addition, there are many privately-owned marine terminal facilities throughout the state.

Washington has seven deep-draft ports in Puget Sound, one on the Pacific Coast and three deep-draft ports on the Columbia River. In addition, there are seven inland ports on the Columbia-Snake Rivers that are served by barge.

Crude oil was the largest volume waterborne commodity imported into Washington in 2012, and the majority originated from Alaska. Manufactured goods were the second largest commodities entering Washington State by water, most arriving in containers that originated from the Pacific Rim.

The ports ship cargo in containers, bulk (unpacked bulk cargo includes grains, ore, and cement transported in cargo holds) and break-bulk (non-containerized cargo transported as individual pieces, such as cars).

International trade moving through the ports of Tacoma and Seattle totaled about \$76 billion in 2013. Imports accounted for 77 percent of the value of that international trade and exports accounted for 13 percent of waterborne international trade.

In 2013 Washington's two largest seaports, the Port of Tacoma and the Port of Seattle, together ranked as the third largest container port complex behind Los Angeles/Long Beach and New York/New Jersey. The two ports combined handled more than 3.46 million twenty-foot equivalent units (TEUs), which is equal to 7.7 percent of all U.S. containerized exports and import traffic.

The Columbia-Snake River System stretches 365 miles inland from the Pacific Ocean, and plays a critical role in transporting agricultural, potash, wind turbine components, and other products between Eastern Washington and the Lower Columbia Seaports, as well as between Eastern Washington and the Midwest. More than 35 different commodities move up and down the river system, with about three times as much headed for export as compared to import.

Columbia River seaports, especially the Ports of Vancouver, Kalama, and Longview, play major roles in the movement of exported agricultural products, including being the largest grain export gateway for wheat and second largest soybean export gateway. In 2011, these three ports had 861 vessel calls and shipped 20.2 million metric tons of commodities between them.

Major Ports Serving Waterborne Trade

<p><u>Columbia Deep-Draft Ports</u> Port of Kalama Port of Longview Port of Vancouver</p> <p><u>Columbia/Snake River Ports</u> Port of Benton Port of Clarkston Port of Kennewick Port of Klickitat Port of Pasco Port of Walla Walla Port of Whitman County</p>	<p><u>Pacific Coast Ports</u> Port of Grays Harbor</p> <p><u>Puget Sound Ports</u> Port of Anacortes Port of Bellingham Port of Everett Port of Olympia Port of Port Angeles Port of Seattle Port of Tacoma</p>
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GOVERNANCE AND FUNDING

- Commercial shipping is primarily conducted by private interests.
- Washington State authorizes public ports dedicated to building and operating facilities to foster trade and economic development, including marine shipping. (For more information on ports, see the *Local/Regional Jurisdictions section* on page 339.)
- Ports are funded by user fees, property lease and rental fees, property tax levies, grants, and bond proceeds (Chapter 53.36 RCW).
- The United States Coast Guard regulates navigation and surface water transportation.
- The Washington Board of Pilotage Commissioners is responsible for maintaining pilotage services on the Puget Sound and the coastal estuaries.
- The Oregon Board of Pilotage governs pilotage services on the Columbia River.

ON THE WEB:

[WSDOT Freight Division Marine information page](#)

[Washington State Freight Mobility Plan](#)

[Port of Seattle's 2013 Waterborne Foreign Trade Report](#)

[US Army Corps of Engineers, Navigation Data Center](#)

Air Cargo

BACKGROUND

Washington's aviation system is an important player in freight movement. High-value, time-sensitive, and perishable goods depend on transport through Washington's airports. Air cargo moves by truck between airports and warehouses, making an efficient road system integral to the timely integration of cargo and aircraft. (For more information on Air Transportation, see *Passenger Modes* on page 391.)

Air Cargo includes Air Freight (90%) and Air Mail (10%) sectors. Air Freight consists of both standard freight and express freight (UPS/FEDEX/DHL). Most (85%) of Washington State air freight activity is domestic (continental U.S.).

The three major air cargo centers are Seattle-Tacoma International (18th nationally in 2013 for total landed weight), Boeing Field International (28th), and Spokane International (45th). These three airports qualified for federal funds through the FAA because their cargo volumes exceed 100 million pounds of landed weight:

- SeaTac (1.4 billion pounds of air cargo in 2013)
- Boeing Field/ King County International Airport (759 million pounds), and
- Spokane International Airport (455 million pounds).

More than 160,000 jobs in Washington are connected to air cargo, producing approximately \$8 billion in wages.

Other commercial service airports handle air cargo primarily in the cargo hold, or "belly," of passenger flights.

GOVERNANCE

Public-use airports are operated by port districts, cities, counties, and private interests. Public-owned facilities use several different funding mechanisms, including user fees (such as landing fees and passenger facility charges), voter-approved property tax levies, interest income, federal and state grants, and bond proceeds.

FUNDING

The federal Airport Improvement Program (AIP) is a principle source of funding for capital improvements at airports. A portion of AIP funding is reserved for projects that enhance air cargo facilities at qualified airports. AIP expenditures are drawn from the Airport and Airway Trust Fund, which is supported by taxes on air freight, passenger ticket taxes, fuel taxes, and other fees.

ON THE WEB

- WSDOT Aviation can be found at <http://www.wsdot.wa.gov/aviation/>
- Washington's [Long-Term Air Transportation Study, July 2009](#)
- (2014 Aviation System Plan Update currently underway)
- Washington's [2012 WSDOT Aviation Economic Impact Study](#)
- For more airport data, see FAA's [Airport Program Statistics](#) and [Airport Operations and Ranking Reports](#).
- Washington State Freight Advisory Committee, convened by FMSIB, [Washington State Freight Trends and Policy Recommendations, May, 2014](#)
- WSDOT Freight Systems Division, [Washington State Freight Mobility Plan, 2014](#)

State Plans and Reports

Overview and Table of Contents

Transportation plans are required by local ordinances, state laws, and federal regulations and are developed by federal, state, local, and tribal governments. This chapter includes the transportation plans and legislatively-required reports that are developed by the following state agencies: Washington State Department of Transportation, Washington State Patrol, Washington State Transportation Commission, and the Washington Traffic Safety Commission.

State planning requirements are more extensive than federal planning requirements. A subset of the transportation plans prepared at the state level (State Long-Range Transportation Plan, Strategic Highway Safety Plan, and the State Rail Plan) are a prerequisite to receiving federal funds from the U.S. Department of Transportation. In addition, metropolitan transportation plans are federally-required. See page 431 of the *Local/Regional Plans section*.

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TITLE: **Washington Transportation Plan 2007-2026**
Federally-certified Long-Range Statewide Transportation Plan, Statewide Transportation Policy Plan, and Statewide Multimodal Transportation Plan

REQUIRED BY: [RCW 47.06.040](#); [RCW 47.01.071\(4\)](#); [23 USC Sec 135](#); [23 CFR Parts 450 and 500](#); and [49 CFR Part 613](#)

PREPARED BY: Washington State Department of Transportation (WSDOT) and the Washington Transportation Commission

APPROVED BY: Secretary of Transportation, adopted by the Transportation Commission, and certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

NEXT UPDATE: Periodic. WSDOT has a stewardship agreement with FHWA and FTA to update this plan.

DESCRIPTION

- There are two current statewide plans containing the name Washington Transportation Plan (WTP).
 - The "WTP 2007-2026" described in this section is the federally-certified long-range statewide transportation plan required for the state to receive federal surface transportation funds. This plan was completed in November 2006 as a joint effort of WSDOT and the Transportation Commission.
 - The "WTP 2030," described in the next section, is the statewide policy plan completed by the Transportation Commission in December 2010. This latter plan updates the Transportation Policy Plan components of WTP 2007-2026, but was not certified to meet federal requirements.
 - For the 2014 update, WSDOT and the Transportation Commission will produce a single WTP to meet both federal and state requirements.
- WTP 2007-2026 was designed to meet three requirements:
 - Federal requirements for a long-range statewide transportation plan:
 - Analysis of current condition and 20-year forecast of future needs of highways and transit through consultation, coordination, and involvement with Metropolitan Planning Organizations, non-metropolitan transportation officials, tribal governments, and the public.
 - Consideration of seven broad policy areas -- economic vitality, safety and security, accessibility and mobility, protection of the environment, intermodal connectivity, efficient system management, and system preservation.
 - Including compliance with such federal laws as the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and the Presidential Executive Order regarding Environmental Justice.

- State requirements for a transportation policy plan. Updated over the course of two years as a collaborative effort between the Transportation Commission and WSDOT, the plan established a vision and goals for the statewide system consistent with the state’s growth management goals.
- Statewide multimodal transportation plan as required by [RCW 47.06.040](#). The Multimodal Transportation Plan must include a state-owned facilities component and a state-interest component.
 - The analysis of state-owned facilities guides investments for highways, including bicycle and pedestrian facilities and state ferries.
 - The analysis of state-interest components defines the state’s interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle and pedestrian walkways, and public transportation and recommends actions to ensure the state’s interests in these components are met.
- WSDOT receives federal funds from FHWA and FTA to develop and update this plan.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated

PURPOSE

- Produce a 20-year transportation vision to guide policy and investment decision and to maintain eligibility to receive federal surface transportation funds for state and local projects.
 - Every state must have a FHWA- and FTA-approved Statewide Transportation Improvement Program (STIP) in order to receive federal surface transportation funds for projects. The STIP cannot be approved unless the state has a federally-compliant long-range statewide transportation plan. STIPs have been approved based on the fact that the 2007-2026 WTP is a federally-compliant long-range statewide transportation plan.
- Strengthen relationships and coordination among transportation providers and agencies by requiring a planning process that must:
 - Be consistent with the Strategic Highway Safety Plan (Target Zero) and the Coordinated Public Transit Human Services Plan;
 - Consider the concerns and needs of non-metropolitan local officials; federal land management agencies; and Indian tribal governments. This consideration is accomplished during a documented consultation process;
 - Be coordinated with metropolitan planning activities; statewide trade and economic development planning; and the state’s air quality agency (Ecology);
 - Address the federal planning factors and the state policy goals in [RCW 47.04.280](#). The federal factors include security, quality of life, integration and connectivity of the transportation system, and consistency with growth and economic development patterns;
 - Be a product of a documented public involvement process that includes all the requirements in [CFR 450.210](#); and
 - Provide a data-driven guide to transportation priorities, reflecting input from entities, organizations, and citizens across the state.

ON THE WEB

[WSDOT's Statewide Transportation Planning Page](#)

[Washington Transportation Plan 2035, Washington State Transportation Commission, December 2014](#)

["Evaluation of State-Level Transportation Plans, Final Report," Joint Transportation Committee, January 2011.](#) (completed prior to the adoption of MAP-21)

TITLE: **Washington Transportation Plan 2035 (WTP 2035)**
Statewide Multimodal Transportation Policy Plan

REQUIRED BY: [RCW 47.01.071\(4\)](#)

PREPARED BY: Washington State Transportation Commission, assisted by the Washington State Department of Transportation (as per [RCW 47.06.020](#))

APPROVED BY: Adopted by the Transportation Commission and then submitted to the Governor and the House of Representatives and Senate standing committees on transportation

NEXT UPDATE: 2018 and every four years thereafter

DESCRIPTION

- There are two current plans with the name Washington Transportation Plan (WTP) with different purposes and scopes. Finalized December 2014, the WTP 2035 is the statewide transportation policy plan that recommends policies to the governor and legislature. The 2007-2026 WTP is the federally-certified long-range statewide multimodal transportation plan that is required to receive federal transportation funds. See the previous section for a fuller description.
- WTP 2035 establishes three foundational themes and recommended strategies and actions based on these themes:
 - Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Essential
 - The State’s Transportation System Needs to Work as an Integrated Network, Effectively Connecting across Modes and Jurisdictions
 - Preservation and Maintenance of the Existing Transportation System is the Most Critical Need

PURPOSE

- Informs statewide transportation policy across different travel modes and jurisdictions. It provides an overview of Washington’s entire transportation system and proposes strategies and actions that would preserve and expand the system. WTP 2035 draws from a range of existing policy plans and seeks to align with and support broader state policy objectives in areas including the environment, economy, and energy.

ON THE WEB

[Washington Transportation Plan 2035, Washington State Transportation Commission, December 2014](#)

<u>TITLE:</u>	Strategic Highway Safety Plan: 2013 Target Zero
<u>REQUIRED BY:</u>	23 USC 148 (Federal Highway Safety Improvement Program)
<u>PREPARED BY:</u>	Washington State Department of Transportation (WSDOT), Washington Traffic Safety Commission, and Washington State Patrol
<u>APPROVED BY:</u>	Governor or responsible state agency approves the plan. US Secretary of Transportation approves the planning process
<u>NEXT UPDATE:</u>	2018 - Every 5 years (proposed FHWA rule)

DESCRIPTION

- Strategic Highway Safety Plan that federal law requires each state department of transportation to develop in order to carry out a highway safety improvement program.
- Washington State's plan is known as Target Zero.
- Identifies Washington's traffic safety needs and guides investment decisions in order to achieve significant reductions in traffic fatalities and serious injuries.
- Must be based on traffic safety data, road safety audits, locations of fatalities and serious injuries, rural roads, motor vehicle crashes that include fatalities or serious injuries to pedestrians or bicyclists, cost-effectiveness of improvements, improvements to rail-highway grade crossings, and safety on all public roads.
- Must be consistent with the long-range statewide transportation plan.
- MAP-21 changed federal requirements for future updates; implementation rules were not yet as of publication of this Resource Manual.
- Target Zero is a high-level strategic plan which:
 - Sets state-wide priorities for all traffic safety partners
 - Provides a resource for potential strategies to address each of the priority areas
 - Monitors outcomes at a statewide level for each of the priority areas

PURPOSE

- Maintains eligibility for highway safety improvement funds.
- To focus efforts, the primary factors in fatal and serious traffic collisions have been grouped into three Priority Levels.
 - **Priority Level One** includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30% of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

- **Priority Level Two** factors while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10% of traffic fatalities or serious injuries. Emergency Medical Services (EMS) is included here due to the significant impact effective EMS response has on preserving life and minimizing injury.
- **Priority Level Three** factors are associated with less than 10% of fatalities and serious injuries. There is less discussion of these areas in the Target Zero plan. However, we believe if we address the more common factors in Priority Levels One and Two such as impairment, speeding, and run-off-the-road collisions Level Three factors will see numbers go down as well. The roads will be safer for all users.

ON THE WEB

[WSDOT's Strategic Highway Safety Plan page](#)

Target Zero Home: www.targetzero.com

[FHWA Highway Safety Improvement Plan Information](#)

TITLE: **Highway System Plan (2007-2026)**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: [RCW 47.06.050](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The current Highway System Plan covers the time period 2007-2023. This is a state-owned modal plan that addresses current and forecasted state highway needs based on the investment options identified in the Washington Transportation Plan.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.
- Includes a comprehensive assessment of existing and projected 20-year deficiencies on our state's highway system. It also lists potential solutions addressing the deficiencies. The Highway System Plan (HSP):
 - Forecasts future transportation needs based on WSDOT's maintenance, operation, preservation, mobility, safety, economic, and environmental programs.
 - Specifies objectives and the supporting action strategies and assessments of need for each program.
 - Serves as the basis for the capital investment goals and strategies, and the assessments of need for each program.
 - Serves as the basis for operational investments for the highway system.
- The HSP encompasses the following elements:
 - Maintenance, operation, and preservation of over 7,000 centerline miles of state and interstate highway system. These state and interstate highways form the backbone of Washington's surface transportation system by networking with more than 81,000 centerline miles of city, county, state, and federal roads. In addition, this network includes 10 year-round mountain passes, 43 safety rest areas, approximately 75,000 storm water catch basins and culverts, over 3,000 bridges, 34 tunnels, traveler information systems, and many other highway elements.
 - Improvement of the state highway system's capital and operational infrastructure to increase efficiency, address the capacity/demand imbalance, enhance safety, promote economic initiatives, and protect the environment.
 - A scenic and recreational highways element, to provide increased access to scenic, recreational, and cultural resources.

- A paths and trails element, which identifies the needs of non-motorized transportation modes on the state transportation systems, and provides the basis for the investment of state transportation funds in paths and trails.

PURPOSE

- Guides WSDOT in prioritizing and budgeting highway projects and operational focus.
- Updated periodically, to provide projects for the 10-year Capital Improvement and Preservation Program (CIPP) and the 2-year biennial budget request to the Governor, the Office of Financial Management, and the Legislature.

ON THE WEB

<http://www.wsdot.wa.gov/planning/HSP>

TITLE: **WSDOT Ferries Division Final Long-Range Plan**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: [RCW 47.06.050\(2\)](#) & [RCW 47.60.375](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

The technical underpinnings (updated origin/destination survey and ridership forecasts) for an updated plan will be completed by the end of 2014. This will allow WSDOT to update the plan in 2015.

DESCRIPTION

- The WSDOT Ferries Division Final Long-Range Plan, dated June 30, 2009, covers the years 2009-2030. This plan fulfills the requirements for a Ferry System Plan in [RCW 47.06.050](#) and a Capital Plan in [RCW 47.60.375](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Guides capital and operating investments in the state ferry system for vessels, terminals, service
- Establishes service objectives for ferry routes
- Develops strategies
- Forecasts travel demands
- Details maintenance
- Outlines the service changes, vessel purchases, and terminal improvements to meet the demand for ferry travel.

RELATED ACTIVITIES

The WSF, in conjunction with the Washington State Patrol and the United States Coast Guard, is currently implementing a ferry security plan required by the federal government pursuant to the "Maritime Transportation Security Act of 2002" ([46 U.S.C. § 70101](#)).

ON THE WEB

[WSDOT Ferries Division Final Long-Range Plan](#)

TITLE: **Washington Aviation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.060](#) and [RCW 47.68.390](#)

PREPARED BY: Washington State Department of Transportation Aviation Division

APPROVED BY: Secretary of Transportation. Recommendations are sent to the Governor, Legislature, Transportation Commission and Regional Transportation Planning Organizations

NEXT UPDATE: The next update to the Aviation System Plan begins December 2014 and will be completed by December 2016.

DESCRIPTION

The most recent Aviation System Plan was completed in 2009 and fulfilled the requirements for a state-interest component of the Statewide Multimodal Transportation Plan and an Airport Capacity and Facilities Assessment.

The plan:

- Identifies the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Helps state and federal governments to carry out their legislative authority under RCW 47.68 to promote aviation and aviation safety and assist in developing the statewide aviation system.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Information from this plan is necessary for updating the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the freight mobility plan, the intercity passenger rail plan, and the public transportation plan.
- Assess the existing system's capacity and facilities. Forecast demand/market analysis. Provides recommendations regarding how best to:
 - Meet the statewide commercial and general aviation capacity needs of the state.
 - Determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030.
 - Determine the placement of future commercial and GA airport facilities designed to meet the need for improved aviation planning in the region.

RELATED REPORTS

[The Washington State Airports and Compatible Land Use Guidebook](#) focuses on protecting public-use general aviation airports from incompatible adjacent land uses. It includes an overview, step-by-step guidance, an implementation toolkit, and references. The guidebook fulfills the requirement of [RCW 36.70.547](#) that WSDOT provide technical assistance to counties, cities, and towns in developing plans and regulations that will discourage the siting of incompatible uses adjacent to general aviation airports.

ON THE WEB

[WSDOT's Aviation System Plan](#)

[WSDOT Aviation Division 's Planning Page](#)

TITLE: **Public Transportation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.110](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- A state-interest component of the statewide multimodal transportation plan that defines the state's and other entities' roles in public transportation. It also provides direction to achieve program goals by:
 - Recommending mechanisms for coordinating public transportation with other transportation services and modes.
 - Recommending a statewide public transportation facilities and equipment management system, as required by federal law.
- In developing the system plan update WSDOT involves local, state, and federal agencies; public and private providers of transportation services; and non-motorized interests.
- The statutory requirements for this plan are fulfilled by the 2007-2026 Washington Transportation Plan and the Public Transportation Annual Summary Report required by [RCW 35.58.2796](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Improves transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation.

RELATED REPORTS

The [Public Transportation Annual Summary Report](#) provides annual comprehensive information on public transit systems in Washington State. The report contains information about directly operated and contracted transit and dial-a-ride; vanpool services; light rail; passenger only ferry; commuter rail; and a statewide summary of public transportation issues and data.

The Annual Summary Report inventory includes data on:

- Services for transit, community transportation providers, Medicaid brokers, intercity bus, ferry systems, Seattle monorail and a summary of statewide statistics.
- Revenue, expenses, and ending balances, by fund source.
- Two years of historical information and current year.
- Individual system data, statewide data; trend analysis.

The Annual Summary Report includes the following performance measures for transit systems: Farebox recovery, Operating Cost/Passenger Trip, Operating Cost/Revenue Vehicle Mile, Operating Cost/Revenue Vehicle Hour, Passenger Trips/Revenue Vehicle Hour, and Passenger Trips/Revenue Vehicle Mile.

Route deviated and demand response services expenditures in this report are used to calculate the formula funding of transit from the Paratransit/Special Needs Grants Program.

ON THE WEB

WSDOT's [Public Transportation Library](#) contains numerous other reports and information.

TITLE: **State Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.76.220](#), [47.06.080](#), [47.06.090](#), [47.79.040](#), and [49 CFR 266.15](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation, Governor and submitted to Federal Rail Administration

NEXT UPDATE: Periodically, subject to federal guidance

DESCRIPTION

- The Washington State Rail Plan 2013-2035 serves as a strategic blueprint for future public investment in the state’s rail transportation system. It provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements. This plan replaces the following plans:
 - Washington State 2010-2030 Freight Rail Plan
 - Amtrak Cascades Mid-Range Plan (2008)
 - Washington State Long-Range Plan for Amtrak Cascades (2006)
- The plan is consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- New urgency for developing funding strategies: in October 2013, states with intercity passenger rail service were required to fund the operations and maintenance of their entire service, instead of partially relying on federal dollars through Amtrak.
- To refresh forecasts and to update data to comply with federal and state statutes, regulations and planning guidance.
- Existing plans separate freight and passenger rail planning. This update provides a single comprehensive policy-level planning document that integrates intercity passenger rail, freight rail and commuter rail.
- Washington and Oregon have recently agreed to manage the Pacific Northwest Rail Corridor as one continuous corridor. The plan helps guide implementation of that change.
- Serves as a reference for other states and contribute to the National Rail Plan.

ON THE WEB

[WSDOT's State Rail Plan page](#)

TITLE: **Bicycle Transportation and Pedestrian Walkways Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.100](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The current version, the Washington State Bicycle Facilities and Pedestrian Walkways Plan, covers the years 2008-2027.
- This is a state-interest modal plan for bicycle and pedestrian walkways. The plan assesses bicycle and pedestrian transportation needs and establishes statewide goals and implementation strategies.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- This plan includes strategies for improving connections, increasing coordination, reducing traffic congestion, and assessing statewide bicycle and pedestrian transportation needs.
- Data from this plan is necessary to complete the next update of Washington Transportation Plan, the Highway System Plan, metropolitan transportation plans, and regional transportation plans.
- The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see [23 CFR 450.200](#), [23 CFR 450.300](#), [23 U.S.C. 134\(h\)](#), and [135\(d\)](#)). Non-motorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system.

ON THE WEB

[State Bicycle Facilities and Pedestrian Walkways Plan](#)

TITLE: **Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast**

Update and Rail Capacity Assessment (2011-2030)

Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.070](#) requires a marine ports and navigation plan as part of the Multimodal Transportation Plan state-interest components.

PREPARED BY: Washington Public Ports Association and Washington State Department of Transportation (WSDOT)

APPROVED BY: N/A

NEXT UPDATE: Scheduled for 2013, the most recent update was conducted in 2011 to assess the effects of the economic recession.

DESCRIPTION

- Since 1985, the Washington Public Ports Association and WSDOT have jointly conducted periodic cargo forecasts and performance assessments of the state's marine port transportation system which includes waterways (Pacific Ocean, Puget Sound, Columbia/Snake River system), rail lines, roads, and pipelines.
- The 2011 update found that rail traffic has rebounded to pre-recession levels, and many of the ports in the region are anticipating major increases in cargo, especially exports of dry bulk such as grain, minerals, ores, and other bulk commodities. The anticipated volumes of these new cargos could significantly impact the mainline rail system in the northwest, impacting the marine cargos as well as passenger traffic and domestic cargo.
- RCW 47.06.070 requires an assessment of "the transportation needs of Washington's marine ports, including navigation, and [identification of] transportation system improvements needed to support the international trade and economic development role of Washington's marine ports."

PURPOSE

- Forecasts marine cargo (by commodity and cargo type) to guide future development of Washington's marine ports.
- Compares the projected level of rail traffic with the capacity of the various mainline segments in the region.
- Produces a prioritized list of projects (rail mainline and port access improvements) to alleviate anticipated capacity constraints.
- The 2011 analysis includes the mainline rail system in Oregon.
- Highlights role of marine ports in development of Washington's economy.
- Information from this report is used for statewide transportation plans, regional transportation plans, metropolitan transportation plans, and harbor plans.

ON THE WEB

[WSDOT's Marine Freight Page](#)

[2011 Marine Cargo Forecast Update and Rail Capacity Assessment](#)

TITLE: **Freight Mobility Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.045](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- Washington State Freight Mobility Plan 2014 addresses the period from 2014-2030, was created to meet state and federal legal requirements; to align with the Legislature’s six transportation policy goals, with a significant focus on the newest goal, economic vitality; and to support freight-related strategies and recommended actions in the statewide Washington Transportation Plan 2030.
- This Plan also incorporates key points and findings from WSDOT’s statewide Rail Plan, Highway System Plan, and statewide Aviation System Plan by highlighting the essential role that these modes play in freight mobility.

PURPOSE

- Guide cost effective capital and operating investments in the state freight system to ensure maximum benefit and efficient movement of goods.
- Help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck freight and intermodal freight projects that meet federal criteria and goals
- Three objectives guided development of this plan:
 - Developing an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses.
 - Maintaining Washington’s competitive position as a Global Gateway to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.
 - Supporting rural economies’ farm-to-market, manufacturing, and resource industry sectors.

Integrate existing state plans into a single state freight plan to address all freight modes in the state system: truck, rail, marine, and aviation.

ON THE WEB

[Washington State Freight Mobility Plan](#)

Local/Regional Plans

Overview and Table of Contents

State, local, and regional plans provide a framework for the development of Washington's transportation system. Included in this section are descriptions of plans developed by the cities, counties, regional transportation planning organizations, ports, and transit agencies.

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TITLE: **Airport Master Plans / Layout Plans**

REQUIRED BY: Washington State Department of Transportation (WSDOT) Aviation Division and the Federal Aviation Administration, to address long-term airport facility needs and justify development of capital improvement project funding requests.

PREPARED BY: Airport owners

APPROVED BY: Airport owners; Federal Aviation Administration, and WSDOT

NEXT UPDATE: Master plans are usually updated every five years; however, this is not a fixed period and can be lengthened or shortened depending on the extent of change occurring. Interim update work is often published in the form of an Airport Layout Plan.

DESCRIPTION

- Prepared by individual airports as needed to address safety, and aviation capacity and demand.
- Identifies local, state and federal funding needs to support airport capital projects and facility needs.
- Identifies current and future airport activity and capital needs and show the ultimate development of the airport.
- Provides a development plan for meeting short-range and long-term needs.
- A plan usually consists of the following components:
 - Inventory to identify existing conditions;
 - Aviation demand forecast to identify future growth;
 - Demand-capacity analysis to assess improvement needs;
 - Land use plan to evaluate on-airport and off-airport issues;
 - Utility and facility plans to accommodate anticipated growth; and
 - Capital improvement plan that identifies needed projects and how they will be funded over a five, ten, to twenty-year period.

PURPOSE

- Guides future airport development that will meet safety needs and satisfy aviation demand and capacity needs in a financially feasible manner.

TITLE: **Comprehensive Scheme of Harbor Improvements and Industrial Developments**

REQUIRED BY: [RCW 53.20.010](#)

PREPARED BY: Port Districts

APPROVED BY: Port District Commission

NEXT UPDATE: No statutory requirement; updates are conducted by individual port districts as needed

DESCRIPTION

- Required before improvements are made because every improvement must be “substantially in accordance” with the plan
- Conducted by individual port districts.
- Identifies current and future capital needs.
- Includes a plan or description of how the port intends to implement and finance improvements.
- Requires a public hearing prior to adoption.

PURPOSE

- Communicates and documents the basis of the port district expenditures.
- In some cases, meets planning criteria required for obtaining state or federal matching funds.

<u>TITLE:</u>	Local Comprehensive Plans
<u>REQUIRED BY:</u>	Chapter 36.70A RCW
<u>PREPARED BY:</u>	Applicable counties and cities
<u>APPROVED BY:</u>	County and city legislative authorities and submitted to the Washington State Department of Commerce
<u>NEXT UPDATE:</u>	See update schedule on following page

DESCRIPTION

- Developed by counties or cities that are required or choose to plan under RCW 36.70A.040.
- Consists of a map or maps and descriptive text covering objectives, principles, and standards used to develop the plan.
- Must be an internally consistent document and all elements must be consistent with the future land use map, including the jurisdiction’s financial plans and the plans of adjacent jurisdictions.
- Each comprehensive plan must include the following (see [RCW 36.70A.070](#)):
 - A land use element designating the proposed general distribution and general location and extent of uses of land, including population densities, building intensities, and estimates of future population growth.
 - A housing element that includes an inventory and analysis of housing needs; policies for the preservation, improvement, and development of housing; an inventory of land available for housing; and provisions for the needs of all economic segments of the community.
 - A capital facilities plan element consisting of an inventory of existing capital facilities owned by public entities; a forecast of future needs; proposed locations and capacities of expanded or new capital facilities; a six-year financing plan; and a requirement to reassess the land use element if probable funding falls short.
 - A utilities element consisting of the general and proposed location and capacity of all existing and proposed utilities, including electrical, telecommunications, and natural gas.
 - A rural element which includes lands that are not designated for urban growth, agriculture, forest, or mineral resources; the rural element must permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities.
 - A transportation element that implements and is consistent with the land use element. The transportation element must include (a) land use assumptions used in estimating travel, (b) estimated traffic impacts to state-owned transportation facilities, (c) facilities and service needs, including level of service standards for local, regional, and state transportation facilities and a ten-year traffic forecast, (d) a multiyear financial plan that is coordinated with the Washington State Department of Transportation’s 10-year Improvement and Preservation Program, (e) intergovernmental coordination efforts, (f) demand management strategies, and (g) a pedestrian and bicycle component to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

- The economic development and parks and recreation elements are optional, as the state has not provided funding to assist in developing these elements. However, each is addressed in the Growth Management Act goals. If included in the comprehensive plans, these elements should include:
 - An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life, including a summary of the local economy and its strengths and weaknesses and policies, programs, and projects to foster economic growth and development and address future needs.
 - A parks and recreation element that implements, and is consistent with, the capital facilities plan element. The element must include estimates of parks and recreation demand for a 10-year period; an evaluation of facilities and service needs; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting demand.

PURPOSE

Fulfill the requirements of state law for coordinated and planned growth.

UPDATE SCHEDULE

The update schedule for counties and cities to take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of GMA are located on the [Department of Commerce website](#).

TITLE: **Regional Transportation Plans**

REQUIRED BY: [RCW 47.80.030](#)

PREPARED BY: Regional Transportation Planning Organizations (RTPOs)

ADOPTED BY: RTPO Policy Board and submitted biennially to the Washington State Department of Transportation

NEXT UPDATE: Ongoing in all 14 RTPOs

DESCRIPTION

- Defines a regional transportation system within each of the RTPO’s boundaries.
- Identifies existing and planned transportation facilities, services, and programs.
- Establishes level of service standards for the regional system including state highways and ferry routes and recommends strategies for achieving those levels of service standards.
- Includes a financial plan that is fiscally constrained and is based on regionally appropriate methodologies, and identifies the most cost-effective facilities, services, and programs.
- Assesses regional development patterns, capital investments, and other measures and trends.
- Sets forth a proposed regional transportation approach including capital investments, service improvements, programs, and transportation demand management measures.
- Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers and establishes responsibility for coordination of services and facilities.

PURPOSE

- To improve integration between transportation and comprehensive planning under chapter [36.70A](#) RCW and [RCW 47.80.011](#).
- To acquire the benefits of integration of local comprehensive plans and regional goals with state and local transportation programs.
- Increased coordination to ensure an efficient, effective transportation system that ensures mobility and accessibility, and addresses community needs.

Note: Ten of the 14 RTPOs also encompass at their urban cores federally mandated Metropolitan Planning Organizations which must also prepare metropolitan transportation plans under [23 CFR §450.322](#). (In addition, an eleventh RTPO, the Palouse RTPO, plans in coordination with the Lewis-Clark Valley MPO (LCVMPO). LCVMPO is a bi-state MPO that does not act as the lead entity of the Palouse RTPO).

TITLE: **Metropolitan Transportation Plans**

REQUIRED BY: [23 USC Section 134](#) & [23 CFR §450.322](#)

PREPARED BY: Metropolitan Planning Organizations (MPOs)

ADOPTED BY: MPO Policy Board

NEXT UPDATE: Ongoing in all 12 MPOs

DESCRIPTION

- Federal law requires Metropolitan Planning Organizations designated in areas with urban populations of 50,000 or greater to develop long-range (minimum 20-years) transportation plans, known as Metropolitan Transportation Plans or MTPs.
- Must be updated at least every four years in air-quality nonattainment and maintenance areas and at least every five years in attainment areas.
- Defines a metropolitan transportation system within each of the MPO’s boundaries.
- Identifies existing or planned transportation facilities, services, and programs.
- The MTP must include both long and short-range strategies/actions that lead to the development of an integrated multimodal transportation system.
- Includes projected transportation demand for people and goods; operational and management strategies; and an assessment of capital investments for preservation in the metropolitan planning area.
- Identifies the types of potential environmental mitigation activities and potential areas for consideration.
- Describes the design concept and scope for all existing and proposed transportation facilities in sufficient detail to develop cost estimates.
- Includes a financial plan that is fiscally constrained and is based on “year of expenditure” estimated project costs.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Encourage and promote safe and efficient management, operation, and development of surface transportation systems [[23 USC Section 134 \(a\)](#)].
- Provide for consideration of projects and strategies that will:
 - support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - increase the safety of the transportation system for motorized and non-motorized users;
 - increase the security of the transportation system;
 - increase accessibility and mobility of people and freight;
 - protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- enhance the integration and connectivity of the transportation system, across modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

TITLE: **Six-Year Transit Development Plan**

REQUIRED BY: [RCW 35.58.2795](#) and [RCW 36.57A.070](#)

PREPARED BY: Local transit authorities and regional transit authorities

APPROVED BY: Local transit boards and submitted to the Washington State Department of Transportation (WSDOT)

NEXT UPDATE: Due annually by September 1st

DESCRIPTION

- Must be consistent with local, regional, and state plans.
- Addresses how the local public transportation system will meet state and local planning priorities for public transportation.
- Includes proposed capital improvements.
- Addresses significant operating changes.
- Identifies certified Growth and Transportation Efficiency Centers (GTECs) as priority areas for new service and facility investments.
- Includes a six-year financial plan.
- Requires one or more public hearings prior to the annual submittal of the transit development plans to WSDOT.
- Requires review by WSDOT to determine:
 - The completeness of service to be offered and the economic viability of the transit development plan;
 - Whether the plan integrates the proposed transportation system with existing transportation modes and systems that serve the benefit area;
 - Whether the plan coordinates that area’s system and service with nearby public transportation systems;
 - Whether the plan is eligible for matching state or federal funds.

PURPOSE

- Ensure consistency of public transportation services with local, regional, and state plans.
- Target resources to meet prioritized needs.

Glossary of Terms

18TH AMENDMENT

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes.

63-20 CORPORATIONS

Corporations established under IRS Revenue Ruling 63-20 that permits nonprofit corporations to issue tax exempt debt. This type of incorporation is sometimes used in public-private partnerships to allow private financing at interest rates that approach governmental bond rates.

AD DATE / PROJECT TO AD

Advertisement date for bids on contracts for transportation projects.

AD VALOREM TAX

A tax based on the value of real or personal property versus a tax based on a specific quantity of an item.

ADVANCE CONSTRUCTION (AC)

Allows states to spend their own funds on a federally approved project and preserve eligibility for future federal-aid reimbursement for that project. At a later date, the state can obligate federal-aid highway funds for reimbursement of the federal share. This tool allows states to take advantage of access to a variety of capital sources, including its own funds, local funds, anticipation notes, revenue bonds, bank loans, etc., to speed project completion.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)

The American Recovery and Reinvestment Act of 2009 (ARRA) is a \$787 billion economic stimulus package signed into law by President Barack Obama on Feb. 17, 2009. A percentage of the package provides funding (contracts, grants, and loans) and the rest includes tax cuts and entitlements such as Medicaid and Social Security Administration payments. Washington state received \$492 million in ARRA funds for state and local highway projects, \$179 million for transit capital investments, and a total of \$781.5 million for the Pacific Northwest Rail Corridor.

AMERICANS WITH DISABILITIES ACT (ADA) OF 1990

Federal law that mandates accommodations in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not only in federally funded projects, but also in connection with all new public places, conveyances, and employers. The significance of the ADA in transportation is mainly felt in terms of transit operations, capital improvements, and hiring.

APPORTIONMENT

The distribution of federal funds among the states as prescribed by a statutory formula. Each Federal Fiscal Year, FHWA is responsible for apportioning authorized funding for the various highway programs among the states.

APPROPRIATION

A legislative authorization to make expenditures and incur obligations for specific purposes from designated resources available or estimated to be available during a specified time period.

AUTHORIZATION ACT

Federal surface transportation legislation which is essentially a plan for funding and administering transportation programs; it creates, eliminates or modifies transportation programs (including highway, transit, ferry, safety, and research programs), authorizes the maximum amount to be spent through the programs, establishes and funds special requests such as studies and high priority projects, and provides direction to Congress and USDOT for the allocation of discretionary funds. The funds for this legislation come from federal taxes on fuel, tires, truck and trailer sales, and truck weight. The current authorization act is the Moving Ahead for Progress in the 21st Century Act (MAP-21).

BELETED CLAIMS

A legal claim (a billing) for services provided to the state made after the legal authority to pay for those services has lapsed.

BIENNIUM (State)

A 24-month fiscal period extending from July 1 of odd-numbered years to June 30 of the next odd-numbered year.

BITUMINOUS SURFACE TREATMENT (BST)

One or more applications of sprayed-on liquid asphalt followed by a layer of suitable aggregate to protect and preserve the surface, maintain the structural integrity or restore the surface texture and skid resistance of the roadway. Generally, BSTs are performed on low volume roadways. (See Chip Seal)

BOND

A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

BUDGET

A plan of financial operations embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

BUDGET AUTHORITY

In federal funding, empowerment by Congress that allows federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of "contract authority."

BUS RAPID TRANSIT

A type of high-capacity bus service which adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate in its own right-of-way, have shorter headways, and longer stop spacing than traditional bus service. In practice, BRT systems around the world may adopt all or only some of these features.

CAPITAL BUDGET

The portions of a budget, or a separate budget, devoted to proposed improvements or additions to capital assets and a means of financing those additions. In Washington State, the budgeting of capital projects financed from general fund bonds is often referred to as the Capital Budget, while transportation capital projects are included within the Transportation Budget which includes both operating and capital appropriations for transportation agencies.

CARRY FORWARD

In incremental budgeting, the carry-forward level is the first step in building an ensuing biennial operating budget. It is a calculation of the biennialized (two-year) cost of activities that were funded for a partial biennium and the deletion of one-time costs.

CENTERLINE MILES

Centerline miles represent the total length of a given road from its starting point to its end point. The number and size of the lanes on the road are ignored when calculating centerline mileage. Centerline mileage is the best gauge of overall length of roads.

CHIP SEAL

A single application of Bituminous Surface Treatment (BST) applied to existing pavement surfaces to correct surface raveling and oxidation of old pavements. Chip seal also provides a waterproof cover for an existing pavement structure.

CITY TRANSPORTATION AUTHORITY

A municipal corporation authorized by the state legislature to perform a public monorail function. The City of Seattle monorail was approved by voters of Seattle in November 2002 and dissolved by voters of Seattle in 2005.

CLEAN AIR ACT AMENDMENTS OF 1990

Federal law that identifies "mobile sources" (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is or could be a problem.

COMBINED LICENSING FEE

Replaced by License Fee by Weight for trucks with gross weight of 4,000 pounds or more. Previously, the combined license fee included the base vehicle registration fee and a tax based on gross weight.

COMMUNITY TRANSPORTATION PROVIDER

Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas.

COMMUTE TRIP REDUCTION LAW (CTR)

The CTR law requires major employers in the nine most populous counties of the state to reduce the number of single-occupant vehicle (SOV) trips and the number of vehicle miles traveled (VMT) by their employees. Other employers in those counties can also volunteer to participate in the program. Enacted as part of the state's Clean Air Act.

COMMUTER RAIL

A passenger railroad service using tracks that are part of the general commercial railroad system. The service is mainly for commuters and operates principally during commute rush hours. Typically this type of service uses rail cars whose seating capacity is greater than intercity rail cars that are designed for longer distances.

COMPREHENSIVE PLAN

A city's or county's land-use plan for long-term development. Also a legal document required by the state's Growth Management Act ([Chapter 36.70A RCW](#)).

CONCURRENCY

The Growth Management Act requirement that adequate public services and facilities such as water, sewer, storm drainage, and transportation infrastructure must be available or planned and funded concurrent with occupancy of new development. Also, the level of service for that infrastructure must meet standards set by the city or county.

CONFORMITY

A federal and state requirement that transportation plans, programs, and projects should improve, not worsen air quality. Conformity applies in those counties in which there is a nonattainment area for carbon monoxide, particulate matter, or ozone.

CONGESTION MANAGEMENT PROCESS (CMP)

Federal law requires large metropolitan areas (200,000 population or more) and states to develop management plans that make new and existing transportation.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

A categorical funding program in the federal surface transportation law that establishes criteria and funding for projects and activities to reduce congestion and improve ambient air quality. To be eligible for CMAQ, projects and activities must contribute to achieving National Ambient Air Quality Standards and must be included in a Transportation Improvement Program (TIP).

CONGESTION PRICING

For tolled facilities, this strategy involves variable charges based on levels of traffic congestion and/or time of day and can be charged over a wide area or a single corridor. Also known as value pricing.

CONTRACT AUTHORITY

A form of federal budget authority that permits obligations to be made in advance of appropriations.

COUNTY ROAD ADMINISTRATIVE BOARD (CRAB)

CRAB is an oversight agency for county road organizations. As part of that function, it administers the Rural Arterial and the County Arterial preservation programs for the state.

COUNTY TRANSPORTATION AUTHORITY

A governing authority for local public transportation service. Three County Commissioners and three city elected officials are the governing board. Columbia and Grays Harbor Counties formed transit agencies under this governance structure.

DEMAND-RESPONSE

"Demand-Response" service is a type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Service is not on a fixed route or schedule and usually requires advance reservations. Called "Dial-a-Ride" in many areas.

DESIGN-BID-BUILD

The "standard" contracting and project procurement procedure. The design of the project is performed prior to the advertisement of the project for bid. The project is awarded to the lowest responsive bidder. The construction of the project is performed by the successful low-bid contractor.

DESIGN-BUILD

A contracting and project procurement procedure. The design/build concept allows the contractor flexibility in the selection of design, materials, and construction methods. Under the design/build concept, the contracting agency identifies the parameters for the desired end result and establishes the minimum design criteria. The prospective bidders then develop design proposals. The submitted proposals are rated by the contracting agency on the basis of design quality, timeliness, management capability, and cost.

DEVIATED FIXED ROUTE

"Deviated Fixed Route" service is a hybrid of fixed-route and demand-response transit services. A service vehicle will travel along a fixed route, with fixed stops, on a fixed schedule, but may deviate from its course for a pre-scheduled request.

EIGHTEENTH AMENDMENT

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes.

EXCISE TAX

A tax imposed on the performance of an act, the engaging in an occupation, or the enjoyment of a privilege. May be applied to transactions based upon the value of the goods sold (e.g., sales tax or liquor tax) or on the units sold (gas tax or cigarette tax).

FAREBOX RECOVERY RATE

The percent of annual operating costs recovered by passenger fares.

FIREWALL

A budgetary device separating certain federal spending within the discretionary spending category from other spending in the discretionary category. Spending for programs with firewalls may not be reduced in order to increase spending for other discretionary programs. A feature of TEA-21, the firewall protected highway, highway safety, and transit revenue from being diverted to the general fund for federal fiscal years 1999-2003.

FISCAL YEAR (Federal)

A 12-month period extending from October 1 in one calendar year to September 30 of the next calendar year. Federal Fiscal Year (FFY) 2015 extends from October 1, 2014, to September 30, 2015.

FISCAL YEAR (State)

A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year. State Fiscal Year (FY) 2015 extends from July 1, 2014, to June 30, 2015.

FIXED ROUTE SERVICE

Public transportation on a fixed schedule along a specific route with specific stops for passenger access.

FULL FAITH AND CREDIT

The pledge of the full taxing and borrowing powers of a government to pay its debt obligations.

FUND

State accounts are administratively rolled-up into funds containing like accounts. Each roll-up fund is considered a separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. Transportation accounts are mostly rolled-up into the Motor Vehicle Fund and the Multimodal Transportation Fund.

GAS TAX

Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel (principally diesel). This tax is levied against each gallon of motor fuel.

GENERAL AVIATION

Civil aviation operations other than scheduled air services and non-scheduled air transport operation for hire. General aviation includes a wide range of activities, such as flight training, air ambulance, police aviation, aerial firefighting, gliding, and skydiving.

GENERAL FUND

The main source of funds appropriated by the Omnibus Appropriations Act for state government (including education, human services, natural resource functions, and general government).

GENERAL OBLIGATION (G.O.) BOND

A security backed by the full faith and credit of a state, locality, or other governmental authority. In the event of a default, holders of general obligation bonds have the right to compel a tax levy, other borrowing, or legislative appropriation in order to satisfy the debt obligation.

GRANT ANTICIPATION NOTES (GAN)

Short-term debt that is secured by grant money expected to be received after debt is issued. A GARVEE is a special type of GAN that is repaid with federal highway funds (see Grant Anticipation Revenue Vehicle).

GRANT ANTICIPATION REVENUE VEHICLE (GARVEE)

A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future federal-aid highway funds under Section 122 of Title 23 of the United States Code. Although the source of payment is federal-aid funds, GARVEE's cannot be backed by a federal guarantee, but are issued at the sole discretion of, and on the security of, the state issuing entity.

GROWTH MANAGEMENT ACT (GMA)

State law originally enacted by the Legislature in 1990 which addresses the land-use consequences of population growth in Washington State. The GMA requires all cities and counties in the state to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the state. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans ([RCW 36.70A](#)).

GROWTH AND TRANSPORTATION EFFICIENCY CENTERS (GTECs)

GTECs provide commute options programs to smaller employers, residents and students. This is in contrast to the general CTR program which focuses on commute options for major employers.

HIGH CAPACITY TRANSPORTATION (HCT) SYSTEM

A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, as well as the supporting services and facilities necessary to implement such a system (such as interim express services and high occupancy vehicle lanes). Taken as a whole, and HCT system provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

HIGH OCCUPANCY VEHICLE (HOV)

An automobile, van, pick-up truck, or bus that carries enough people to travel in the HOV or Diamond Lane. In Washington State, most HOV lanes require that two or more persons travel together, although in some places three people are required.

HIGH-SPEED RAIL

A passenger railroad service offering high-speed service connecting cities or regions. Most high-speed rail systems operate in exclusive rights-of-way all or most of the time, but may share tracks with conventional railroad services in certain areas. Worldwide, the majority of high-speed rail systems achieve speeds of 185 mph. Typically these systems are characterized by continuously-welded rail, zero at-grade crossings, and minimized curvature of the right-of-way. Examples include the Japanese Shinkansen ("bullet train") and the French TGV.

HIGHER SPEED RAIL

Passenger rail service with speeds less than 150 mph is referred to as "higher speed rail" or "high performance rail." In the United States, most trains are limited to top speeds of 79 mph, unless equipped with automatic safety systems approved by the Federal Rail Administration. For speeds of 110 mph to 125 mph, grade crossings must be equipped with an impenetrable barrier which blocks traffic, and for speeds over 125 mph, no grade crossings are permitted. In the United States, the Acela Express, serving the Northeast Corridor, achieves speeds of 150 mph, though the average speed is less than half of the maximum.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Refers to the application of technology to solving traffic congestion. ITS systems are multimodal and examples include traffic signal control systems, variable message signs, parking guidance and information systems, and bridge deicing systems. Intelligent Vehicle Highway Systems (IVHS) automate highway and vehicle systems to enable more efficient and safer use of existing highways.

INTERCITY PASSENGER RAIL

A passenger railroad service using either exclusive railroad tracks or tracks that are part of the general railroad system. Such service connects cities or regions, often crossing state boundaries. By federal law, Amtrak has exclusive rights to provide intercity service.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The 1991 – 1998 federal surface transportation act which preceded TEA-21. (See "Authorization Act" for description of legislation.)

INTERNATIONAL FUEL TAX AGREEMENT (IFTA)

An agreement whereby states and provinces collect special fuel taxes from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company on a quarterly basis determines fuel taxes owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

INTERNATIONAL REGISTRATION PLAN (IRP)

An agreement whereby states and provinces collect motor vehicle registration fees from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company determines registration fees owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

JOINT TRANSPORTATION COMMITTEE (JTC)

The Joint Transportation Committee (JTC) was created in 2005. The purpose of the committee is to review and research transportation programs and issues to better inform state and local government policymakers, including legislators. The JTC's executive committee consists of the chairs and ranking members of the House Transportation Committee and the Senate Transportation Committee. The chairs of the House and Senate Transportation Committees serve as co-chairs of the JTC. Other legislators who are not JTC members may serve on JTC working groups depending on the subject matter of the committee's oversight and research projects.

LANE MILES

Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific road. This measurement is a useful gauge of maintenance and preservation workload.

LEVEL-OF-SERVICE (LOS)

A qualitative measure describing operational conditions within a traffic stream. This term refers to a standard measurement which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F. The counties or cities must cooperatively develop level-of-service standards for public services and infrastructure as a part of the policies governing growth management.

LIGHT RAIL

A range of electric-powered rail systems, from street cars operated as single units on streets with mixed traffic to trains of vehicles operating in exclusive, grade separated rights-of-way. The distinction between light rail transit and heavy rail is primarily based on carrying capacity; the latter carries more passengers.

LIMITATION ON OBLIGATIONS

A limit on the amount of federal assistance that may be contractually obligated during a specified time period.

LONG-RANGE PLAN

A 20-year forecast plan now required at both the metropolitan and state levels, that must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

MAINTENANCE LEVEL

In incremental budgeting, the maintenance level is the second step in building an ensuing biennial operating budget. It incorporates new costs associated with mandatory caseload, enrollment, inflation, and other legally unavoidable costs.

MEDIUM SPEED ELECTRIC VEHICLES

Medium speed electric vehicles can only attain maximum speeds between 25-35 mph. Operation only allowed on roads with a speed limit not greater than 35 mph and requires a driver license.

METROPOLITAN PLANNING ORGANIZATION

The agency designated by the Governor (or Governors in a multi-state area) to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000. The MPO is responsible for the 20-year long-range plan and the Transportation Improvement Program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Authority, Regional or Area Planning Council, or Regional or Area Planning Commission.

MONORAIL

A single track, elevated public transportation system. The term also refers to city transportation authorities established to perform a monorail function ([Chapter 35.95A RCW](#)).

MOTOR VEHICLE ACCOUNT

A state account which receives motor fuel taxes and state vehicle license fees; expenditures subject to the 18th amendment to the state constitution.

MOTOR VEHICLE EXCISE TAX (MVET)

Tax imposed on vehicle owners for the privilege of owning and operating motor vehicles in Washington. Prior to repeal in 2000, the state rate on most vehicles was 2.2 percent of vehicle value. Vehicle value was determined by statutory valuation schedules and the original manufacturer's suggested retail price (MSRP) for vehicle. The excise tax was also an option for local high capacity transit and HOV lane development in King, Pierce, and Snohomish counties. In 2002, Initiative 776 set the gross weight fee for small trucks at \$30 per year, repealed the authorization for MVET for high capacity transit, and repealed the \$15 local option vehicle fee.

MOTOR VEHICLE FUND

Reference is often interchangeable with the Motor Vehicle Account. The Motor Vehicle Fund is referenced in the 18th amendment to the state constitution as a special fund into which vehicle license fees and excise taxes on fuel are deposited. Expenditures are limited to highway purposes. Additionally, the fund is an administrative roll-up fund and a separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. Many other state accounts are "created in the Motor Vehicle Fund" thus subject to 18th amendment restrictions.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

The current federal surface transportation authorization act, MAP-21 is expected to provide over \$1.2 billion in apportionment to Washington State for FFYs 2015 and 2016.

MULTIMODAL TRANSPORTATION ACCOUNT

Account where certain transportation monies which are not constitutionally restricted to highways are deposited.

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

Standards created by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. The EPA established NAAQS measures for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

A federal law designed to ensure that environmental factors are weighted equally when compared to other factors in a decision making process undertaken by federal agencies. Highway projects funded all or in part by federal funds are subject to the Act. The state corollary is the State Environmental Policy Act (SEPA). The NEPA process may involve the preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). The governing federal agency prepares a Record of Decision (ROD) at the conclusion of the process describing the alternatives evaluated, identifying the preferred alternative, and describing efforts to avoid or minimize environmental impacts.

NATIONAL HIGHWAY SYSTEM (NHS)

Designated by Congress in 1995. The NHS contains all Interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. MAP-21 expands the NHS to include an additional 60,000 miles of principle arterials.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The Clean Water Act requires point source dischargers of pollutants to obtain a permit, known as a NPDES or "stormwater" permit. The Department of Transportation is affected by this requirement because of highway runoff. The Department of Ecology administers the permitting process.

NEIGHBORHOOD ELECTRIC VEHICLES

NEVs can achieve a maximum speed between 20-25 mph. Operation is only allowed on roads with speed limit of 25 mph or less and requires a driver license.

NET FOR DISTRIBUTION

As applied to motor fuel taxes: gross collections less refunds for nonhighway use, transfers to nonhighway accounts in lieu of refunds, administrative expenses of the Department of Licensing.

NICKEL ACCOUNT

Account enacted to finance a list of highway improvements identified in the 2003 transportation budget and revenue package. Primarily funded by a 5 cent tax increase and a 15 percent increase in truck weight fees. Funds placed into this account are subject to the 18th Amendment of the Washington State Constitution and may only be used for highway purposes.

NONATTAINMENT AREA

A nonattainment area does not meet the National Ambient Air Quality Standards. In Washington, Seattle/Tacoma, Spokane, and Vancouver are nonattainment areas for ozone and/or carbon monoxide. There are other nonattainment areas for particulate matter.

OBLIGATION

Commitment made by federal agencies to pay out money as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactments of budget authority.

OBLIGATION AUTHORITY

An annual determined limitation on the obligation of funds distributed through the federal budget. It controls the rate at which these funds may be used.

OFFICE OF FINANCIAL MANAGEMENT (OFM)

The agency that, on behalf of the Governor, develops budget proposals, manages agency budgets, develops state policy, generates official state demographic statistics, oversees accounting for state government, and performs other related functions.

OPERATING BUDGET

A plan of current expenditures for day-to-day operations and the proposed means of financing them. The operating budgets for transportation agencies are contained within the omnibus Transportation Budget. The term "Operating Budget" or "General Fund Budget" is sometimes used as a general term for Omnibus Appropriations Act that provides the operating budgets for state agencies other than the transportation agencies.

PARATRANSIT

A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities. Often referred to as "Special Needs Transportation."

PROVISO

A clause in a legislative bill that sets out specific conditions or exceptions to the general law.

PUBLIC-PRIVATE PARTNERSHIPS (PPP/PPI/P3)

Public Private Partnerships allow varying levels of private sector participation in the financing and delivery of public projects. Risk is allocated between the private and public sectors rather than residing only with the public sector.

PUBLIC TRANSPORTATION BENEFIT AREA (PTBA)

The transit agency governance model which predominates for local transit agencies in Washington State. PTBAs are controlled by a board of elected officials from jurisdictions within the PTBA. Also known as transit districts and are distinguished from city or county transit departments by being separate governmental entities.

REGIONAL TRANSIT AUTHORITY (RTA)

An agency authorized by the state legislature to provide high capacity transportation. An RTA may be formed by a vote of county councils of two or more contiguous counties each having a population of 400,000 or more. King, Pierce and Snohomish counties approved the formation of an RTA in 1993. In 1997 the RTA board adopted the term "Sound Transit" as the popular name for the RTA.

REGIONAL TRANSPORTATION INVESTMENT DISTRICT (RTID)

A regional transportation government that may be formed in the region comprised of King, Pierce and Snohomish Counties. A regional plan including project lists and financing mechanism must be approved by voters of the region. The RTID legislation was passed in the 2002 Legislative Session.

REGIONAL TRANSPORTATION PLAN

A state-required plan of all Regional Transportation Planning Organizations (RTPOs) receiving funding for regional planning under the Regional Transportation Plan Program of the Growth Management Act.

REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS

Authorized by the Legislature in 1990 as part of the Growth Management Act. RTPOs are created by local governments to coordinate transportation planning among jurisdictions and to develop a regional transportation plan. Washington State provides funding and a formal mechanism that is available to all local governments (and not only those required to plan under GMA) and the state to coordinate transportation planning for regional transportation facilities. Currently, RTPOs are formed through voluntary associations of local governments within regions defined as at least one county with at least 100,000 population or at least three counties if the combined population is less than 100,000.

RESCISSION

Legislation enacted by Congress that cancels the availability of budget authority previously enacted before the authority would otherwise expire.

REVENUE ALIGNED BUDGET AUTHORITY (RABA)

Authorized under TEA-21, RABA is the adjustment in federal funding made annually to the highway program, from FFY 2000 through FFY 2003 as a result of the adjustment in the firewall level for highways. The firewall level is adjusted to reflect revised receipt estimates (anticipated to be increases) for the Highway Account of the Highway Trust Fund. Then, adjustments equal to the firewall adjustment are made to federal-aid highway authorizations and obligation limitation for the fiscal year. Due to declining receipts the formula would have required adjusting federal transportation funding downward in 2002 and 2003; however, Congress authorized additional funding to make up the difference. The provision was not reauthorized when TEA-21 was temporarily extended.

REVENUE VEHICLE HOUR

The measurement in hours that a public transportation system operates each vehicle in fixed route services (not including time to or from the assigned route), or makes demand response service available for public use.

REVENUE VEHICLE MILE

The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

REVOLVING FUND

A fund which has a source of repayment. The amounts expended from the fund are restored with earnings from operations, transfers from other funds, or repayments of loans. Expenditures from revolving funds may or may not require appropriation authority. Internal Service Funds are revolving funds used by state agencies to account for activities that provide goods and services to other state departments on a cost-reimbursement basis. Loan funds, such as the Public Works Assistance Account, are also revolving funds which are replenished as loan recipients pay off obligations.

SAFETEA-LU

Federal surface transportation legislation that succeeded TEA-21. Congress passed this legislation in 2005.

SPECIAL NEEDS TRANSIT

See Paratransit.

STATE ENVIRONMENTAL POLICY ACT (SEPA)

Requires the evaluation of environmental impacts associated with a project or agency action prior to approval. Its purposes are to make decision-makers aware of the environmental consequences of their actions and to involve the public and other interested parties in the analysis. The state corollary to the National Environmental Policy Act (NEPA).

STATE INFRASTRUCTURE BANK

A state or multi-state revolving fund that provides loans, credit enhancement, and other forms of financial assistance to surface transportation projects. The state Transportation Infrastructure Account was created in 1996 to function in this capacity.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a four-year, prioritized program of federally funded state transportation projects as well as regionally significant state and local transportation projects. Federally funded projects must be included in the STIP before FHWA or FTA will authorize the funding. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

SURFACE TRANSPORTATION PROGRAM (STP)

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

TRANSIT ORIENTED DEVELOPMENT

A private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center. Transit-oriented development policies are largely a function of local comprehensive planning policies and rules.

TRANSPORTATION BENEFIT DISTRICT

Special taxing district which may be created by cities or counties to fund improvements to and operation of the transportation system.

TRANSPORTATION BUDGET

One of three state budget bills. Contains appropriations used to support state transportation operating and capital programs. Most appropriated revenue is from transportation user taxes and fees.

TRANSPORTATION CONTROL MEASURES

Implemented to enable nonattainment areas to meet their emissions goals. They can include TDM measures, parking policies and pricing, or other system improvements that reduce congestion.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation demand management strategies are ways of addressing transportation system congestion and efficiency from the demand side. An effort to reduce the number of people traveling by single-occupant vehicles (SOV), especially during peak demand. Strategies include carpools, vanpools, transit, as well as time-of-day pricing and real-time traveler information.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The federal surface transportation highway funding authorization act for federal fiscal years 1998-2003 (October 1, 1997 - September 30, 2003). Retained and built on most programs established under the previous legislation (see Intermodal Surface Transportation Efficiency Act of 1991 - ISTEA). New elements included guaranteed and protected spending levels (see Firewall and Revenue Aligned Budget Authority), increased spending, and a new way of addressing funding equity between states.

TRANSPORTATION FUND

An administrative roll-up fund and separate accounting entity for the preparation of the state's Comprehensive Annual Financial Report, or CAFR. This roll-up fund includes transportation accounts not restricted by the 18th Amendment to the State Constitution.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Metropolitan Planning Organizations are required by federal law to develop a four-year TIP, which includes a prioritized list of projects and demonstration of financial constraint for the program. The TIP must be updated at least every four years, but MPOs in Washington update their TIPs every one or two years to remain consistent with the update of the Statewide Transportation Improvement Program (STIP). TIPs from all regions of the state are compiled to produce the STIP.

TRANSPORTATION INFRASTRUCTURE FINANCE INNOVATION ACT (TIFIA)

A federal credit program for projects of national significance that includes secured loans, loan guarantees, and lines of credit.

TRANSPORTATION MANAGEMENT AREA (TMA)

Transportation Management Areas (TMAs) are large MPOs. Urbanized areas over 200,000 in population are automatically designated as TMAs and are subject to special planning requirements under federal surface transportation laws (e.g., ISTEA, TEA-21). Additional areas may be designated TMAs if the Governor and the MPO or affected local officials request designation. TMAs have greater project selection authority for transportation improvement projects using federal Surface Transportation Program funds, but must also develop Congestion Management Systems and are subject to triennial certification reviews by FHWA and FTA.

TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)

The Transportation Partnership Act of 2005 increased fuel taxes by 9.5 cents and imposed vehicle weight fees on cars, light trucks and SUVs. Revenues are deposited to the TPA Account; expenditures from this account may only be used for projects or improvements identified as 2005 transportation partnership projects, including any principal and interest on bonds authorized for the projects or improvements.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE (TPEAC)

Formed in 2001 to examine opportunities to streamline environmental permitting of transportation projects including developing a pilot process for projects, a one-stop permit decision-making process for projects of statewide significance, and a programmatic permitting process. Formerly codified in 47.06C RCW, the law expired on March 31, 2006. Similar efforts to facilitate timely permitting are continued by the Multi-Agency Permitting (MAP) Team.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

A variety of actions and activities designed to make the existing transportation system more efficient. For example, traffic light or signal synchronization.

UNINCORPORATED TRANSPORTATION BENEFIT AREA (UTBA)

A transit district whose area only includes unincorporated areas (areas not in city boundaries). The County Commission is the governing body. UTBAs have been formed in Garfield and Whitman Counties.

URBAN GROWTH AREA

Areas where urban growth will be encouraged under the Growth Management Act. Counties and cities must cooperatively establish the urban growth areas. Cities must be located inside urban growth area. Once established, cities cannot annex land outside the urban growth boundary. Growth outside of the urban growth boundary must be rural in character.

VALUE PRICING

Also known as Congestion Pricing. The use of charges for road usage to manage congestion; encouraging users to vary usage by increasing user costs during peak periods.

Glossary of Acronyms

4-R	A classification of highway construction (reconstruction, resurfacing, restoration, and rehabilitation), distinct from "new" construction
AA	Alternatives Analysis (a process for evaluating alternative methods to address transportation needs in a region)
AAA	American Automobile Association
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway & Transportation Officials
ACCESS	A Central Computerized Enforcement System for WSP
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act (Federal)
AFIS	Automated Fingerprint Identification System
AFRS	Agency Financial Reporting System (Statewide financial monitoring system maintained by Office of Financial Management.)
AGC	Associated General Contractors
AL	Annual Leave
APTA	American Public Transit Association
ARRA	American Recovery and Reinvestment Act
ATV	All-Terrain Vehicle
AWC	Association of Washington Cities
AWV	Alaskan Way Viaduct
BAC	Blood Alcohol Content
BEV	Battery Electric Vehicle
BPC	Board of Pilotage Commissioners (State)
BRCT	Blue Ribbon Commission on Transportation
BRT	Bus Rapid Transit
CAAP	County Auditors' Automation Project
CAPP	County Arterial Preservation Program
CDL	Commercial Driver License

CERB	Community Economic Revitalization Board (State)
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation and Air Quality Program
CN	Construction
COPS	Community Oriented Policing Services (WSP program)
CPMS	Capital Program Management System
CPSPTA	Central Puget Sound Public Transportation Account
CRAB	County Road Administration Board (State)
CRC	Columbia River Crossing
CSG	Council of State Governments (also Western Conference CSG--13 western states)
CTA	County Transportation Authority
CTR	Commute Trip Reduction
CVEO	Commercial Vehicle Enforcement Officer (WSP)
CVISN	Commercial Vehicle Information Systems Network
DART	Dial-A-Ride Transit
DB	Design Build
DBB	Design-Bid-Build
DCTED	Department of Community, Trade & Economic Development (State)
DIS	Department of Information Services (State)
DOE	Department of Ecology (State)
DOL	Department of Licensing (State)
DOP	Department of Personnel (State)
DOR	Department of Revenue (State)
DOT	Department of Transportation (State)
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EDL	Enhanced Driver License
EIS	Environmental Impact Statement
ERP	Expert Review Panel (State)

ESSTA	Evergreen State Specialized Transportation Association
EV	Electric Vehicle
FAA	Federal Aviation Administration (Division of U.S. DOT)
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Act (federal law); Federal Emergency Management Administration (office which administers the Act)
FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration (Division of U.S. DOT)
FMSIB	Freight Mobility Strategic Investment Board (State)
FRA	Federal Railroad Administration (Division of U.S. DOT)
FTA	Federal Transit Administration (Division of U.S. DOT--formerly UMTA)
FTE	Full-Time Equivalent Employee
GF	General Fund (State)
GIS	Geographic Information System
GMA	Growth Management Act (State)
GO	General Obligation
GTEC	Growth and Transportation Efficiency Center (CTR)
HCT	High Capacity Transit
HCTA	High Capacity Transportation Account
HCTCA	High Capacity Transportation Corridor Area
HOV	High Occupancy Vehicle
HOT	High Occupancy/Toll
HSF	Highway Safety Fund (State)
HSGT	High Speed Ground Transportation
HSIP	Highway Safety Improvement Program
HSP	Highway System Plan
HTC	House Transportation Committee
HTF	Highway Trust Fund (Federal)
HUF	Highway Users Federation
IFTA	International Fuel Tax Agreement (for interstate trucks)

IRP	International Registration Plan (for interstate trucks)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JBLM	Joint Base Lewis-McChord
JIS	Judicial Information System
JLARC	Joint Legislative Audit & Review Committee
JRPC	Joint Regional Planning Committee (duties transferred to RTA)
JTC	Joint Transportation Committee
LAMP	License Application Migration Project
LEAP	Legislative Evaluation & Accountability Program Committee
LETS	Law Enforcement Telecommunication System of WSP
LID	Local Improvement District
LOS	Level of Service (measure of traffic congestion)
LPF	Licenses, Permits, and Fees
LRFA	Local Rail Freight Assistance
LSC	Legislative Service Center
LSO	Licensing Services Office (DOL)
LTC	Legislative Transportation Committee
MAP-21	Moving Ahead for Progress in the 21st Century
MEC	Marine Employees' Commission (State)
METRO	Municipality of Metropolitan Seattle
MIS	Major Investment Study
MHTA	Multistate Highway Transportation Agreement
MLS	Master License Service
MPO	Metropolitan Planning Organization (e.g., Puget Sound Regional Council)
MVET	Motor Vehicle Excise Tax
MVF	Motor Vehicle Fund (State)
NAAQS	National Ambient Air Quality Standards
NARUC	National Association of Regulatory Utility Commissioners
NCSL	National Conference of State Legislatures

NHS	National Highway System (designated under ISTEA)
NHTSA	National Highway Traffic Safety Administration (Division of U.S. DOT)
NOVA	Non-Highway and Off-Road Vehicle Activities Program Account
NPAIS	National Plan of Integrated Airports System
NTSB	National Transportation Safety Board
OA	Obligation Authority
ODOT	Oregon Department of Transportation
OFM	Office of Financial Management (State) (Governor's budget office)
OMS	Office of Marine Safety
ORV	Off-Road Vehicle
OUM	Office of Urban Mobility (DOT)
PAM	Patrol Allocation Model
PCC	Palouse River and Coulee City Railroad
PE	Preliminary Engineering
PERC	Public Employees Relations Commission
PFA	Passenger Ferry Account
PHEV	Plug-in Hybrid Electric Vehicle
PICS	Patrol Information Collection System (Washington State)
POF	Passenger Only Ferry
POPS	Problem Oriented Public Safety (WSP program)
PPP/PPI	Public Private Partnerships/Public-Private Initiatives program
PSCCA	Puget Sound Capital Construction Account (an account within the state Motor Vehicle Fund earmarked for ferry construction)
PSEA	Public Safety & Education Account
PSFOA	Puget Sound Ferry Operations Account (an account within the state Motor Vehicle Fund earmarked for ferry operations subsidy)
PSRC	Puget Sound Regional Council
PTBA	Public Transportation Benefit Area (a public transportation system, either less or greater than a single county)
PTSA	Public Transportation Systems Account

RAP	Rural Arterial Program (State)
RATA	Rural Arterial Trust Account
RCW	Regional Councils of Washington
RCW	Revised Code of Washington (state law)
RFP	Request for Proposal
RID	Road Improvement District
RTA	Regional Transit Authority
RTID	Regional Transportation Investment District
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCCIT	Snohomish County Committee for Improved Transportation
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SL	Sick Leave
SOV	Single Occupancy Vehicle
SPHA	State Patrol Highway Account
SPMA	Seattle Popular Monorail Authority
ST	Sound Transit
STC	Senate Transportation Committee
STIP	Statewide Transportation Improvement Plan
STP	Surface Transportation Program (part of ISTEA)
TAG	Transportation Analysis Group (formerly the Road Jurisdiction Committee)
TBD	Transportation Benefit District
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TEIS	Transportation Executive Information System
TEU	Twenty-foot Equivalent Units (containerized shipping units)
TF	Transportation Fund

TIA	Transportation Improvement Account
TIB	Transportation Improvement Board (State)
TIFIA	Transportation Infrastructure Finance Innovation Act
TIGER Grants	Transportation Investments Generating Economic Recovery grants (federal)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNB	Tacoma Narrows Bridge
TOD	Transit Oriented Development
TPA	Transportation Partnership Account
TPAB	Transportation Performance Audit Board
TPEAC	Transportation Permit Efficiency and Accountability Committee
TRAC	Title and Registration Advisory Committee
TRB	Transportation Research Board (Federal)
TRAINS	Transportation Reporting & Accounting Information System
TSA	Transit Security Administration
TSM	Transportation Systems Management
UATA	Urban Arterial Trust Account
UCC	Uniform Commercial Code
UIW	United Infrastructure Washington, Inc.
UMTA	Urban Mass Transportation Administration (Federal) (Division of U.S. DOT--now renamed Federal Transit Administration)
USCG	U.S. Coast Guard (Division of U.S. DOT) (Federal)
UTC	Utilities & Transportation Commission (State)
USDOT	United State Department of Transportation (Federal)
UTBA	Unincorporated Transportation Benefit Area
VATA	Valley Area Transportation Alliance (Kent)
VfM	Value for Money
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
WAC	Washington Administrative Code

WACIC	Washington Crime Information Center
WACO	Washington Association of County Officials
WAPA	Washington Association of Prosecuting Attorneys
WASHTO	Western Association of State Highway & Transportation Officials (a division of AASHTO)
WASPC	Washington Association of Sheriffs and Police Chiefs
WATV	Wheeled All-Terrain Vehicle
WAVS	Washington Association of Vehicle Subagents
WFE	Washington Fruit Express
WPPA	Washington Public Ports Association
WSAC	Washington State Association of Counties
WSDOT	Washington State Department of Transportation (see DOT)
WSF	Washington State Ferries
WSGRTA	Washington State Good Roads & Transportation Association
WSP	Washington State Patrol
WSTA	Washington State Transit Association
WSTC	Washington State Transportation Commission
WTA	Washington Trucking Association
WTA	Washington Transportation Alliance
WTP	Washington's Transportation Plan (20-year multimodal plan)
WTS	Women's Transportation Seminar
WTSC	Washington Traffic Safety Commission (State)
WUTC	Washington Utilities & Transportation Commission (see UTC)
ZEV	Zero Emission Vehicle