



2007

KEY FACTS



Washington State
Department of Transportation

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**Washington State
Department of Transportation**



Hello:

Transportation touches the lives of all Washingtonians. People and businesses depend on a well functioning and safe transportation system—a network of highways, roads, airports, railroads, ferries and transit systems. The quality of life we enjoy depends on it.

Key Facts was started more than 20 years ago as a guide for legislators and their staff. It has grown considerably, keeping up with the changing nature of Washington's transportation system, and has become a useful reference tool for many.

Our 2007 goal with Key Facts is to provide easy to read information and statistics about the many facets of our state transportation Systems, Money, People and Resources.

This year's Key Facts features an updated look, and includes new topics. And, this publication incorporates many of the suggestions we received from Key Facts readers. You can find Key Facts on-line at www.wsdot.wa.gov/publications/keyfacts.

I hope you find this publication useful. As always we welcome your ideas and suggestions.

Sincerely,

A handwritten signature in black ink, reading "Paula J. Hammond".

Paula J. Hammond

Secretary of Transportation

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

The Washington State Department of Transportation (WSDOT) manages the facilities that are state-owned.

- ▶ These facilities include:
- ▶ Interstate and State Highways
- ▶ Washington State Ferries
- ▶ State-Owned Airports

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

SYSTEMS



Demands Placed on the Transportation System

The Washington State transportation system is a network of highways, roads, airports, railroads, ferries, and transit systems.

As the population, workforce, and economy grow and change, the transportation system must adjust to keep pace with demands. Between 1992 and 2006 the State population has grown by 24 percent and employment is up 24 percent. As a result the demands placed on the transportation system have also increased. The chart below illustrates the percentage growth over the past 14 years of population and employment: the two primary factors in transportation demand. The charts on the next page illustrate the growth in demand on Washington's highway, ferry, and transit systems.

Employment and Population Growth by Year

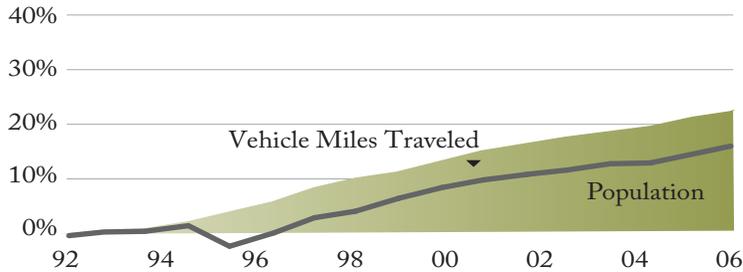


Fiscal Year	1992	1999	2006
Population	5,141,177	5,830,835	6,375,600
Employment	2,445,900	2,917,600	3,132,600

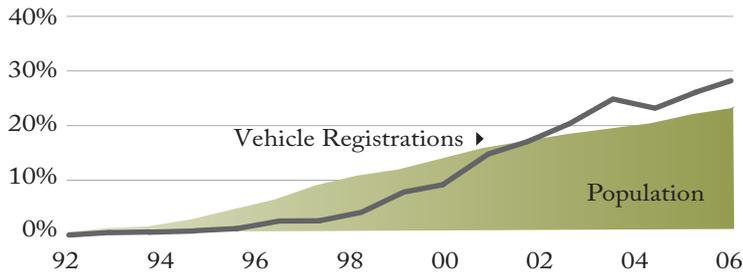
Population of cities, towns and counties used for the allocation of selected state revenues.

Source: Office of Financial Management, Intercensal and Postcensal Estimates of County Population by Age and Sex, and the Long-Term Economic and Labor Force Forecast of Washington.

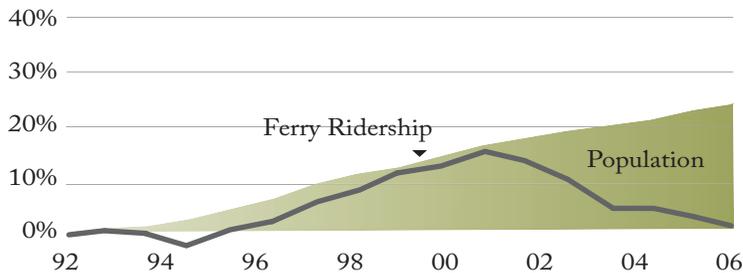
Vehicle Miles Traveled have grown at a slower rate, 16%



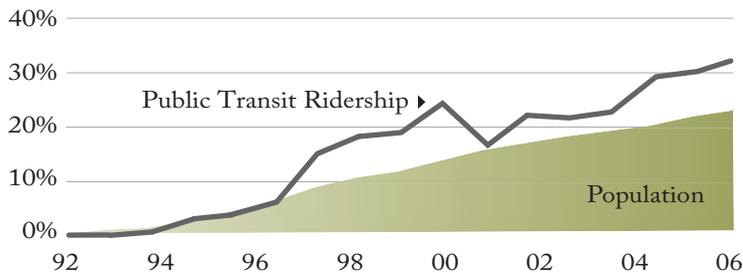
Vehicle Registrations have grown at a faster rate, 27%



Ferry Ridership has grown at a slower rate, 2%



Public Transit Ridership has grown at a faster rate, 32%



Source: Washington State Department of Transportation

Transportation Timeline

In 2005, the Washington State Department of Transportation (WSDOT) turned 100 years old.

The Washington State Transportation Commission and WSDOT are descendants of the original State Highway Board created on March 13, 1905. Washington had been a state for only 16 years, and fewer than 1,000 miles of state roads (mostly unpaved outside of cities) served a population of about 600,000. Railroads and steamships handled most long distance travel and freight. People got around locally by foot, horse, wagon, streetcar, or bicycle. There were fewer than 100 automobiles in the entire state.

Currently, Washington's population exceeds six million, of which the majority are licensed drivers traveling the more than 170,000 lane-miles of state and local highways, streets and roads.

Timeline: 1905 – 2007

March 13, 1905, the State Highway Board and post of Highway Commissioners were signed into law.

June 1905, the first automobile makes it across Snoqualmie Pass.

1907, electric interurban trains begin operating between Wenatchee and Selah, and the nation's first gas station opens in Seattle.

March 1910, the first airplane to fly in Washington is demonstrated near Seattle.

State engineers begin experimenting with concrete paving in 1912.

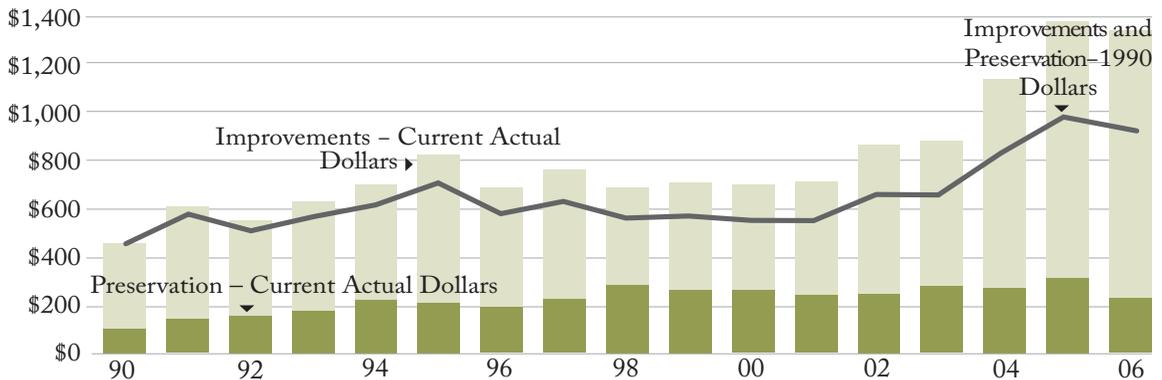
December 1913, the state takes over the private toll bridge between Clarkston and Lewiston, making it Washington's first public interstate bridge.

Timeline continues on page 11.

WSDOT's Capital Investment

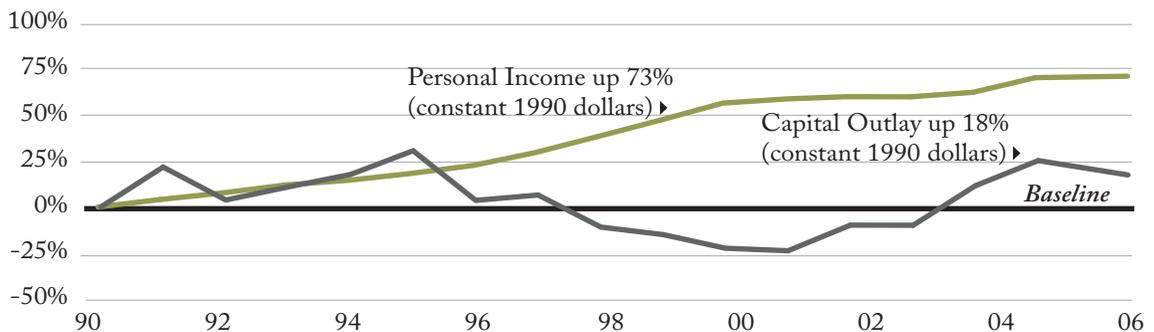
In 1990 and again in 2006, over three-quarters of the improvements and preservation budget went to improvements. In 1990, capital investment in transportation was \$463 million, while in 2006 the investment level in constant 1990 dollars was \$941 million. The spike in investment that began in 2004 (as shown in the graph below) is the result of the 2003 Transportation Funding Package that added a nickel to the gas tax, followed by another increase with the implementation of the 2005 Transportation Funding Package.

Preservation and Improvements Investment (*in millions*)



Personal income has shown consistent growth in Washington State. In 1990, total annual personal income was roughly \$93 billion. By 2006, it rose to \$160 billion in constant 1990 dollars.

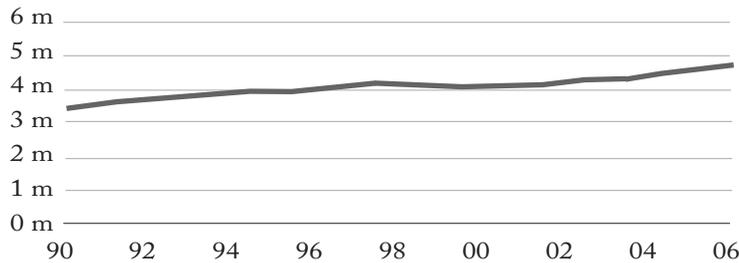
Capital Investment Per Dollar of Personal Income



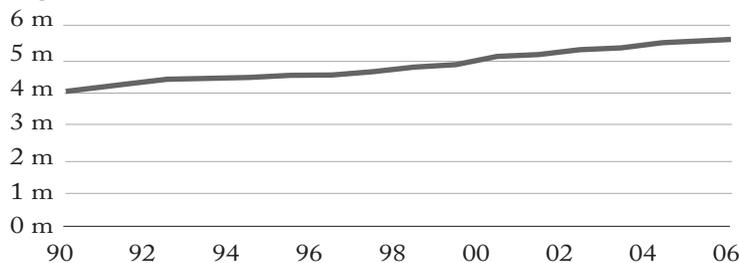
Driver and Vehicle Statistics

The number of registered vehicles and licensed drivers has steadily increased since 1990. There are currently more than six million registered vehicles and more than four and a half million licensed drivers.

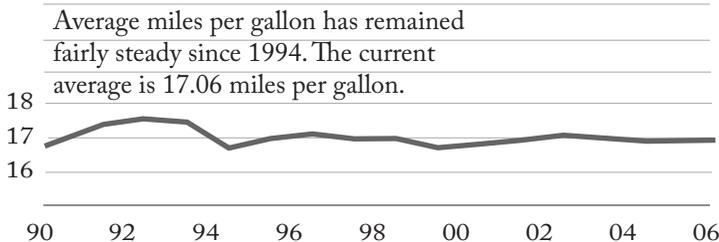
Licensed Drivers (in millions)



Registered Motorized Vehicles (in millions)



Miles Per Gallon



Source: Washington State Department of Transportation

Washington State population	6,375,600
Driving age population (16 years and older)	5,011,356
Driving age as a proportion of total population	79%
Current licensed drivers	4,790,864
Licensed drivers as a proportion of population	75%

Passenger vehicles	4,061,852
Motor homes	77,497
Motorcycles	184,374
Tow trucks	1,603
Trucks	1,489,758
For hire, buses, stages	1,665
Restored and antiques	6,553
Mopeds	8,530
Subtotal motorized	5,831,832
Trailer/semi-trailer	658,908
Campers	31,251
Subtotal non-motorized	690,159
Exempt vehicles	8,334
Total registered vehicles	6,530,325

Miles traveled	56 billion
Gallons consumed per vehicle	563
Miles per vehicle	9,601
Miles per gallon	17.06

Congestion

Congestion relief analysis conducted by WSDOT shows that as population and employment continue to grow in Washington's urban areas, congestion will get worse. In response, WSDOT has developed the following three strategies to mitigate the effects of congestion on Washington's highways:

- ▶ **Manage Demand:** Reduce demand on the transportation system by providing citizens with options such as HOV lanes, Commute Trip reduction programs, and Traveler Information.
- ▶ **Operate Efficiently:** Make the existing system operate more efficiently by using tools such as ramp meters, synchronized traffic signals, and incident response trucks to clear traffic incidents.
- ▶ **Add Capacity Strategically:** By March 31, 2007 WSDOT will have completed or started more than half of the 392 capital projects that were funding through the 2003 and 2005 Funding Packages. Capital projects improve safety by increasing highway capacity to relieve chokepoints that cause recurring congestion.

These strategies are part of the foundation of an incremental tiered approach to improving mobility on state highways. See the 2007-2026 Highway System Plan at www.wsdot.wa.gov/Planning/HSP

To gauge the effectiveness of these strategies, WSDOT uses the following seven Congestion Measurement Principles:

- ▶ Use real time measurements (rather than computer models) whenever and wherever possible.
- ▶ Use maximum throughput productivity as the basis for congestion measures.
- ▶ Measure congestion due to incidents (non-recurrent) as distinct from congestion due to inadequate capacity (recurrent).
- ▶ Show how reducing non-recurrent congestion from incidents will improve the travel time reliability.
- ▶ Demonstrate both long-term trends and short-to-intermediate-term results.
- ▶ Communicate about possible congestion fixes using an "apples-to-apples" comparison with the current situation. (For example, if the trip takes 20 minutes today, how many minutes less will it be if WSDOT improves the interchange?)
- ▶ Use "Plain English" to describe measurements and results.

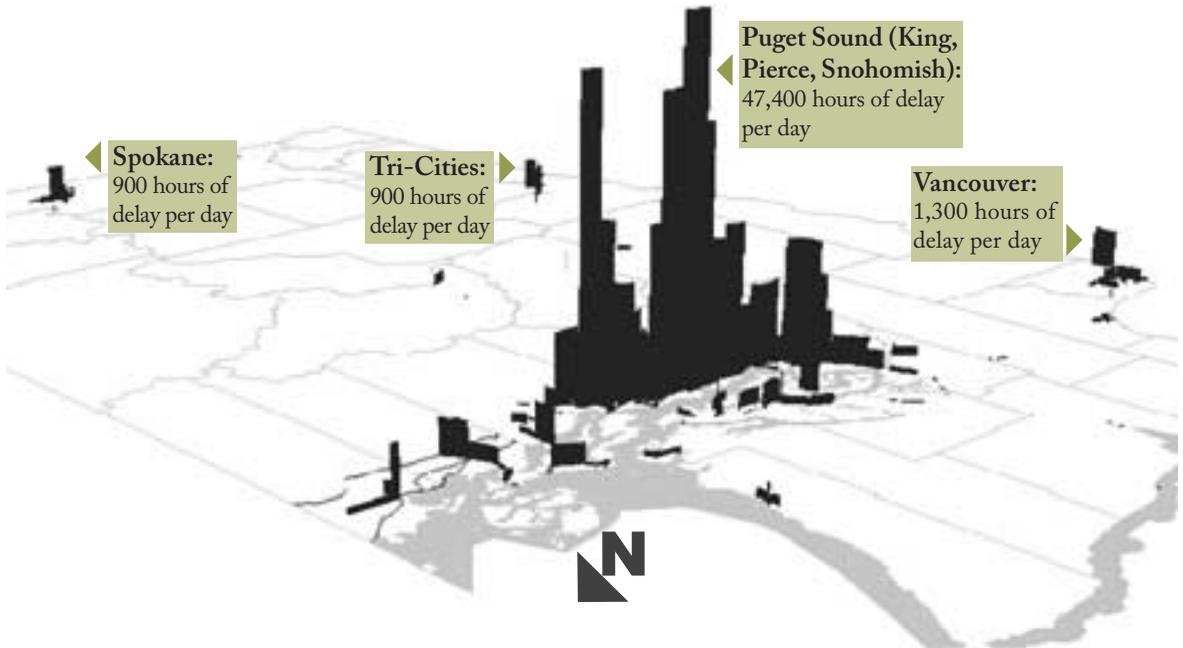
Did you know?

Idling for more than 30 seconds consumes more fuel than restarting your car. By accelerating smoothly, obeying speed limits and removing excess weight from your car you can save fuel and contribute to a healthy environment.

Source: The Road Information Program (TRIP)

The congestion map below presents the average hours of delay per day encountered by Washington drivers for a given segment of highway. The higher the spike, the greater the delay. The highest spike is located at the interchange for I-5 and I-90 in Seattle, where the average tally is about 825 vehicle hours of delay per lane mile per day. During peak periods on I-405, congestion reduces throughput of the two general-purpose lanes in Renton to the capacity of one free-flowing lane. This figure illustrates that the greatest delay on the state highway system is found in the Central Puget Sound area. Tri-Cities, Vancouver and Spokane also see significant delays.

Maximum freeway throughput is typically at speeds of 42 to 51 mph. This accommodates about 2,000 vehicles per hour per lane. System throughput drops dramatically when traffic volume forces speeds to drop below 51 mph due to congestion.



2005 data

Note: The delay depicted is based on calculations from speeds at or below 85% of posted speed. These conditions do not reflect the impact of congestion associated with local roads, additional impacts associated with ramps, interchanges, weather, special events, construction, collisions or incidents.

High Occupancy Vehicle Lanes

High Occupancy Vehicle (HOV) lanes are freeway lanes reserved for the use of carpools, vanpools and buses. They are typically separated from the other traffic by a solid white line, and are identified by signs and diamond symbols on the pavement. HOV lanes enable those who share the ride to bypass traffic in the regular lanes. HOV lanes are one part of an overall strategy to reduce urban traffic congestion and delay. HOV lanes increase the efficiency of state highways by moving more people in fewer vehicles, helping to maintain transit speed and reliability.

Because many general-purpose (GP) freeway lanes are full or close to full during rush hours, the HOV system will be expected to accommodate an increasing share of future travel growth.

Washington State has invested over 1.5 billion state and federal dollars in HOV lanes. As of year-end 2006, approximately 195 lane miles have been completed of the planned 300-mile core HOV lane system. Construction began in 2005 on extending freeway HOV lanes on I-5 to the Pierce County line, through segments of Tacoma, and up to Everett.

HOV System Performance

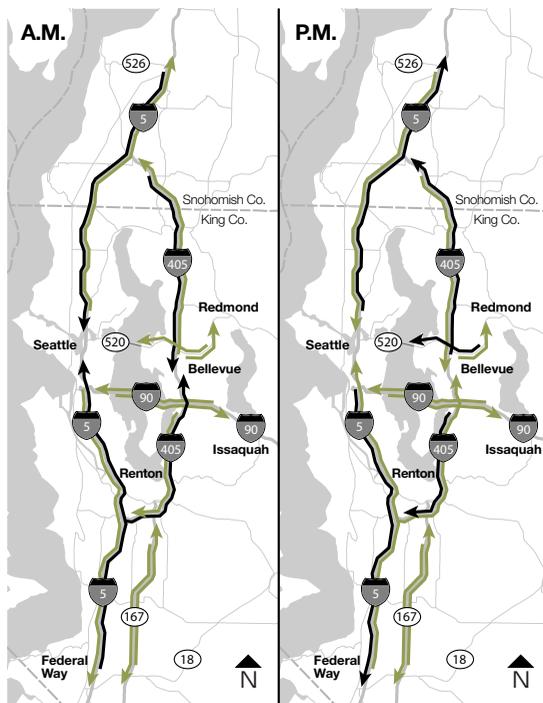
WSDOT monitors and evaluates HOV lane speed, travel time reliability, and person throughput on an ongoing basis. HOV system performance is reported to the Transportation Commission, and recommendations for change are coordinated with other agencies. Recommendations then go through a process of public review and comment.

- ▶ WSDOT policy calls for Puget Sound freeway HOV lanes to maintain an average speed of

Reliability Performance for all HOV Corridors in the Puget Sound Region

Reliability performance during the peak hour of the peak period for A.M. and P.M. commutes in 2006

Meets the standard?: Yes  No 



Data Source: Washington State Transportation Center (TRAC).

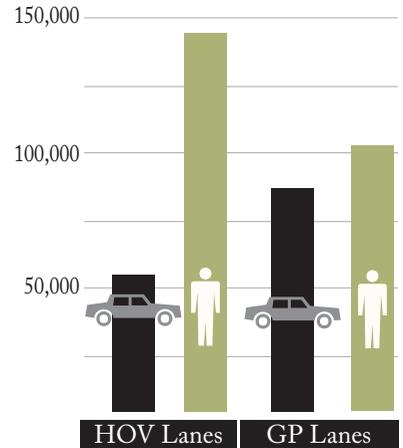
45 mph or better at least 90 percent of the time during rush hours. Results from 2006, show that nine HOV corridors do not meet the performance reliability standard. The 2006 performance results for the Puget Sound HOV system indicate that significant portions of the freeway HOV lane system are experiencing increasing usage and reduced performance during the peak periods, continuing a trend seen over

What are High Occupancy Toll (HOT) Lanes?

HOT lanes are lanes that are open to carpools, vanpools and transit and toll-paying solo drivers. Tolls for HOT lanes are set to assure that these lanes keep flowing even when regular lanes are congested. HOT lanes can be built for this purpose or be converted from high occupancy vehicle (HOV) or general-purpose lanes.

SR 167 will be the state's first HOT lanes project and is scheduled to open in 2008.

HOV Lanes Compared to General Purpose Lanes



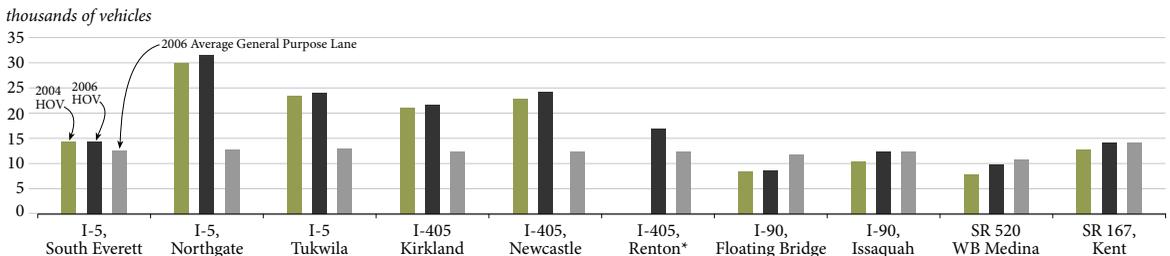
the past few years. Six of the HOV corridors have high enough traffic volumes that the corridors fail the HOV performance standard in the evening peak period and four corridors fail the performance standard during the morning peak period.

- ▶ Puget Sound freeway HOV lanes carry many more people than the average general-purpose lane during the peak periods.

The map to the left shows all HOV corridors in the Puget Sound region and whether or not the corridors meet the standard. The chart below compares 2004 and 2006 throughput for the Puget Sound region.

2004 and 2006 HOV Lane and General Purpose Lane Person Throughput Comparison

Total of A.M. and P.M. Peak Period Volumes



Note: Volumes are for peak period direction only.

* Corresponding 2004 data is not available for this location. In 2005, the monitoring location changed from I-405 Tukwila to I-405 Renton.

Data Source: University of Washington Transportation Research Center (TRAC).

Transportation Demand Management is an umbrella term for strategies that encourage the use of carpools, vanpools, buses, bicycling and walking as well as discourage single-occupant vehicles. During peak travel periods around the state, demand for the highway system frequently exceeds capacity, causing congestion for travelers and shippers, dramatically reducing the efficiency of the system. The more people commute by bus, vanpool, or train, the greater the number of people our congested corridors can carry during peak periods. Using strategies that increase the carrying capacity of the system, such as enabling greater use of high-occupancy vehicles, shifting trips out of rush hours, and eliminating the need for a trip altogether, helps us get the most out of our transportation investments.

WSDOT manages the following TDM programs:

- ▶ Commute Trip Reduction
- ▶ Trip Reduction Performance
- ▶ Rideshare Tax Credits
- ▶ Vanpool Grants
- ▶ Regional Mobility Grants
- ▶ Park and Ride Lots
- ▶ Construction Mitigation

Transportation Demand Management (TDM)

The Commute Trip Reduction Program (CTR)

Making the state's transportation system more efficient is the CTR program's most important goal. Washington State's CTR program works with major employers located in the ten most populous counties to encourage employees to commute without driving alone. About 570,000 employees at nearly 1,200 worksites have access to CTR programs.

There has been a seven percent reduction in drive-alone trips from 1993 to 2005 at CTR sites. CTR employees in central Puget Sound made more than 14,200 fewer vehicle trips each weekday morning in 2005 than they did when their employers entered the program. The absence of these trips reduced travel delay by an estimated 11.6 percent on average during the peak morning commute in the region.

Trip Reduction Performance Program (TRPP)

The Washington State Legislature created a trip reduction performance program in 2003 to encourage companies to provide services to employees that result in fewer vehicle trips arriving at worksites such as public transit subsidies, ride-share facilitation, flexible work scheduling, telecommuting, and on-site bike racks.

Rideshare Tax Credit (CTR Tax Credit)

The CTR tax credit is available to employers who provide financial incentives to employees to take public transportation, participate in vanpools, or use non-motorized transportation. The credit offsets Business and Occupation or Public Utility taxes and is administered by the Department of Revenue.

Vanpool Grant Program

This program funds capital costs associated with putting new vans on the road and incentives for employers to increase employee vanpool use. This is a statewide program with a focus on congested corridors. Between July 2003 and May 2007, the number of vanpools in the state increased by 39 percent (2,176 operating vans). During the same period, vanpool riders increased by 44 percent (17,964 daily riders).

Regional Mobility Grant Program

The Regional Mobility Grant program, created in 2005, aids local governments to fund projects such as inter-county connections, park and ride lots, rush hour transit service, and projects that improve connectivity and efficiency of the transportation system.

Park and Ride Lot Program

Demand for spaces often exceeds availability at park and ride lots serving key highway corridors. The unreliability of finding spaces discourages expanded use of vanpools and transit and constrains the efficiency of the transportation system.

Lots are built, owned and operated by multiple agencies and jurisdictions. The role of the state is critical in developing partnerships to expand capacity and to locate the lots where they provide the best system benefits.

Construction Mitigation and TDM

Encouraging travelers to carpool, vanpool, or take the bus can help to minimize construction-related congestion and maintain traffic flow. The office of Transit Mobility works directly with the construction engineers to develop a construction mitigation plan.



Transportation Timeline

(continued from page 3)

July 1921, the first State Highways Testing Laboratory (now the WSDOT Materials Laboratory) is established in Olympia.

March 1937, the Legislature increases the speed limit to 50 mph.

July 1940, Tacoma Narrows Bridge and Lacey V. Murrow Floating Bridge open.

November 1940, Tacoma Narrows Bridge collapses during a wind storm.

During World War II, gas rationing is imposed and maximum speed limits are reduced to 35 mph.

October 1950, replacement Tacoma Narrows Bridge opens.

June 1951, the Washington State Toll Bridge Authority takes over Black Ball Line, at a cost of \$6.8 million, to establish Washington State Ferries.

November 1969, the final portion of I-5 is completed.

Jumbo ferries *Spokane* and *Walla Walla* are launched during 1972.

State's first acoustical freeway barriers and first "High Occupancy Vehicle" (HOV) lanes are introduced in 1973.

The OPEC oil embargo spurs Congress to pass National Mass Transportation Act which imposes a 55 mph freeway speed limit in 1974 (lifted in 1996).

July 1977, Linda Wheeler becomes the Washington State Ferries' first woman deck officer.

(continues on page 31)

Highways and Bridges

Highways and bridges make up the largest portion of Washington's transportation system. WSDOT is responsible for more than 20,000 lane-miles of roadway, nearly 3,000 vehicular bridges and 524 other structures.

Even though the state highway system accounts for less than 11 percent of the total state lane-miles, it accounts for over half of the vehicle miles traveled (56.2 percent).

WSDOT is known for its bridge design and bridge inspection structural technical expertise. Our professional staff is motivated and trained to design the optimum solutions for the highly complex and challenging projects we deliver and to preserve our large and valuable inventory of existing bridges and structures.

Types of Structures	Total Statewide	WSDOT Responsibility
Vehicular Bridges over 20 feet long	7,059	2,990
Structures under 20 feet long	876	325
Pedestrian Bridges	247	59
Railroad Bridges	186	6
Culverts over 20 feet long	264	89
Tunnels and Lids	45	39
Border Bridges	13	6
Total	8,690	3,514

Did you know?

The four longest floating bridges in the country are in Washington.

Longest: Evergreen Point Floating Bridge (SR-520)
- 7,578 feet long.

2nd Longest: Lacey V. Murrow (I-90 eastbound)
- 6,620 feet long.

3rd Longest: Hood Canal Bridge
- 6,521 feet long.

4th Longest: Homer Hadley (I-90 westbound)
- 5,811 feet long.

Source: WSDOT Bridge Office

2006 Miles of Roads and Vehicle Miles Traveled

State Highways	Centerline Miles ¹	Lane Miles ²	Daily Vehicle Miles Traveled	Amount of Traffic Carried
Interstate Highways	764	3,949	42,273,477	27.3%
Rural Highways	5,265	11,133	18,804,737	12.1%
Urban Highways	1,015	3,307	25,946,662	16.8%
Total	7,044	18,389	87,024,876	56.2%

County Roads				
Rural Highways and Roads	33,717	67,439	11,895,796	7.7%
Urban Highways and Roads	1,982	4,921	10,287,060	6.6%
Urban Local Streets	4,208	8,417	3,250,143	2.1%
Total	39,907	80,777	25,432,999	16.4%

City Streets				
Rural Roads	2,166	4,333	522,003	0.3%
Urban Streets	3,393	9,023	31,320,000	20.2%
Urban Local Streets	11,095	22,192	8,616,997	5.6%
Total	16,654	35,548	40,459,000	26.1%

Other Public Roads				
Other State Roads ³	10,782	21,566	903,782	0.6%
Other Federal Roads ³	8,803	17,605	979,159	0.6%
Tribal Roads	59	119	4,587	0.0%
Port District Roads	7	15	77,471	0.1%
Total	19,651	39,305	1,964,999	1.3%
Total State Miles	83,256	174,019	154,881,874	100.0%

¹ Centerline miles count total miles of road but do not take number of lanes into account. A one-mile length of four lanes of highway on I-5 measures the same as a one-mile length of two lanes on US 101. Both equal one centerline mile.

² Lane-miles count number of lanes excluding ramps, special use lanes, bike lanes, separated HOV lanes, etc. A one-mile length of a four-lane highway on I-5 equals four lane miles.

³ Other roads include Forest Service, National and State Park, and other public roads.

HOV Lanes

Status (year-end 2006)	Interstate Lane Miles
HOV Lane-Miles Open to Traffic	195
HOV Lane-Miles Under Construction	45
HOV Lane-Miles in Planning Stage	67
Total	307

Maintaining State Highways

WSDOT's maintenance activities protect infrastructure and guard safety. Maintenance personnel are also the first to be called on for system needs when natural disasters such as mudslides, floods, fires and earthquakes threaten the system.

How Many Maintenance Activities Are Completed in One Year?

Types of Work Done	Activities Completed
Shoulders Cleaned - Miles	25,904
Ditches Cleaned - Linear Feet	515,999
Culverts Inspected and Cleaned	51,762
Catch Basins Inspected and Cleaned	51,274
Roadsides Mowed - Acres	20,122
Roadkill Incidents	19,576
Roadside Litter Removed - Cubic Yards	26,076
Roads Snow Plowed - Miles	1,186,270
Signs Repaired	22,472
Signs Washed	23,663
Guideposts and Delineators Maintained or Replaced	76,986
Stripe Painted - Miles	26,863
Guardrail Maintained or Repaired - Linear Feet	239,675
Traffic Signals Repaired	3,149
Highway Lighting Systems Repaired	2,726

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

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

Improvements and Preservation

Improvements

WSDOT highway improvement projects increase capacity to move vehicles, correct highway safety deficiencies, improve the movement of freight goods, and reduce the impact of highway construction projects on the environment.

Improvement projects include:

- ▶ Widening roads
- ▶ Adding interchanges and truck lanes
- ▶ Mitigating highway fish barriers
- ▶ Erecting noise mitigation walls

Preservation

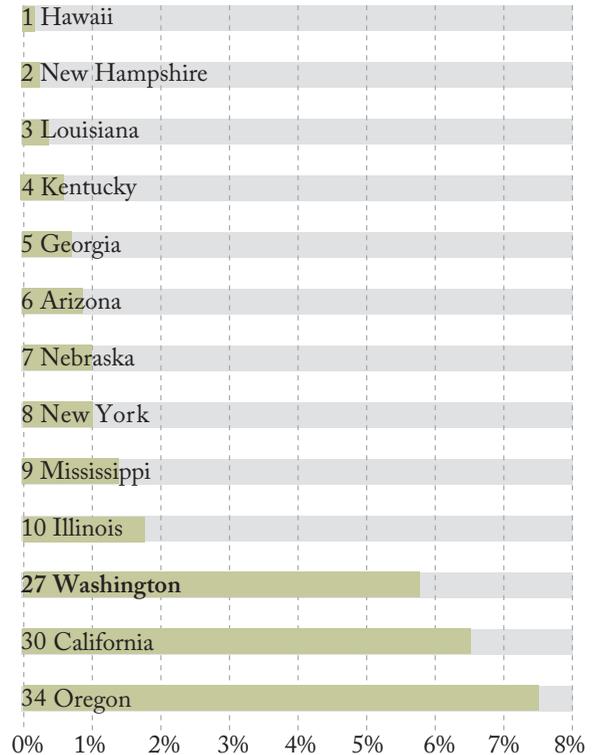
Highway preservation projects maintain the structural integrity of the existing highway system including roadway pavements, safety features, bridges, and other structures/facilities.

Preservation projects include:

- ▶ Repaving lanes to prevent cracking
- ▶ Replacing safety structures
- ▶ Corrosion resistant concrete protective systems

The table below shows fewest roads in rough condition as reported by the Federal Highway Administration in 2005. Washington State ranked 27th, down from 16th in 2003.

What portion of the states' roads are in rough condition¹?



¹ FHWA Highway Statistics 2005, based on the International Roughness Index (IRI).
www.fhwa.dot.gov/policy/ohpi/hss

Maintaining State Bridges

Washington State Department of Transportation maintains more than 3,000 bridges and structures.

Inspection

Washington State bridges undergo rigorous inspections at least every two years. Some bridges are on a three-month cycle and the Alaskan Way Viaduct is inspected thoroughly every six months. Underwater diving inspections are also performed on bridge foundations and floating bridge anchor cables.

Repairs

Repairs that are identified following inspections are either addressed by maintenance crews or by contracting with private contractors depending on the repair cost.

Preservation

Bridge service is extended through preservation actions such as repainting steel bridges, repair and overlay of concrete bridge decks, and replacing floating bridge anchor cables.

Rehabilitation and Replacement

Bridges may be either rehabilitated or replaced depending on the need to correct structural and functional conditions. The selection and priority of projects is determined by reviewing statewide bridge conditions.

Did you know?

A twenty-year national average showed the following bridge improvements corresponding with a reduction in fatal accidents:

WWW.WSDOT.WA.GOV/EESC/BRIDGE



- ← New bridge - 86 percent
- ← Upgrade railing - 75 percent
- ← Widening - 49 percent

Completed Bridge Replacement Projects Using Preservation Funds

Year	Bridge	Highway	Nearest City
2002	Methow River (Milepost 202.11)	SR 20	Twisp
2002	Toppenish Creek (Milepost 57.06)	US 97	Toppenish
2003	Barclay Creek (Milepost 39.96)	US 2	Skykomish
2003	Dry Creek (Milepost 344.98)	SR 12	Walla Walla
2003	Spokane River West Trent (Milepost 0.47)	SR 290	Spokane
2004	South Fork Boulder Creek (Milepost 123.74)	US 101	Amanda Park
2004	Nolan Creek (Milepost 170.42)	US 101	Forks
2004	Voights Creek (Milepost 11.49)	SR 162	Orting
2006	Coppei Creek	US 12	Waitsburg
2006	Yakima River	SR 240	Richland

Top Ten Priority Bridges for Replacement or Rehabilitation

	Bridge	Highway	Nearest City
1*	Hood Canal Bridge	SR 104	Port Gamble
2	Biggs Rapids-Sam Hill Bridge	US 97	Goldendale
3	Ebey Island Viaduct Rehabilitation	US 2	Everett
4	Manette Bridge	SR 303	Bremerton
5**	City Waterway (Murray Morgan) Bridge	SR 509	Tacoma
6	Status Creek 2nd Crossing	US 97	Toppenish
7	Purdy Creek	US 101	Shelton
8	Slough Bridge (Milepost 7.58)	SR 107	Montesano
9	Slough Bridge (Milepost 7.78)	SR 107	Montesano
10	Walkers Creek	US 101	Brinnon

* A bridge replacement/rehabilitation project is in progress.

** Bridge was closed in October 2007.

This list does not include the special issues of the Alaskan Way Viaduct and the Evergreen Floating bridge due to the scope of the projects.

Washington State Ferries

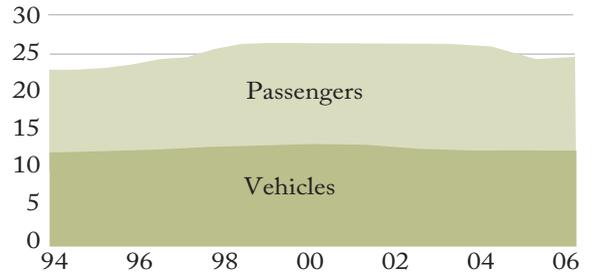
WWW.WSDOT.WA.GOV/FERRIES

Washington State Ferries (WSF) operates the largest ferry system in the United States. Twenty-eight ferries cross Washington's inland waterways. WSF routes cross Puget Sound, connecting the mainland with the San Juan Islands and reach Sydney, British Columbia, acting as a marine highway for daily commuters, commercial users and tourists.

In fiscal year 2006, WSF carried nearly 11 million vehicles and 24 million passengers to 20 different terminals, making it the second most heavily used transportation system in the state, behind highways. The ferry system is an essential part of western Washington's highway network, providing a critical link between the urban areas on the east side of Puget Sound and the growing communities to the west.

A recent addition to the ferry system is the Wireless Over Water (WOW) program that allows riders to connect to the internet via a wireless connection during the ride. For more information on the WOW program and availability visit the WSF home page.

Ferry Ridership (in millions)



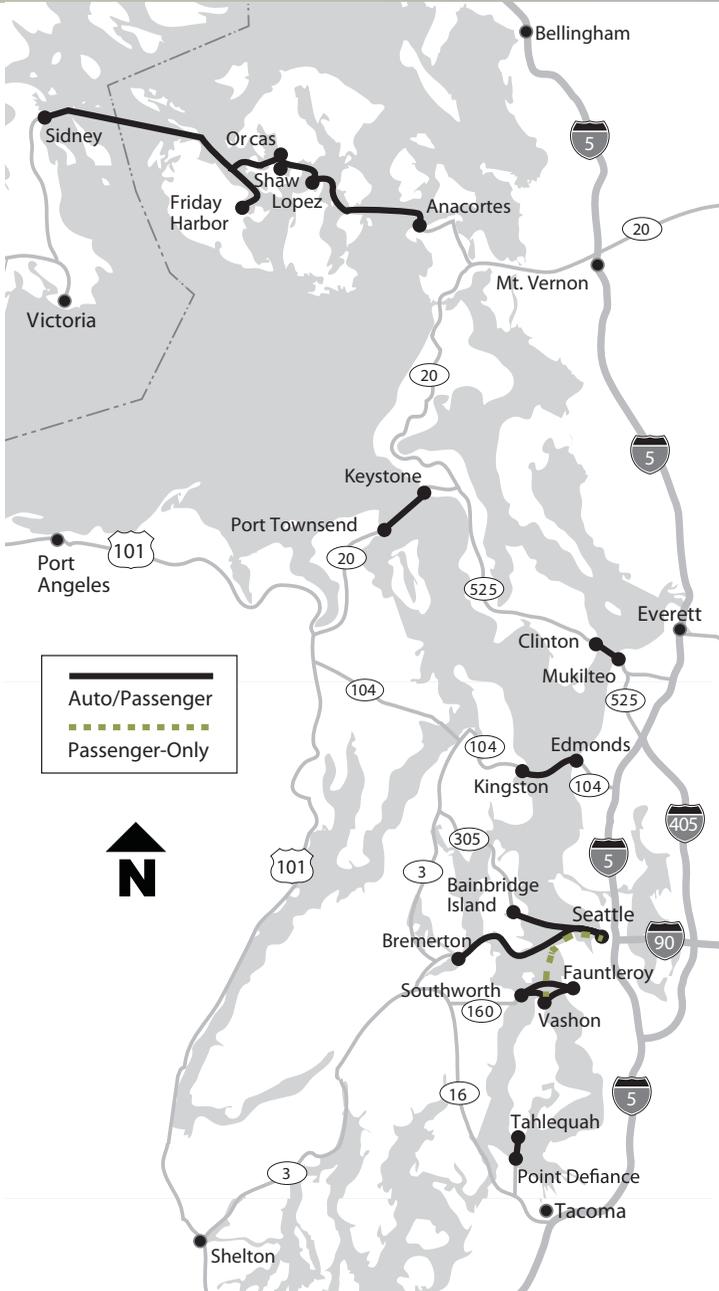
2006 Ferry Statistics

Number of Vessels	28
Terminals	20
Number of Routes	10
Passengers Carried	13.1 million
Vehicles (and Drivers) Carried	10.8 million
Gallons of Fuel Used	17.6 million
Trips Scheduled	167,355

Did you know?

The ferry system was originally intended to provide temporary service until a network of bridges could be built connecting the west and east sides of Puget Sound but in 1959, the Washington State Legislature rejected the plan to build cross-sound bridges.

Source: Washington State Ferries

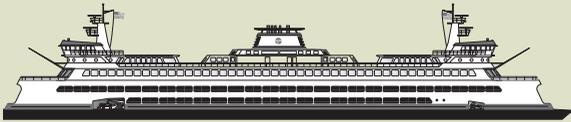


2006 Ridership by Route

Route	Ridership
Anacortes-InterIsland-Sidney	131,606
Anacortes-San Juans	1,718,314
Pt. Townsend-Keystone	766,843
Mukilteo-Clinton	4,080,872
Edmonds-Kingston	4,337,350
Tahlequah-Pt. Defiance	669,148
Fauntleroy-Vashon-Southworth	3,228,334
Seattle-Vashon Passenger Only	129,839
Seattle-Bainbridge Island	6,459,802
Seattle-Bremerton	2,415,438

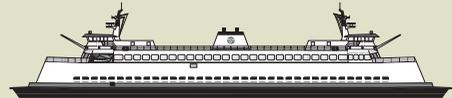
The Fleet

These are illustrations to scale of the 28 boats that make up the WSF fleet. Each boat is classified based on size and maximum capacity. For more detailed information on the ferry fleet visit the WSF Web site and click on “Our Fleet.”



PUYALLUP, TACOMA AND WENATCHEE
JUMBO MARK II CLASS

- ▶ 202 autos / 2,500 passengers
- ▶ 460'2" Length



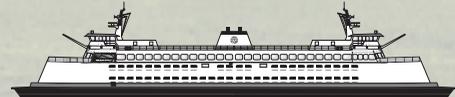
SEALTH
ISSAQUAH 100 CLASS

- ▶ 90 autos / 1,200 passengers
- ▶ 328'0" Length



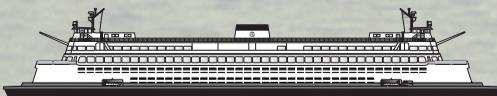
SPOKANE AND WALLA WALLA
JUMBO CLASS

- ▶ 188 autos / 2,000 passengers
- ▶ 440'0" Length



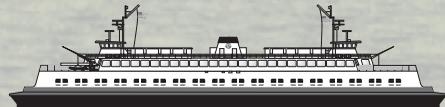
**CATHLAMET, CHELAN, ISSAQUAH, KITTITAS
AND KITSAP**
ISSAQUAH 130 CLASS

- ▶ 124 autos / 1,200 passengers
- ▶ 328'0" Length



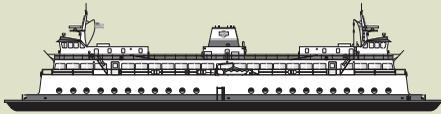
ELWHA, HYAK, KALEETAN AND YAKIMA
SUPER CLASS

- ▶ 144 autos / 2,500 passengers
- ▶ 382'2" Length



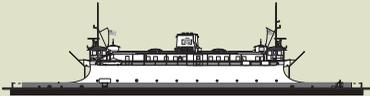
EVERGREEN STATE, KLAHOWYA AND TILLIKUM
EVERGREEN STATE CLASS

- ▶ 87 autos / 1,100 passengers
- ▶ 310'2" Length



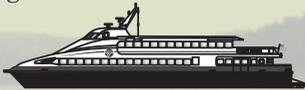
**ILAHEE, KLICKITAT, NISQUALLY AND QUINAULT
STEEL ELECTRIC CLASS (REMOVED
FROM SERVICE NOVEMBER 2007)**

- ▶ 59-64 autos / 616 passengers
- ▶ 256'0" Length



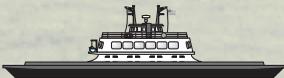
RHODODENDRON

- ▶ 65 autos / 546 passengers
- ▶ 227'6" Length



**CHINOOK AND SNOHOMISH
PASSENGER-ONLY CLASS**

- ▶ 350 passengers
- ▶ 143'3" Length



HIYU

- ▶ 34 autos / 200 passengers
- ▶ 162'0" Length



**KALAMA AND SKAGIT
PASSENGER-ONLY CLASS**

- ▶ 250 passengers
- ▶ 112'0" Length

Security on WSF

Safety and security of passengers is the top priority at Washington State Ferries. In response to world affairs and changing federal security regulations, the ferry system works in close cooperation with security partners – the Washington State Patrol and the U.S. Coast Guard. With their help, WSF has a plan aimed at protecting the ferry system's passengers and satisfying the requirements of the Maritime Transportation Security Act (MTSA) of 2002.

WSF's security plan is designed to keep ferry passengers safe while allowing the ferry system to maintain its sailing schedule.

Security Measures

The backbone of the WSF security plan is formed by security measures or procedures, which are part of the WSF daily routine. Examples of measures being implemented by Washington State Ferries include:

- ▶ All vehicles subject to security screening
- ▶ Once loading has begun, the captain's permission is required to disembark the vessel
- ▶ No unaccompanied freight shipments
- ▶ Safety and security announcements
- ▶ No packages or baggage may be left unattended

Security hardware such as surveillance cameras and access controls are being added as time and resources allow.

Prohibited Items

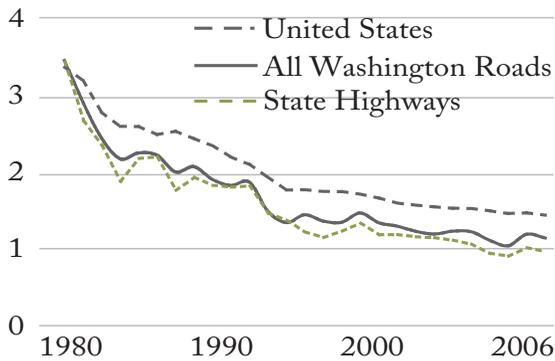
The following items are prohibited on Washington State Ferries' vessels and at all terminals:

- ▶ Hazardous materials
- ▶ Explosives or incendiary devices
- ▶ Chemical, biological or radiological agents or devices
- ▶ Unlawful or illegally possessed firearms
- ▶ Illegal fireworks
- ▶ Acetylene tanks

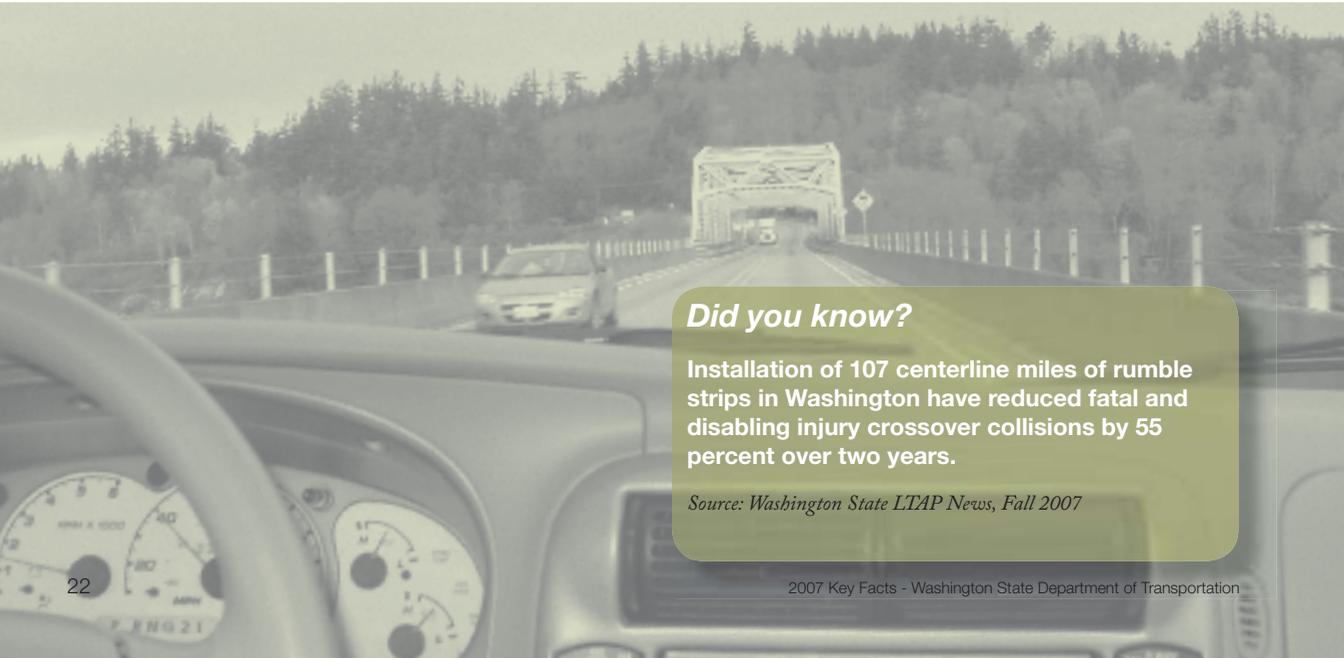
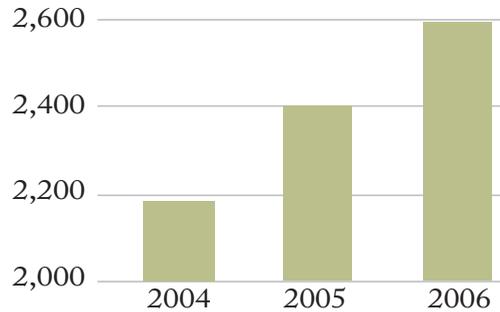
Washington State Highway Safety

According to 2006 crash data published by the U.S. Department of Transportation, in 2005, Washington State ranked seventh in the nation for fewest traffic fatalities in relation to population with an average of about 10.3 traffic fatalities out of every 100,000 people. The national average is 14.7 traffic fatalities per 100,000 people. There were 632 Washington highway fatalities in 2006, down from 654 the year before.

Traffic Fatality Rates (per 100 million vehicle miles traveled) in Washington and throughout the country have steadily decreased since 1980.



Statewide Motorcycle Collisions are on the rise, increasing by 18 percent between 2004 and 2006.



Did you know?

Installation of 107 centerline miles of rumble strips in Washington have reduced fatal and disabling injury crossover collisions by 55 percent over two years.

Source: Washington State LTAP News, Fall 2007

Incident Response and Service Patrols

WWW.WSDOT.WA.GOV/OPERATIONS/INCIDENTRESPONSE

WSDOT Incident Response and Service Patrol Teams, in cooperation with the Washington State Patrol, fire, EMS, towing, and other responders, help to keep traffic moving on highways and freeways.

Fifty percent of the highway congestion is due to highway incidents (crashes and disabled vehicles) and more than half of those incidents are minor, road-blocking situations. A quick response to incidents saves motorist time and money.

WSDOT Incident Response Teams (IRT) are available for call-out 24 hours a day, seven days a week to provide traffic control, traffic rerouting, mobile communications, and assistance in incident clearance and clean up. IRT personnel work closely with other WSDOT maintenance personnel, when heavy equipment is needed at an incident scene. Roving IRT units, operating during peak traffic periods, help motorists with flat tires, jump starts, refueling, relocating blocking vehicles, and many other types of incident assistance.



2007 Key Facts - Washington State Department of Transportation

Who is involved with Incident Response?

- ▶ Washington State Patrol troopers, communication center personnel and cadets
- ▶ Local fire departments, police, and emergency medical service providers
- ▶ Private tow truck companies
- ▶ WSDOT Traffic Management Center (TMC) personnel
- ▶ WSDOT maintenance crews (providing equipment and traffic control as needed)
- ▶ Privately sponsored motorist assistance vans
- ▶ Department of Ecology and US Coast Guard (when spill clean-up is necessary)

IRT members are also frequently asked to make presentations about their work and equipment at area schools, local organizations, and other emergency response agencies.

In 2007 WSDOT received legislative funding and partnered with the Washington State Patrol to implement the Blockage Buster Tow Incentive Program to expedite the removal of heavy truck collisions. Based upon a similar program in Florida, program eligibility requirements include improved training, equipment, and response requirements. Heavy tows who meet quick clearance goals under this program are eligible for incentive payments.

Between January 1 and December 31 2006, the Incident Response Team responded to a total of 59,274 incidents.

Pictured left, prompt response to this semi-truck crash in Tacoma was possible through the Blok-Buster towing program.

Safety Rest Areas

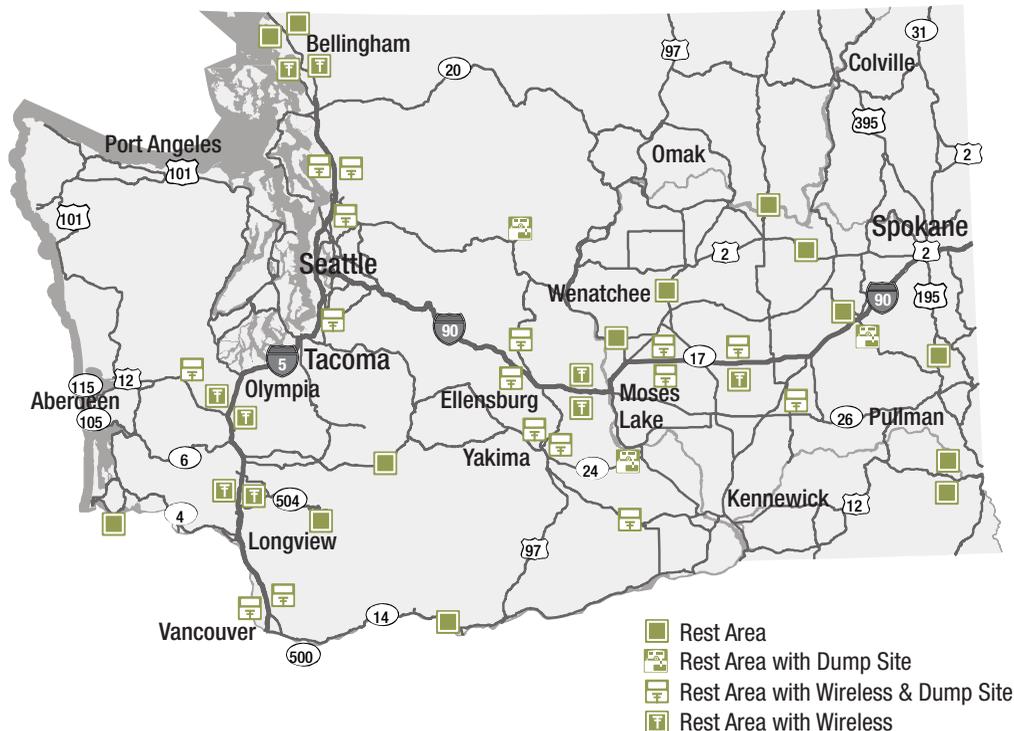
WWW.WSDOT.WA.GOV/BIZ/RESTAREAS

Safety Rest Areas provide highway travelers safe and convenient facilities to rest themselves before continuing with their journey. WSDOT owns and operates 42 Safety Rest Areas, 28 of which offer wireless connectivity to the Internet (wi-fi). Except for two facilities that are closed for the winter, rest area facilities are open to the public 24 hours a day, 7 days a week, 52 weeks of the year.

All of the Safety Rest Areas are handicapped accessible. Other features included at most of the facilities are car, truck, and recreational vehicle parking, clean restrooms, drinking water, traveler information, picnic areas, vending machines, public telephones, and pet exercise areas.

Twenty-six of Washington's Safety Rest Areas offer travelers a unique welcome service called the "Free Coffee Program." This program allows nonprofit organizations to provide travelers with coffee and light refreshments at no charge. Although the service is free to the traveling public, participating organizations are allowed to accept donations. Groups must register with WSDOT to participate in this program.

For detailed information about interstate exit locations, numbers, directions, and available services visit www.wsdot.wa.gov/traffic/interstateguide.



Amber Alert Program

WWW.WASHINGTONAMBERALERT.COM

In cooperation with the Washington State Patrol, WSDOT participates in the statewide Amber Alert program.

During an Amber Alert, WSDOT posts information on highway advisory message signs throughout the state that describes the suspect's vehicle and asks drivers to call 9-1-1 if they see an automobile matching the description. The same message is also placed on the highway advisory radio system.

WSDOT also uses its "Eyes and Ears" program to alert WSDOT employees on the highway to pertinent Amber Alert information. The program

proved successful in February 2004 when WSDOT maintenance technician Dale McClellan spotted the suspected abductor of a 15-year-old girl during an Amber Alert.

For more information on the Amber Alert Program and Washington State participation visit the Washington State Patrol Amber Alert Center at www.wsp.wa.gov/amber/ or the Washington State Amber Alert home page at www.washingtonamberalert.com.



Tacoma Narrows Bridge

WWW.WSDOT.WA.GOV/PROJECTS/SR16NARROWSBRIDGE

On July 17, 2007, the new Tacoma Narrows Bridge opened to the public after 12 years of planning and construction. The new bridge provides two general-purpose lanes and one HOV lane for eastbound traffic, as well as a separated path for bicycles and pedestrians. The existing 1950 bridge will be reconfigured to provide two general-purpose lanes and an HOV lane for westbound traffic.

The \$849 million project is WSDOT's largest endeavor to date and includes design and construction of the new bridge, improvements to 2.5 miles of roadway on SR 16, and improvements to the existing bridge. Initial \$1.75 (transponder account) and \$3 (manual payment) round-trip tolls begin the repayment process for the \$800 million in bond sales that provided funding for this project.

Expanding the capacity of Puget Sound's vital State Route 16 improves traffic efficiency and safety for the nearly 90,000 vehicles that use the corridor every day.

New Bridge Vital Statistics

Bridge length	5,400 feet
Suspended roadway	53 million lbs.
Tower height	510 feet
Steel suspension system	12 million lbs.
Cable diameter	20.5 inches

For more detailed information on the Tacoma Narrows Bridge project, history and project facts visit the TNB Web site at www.wa.gov/projects/sr16narrowsbridge



Did you know?

The first Tacoma Narrows Bridge (Galloping Gertie) was opened to the public on July 1, 1940, and collapsed four months later during a wind storm. Its remains lie at the bottom of the Tacoma Narrows and make up one of the world's largest man-made reefs.

Source: National Highway Traffic Safety Administration

Electronic Tolling

WWW.WSDOT.WA.GOV/GOODTOGO

Electronic tolling is a convenient, simple-to-use system that gives drivers the ability to pay tolls without stopping at a toll booth. *Good To Go!*, the high-tech toll collection system, allows customers to pay tolls electronically (using a windshield-mounted transponder) while traveling at highway speeds and without leaving the highway. The toll is automatically deducted from a prepaid *Good To Go!* account.

The *Good To Go!* electronic tolling program was launched in conjunction with the opening of the new Tacoma Narrows Bridge as a way to reduce back-ups normally associated with toll collection.

How does the electronic tolling system work? An overhead antenna reads the transponder attached to your windshield as you drive through the designated lane. Your transponder is issued when you set up a *Good To Go!* account, either online or through one of the customer service offices. Violators who use the express lanes without paying will be fined—a camera takes a picture of the license plate and a citation is mailed.

As future toll facilities are built, the *Good To Go!* transponders will be used statewide. The SR 167 HOT lanes, scheduled to open in 2008, will also use *Good To Go!* transponders to collect tolls.



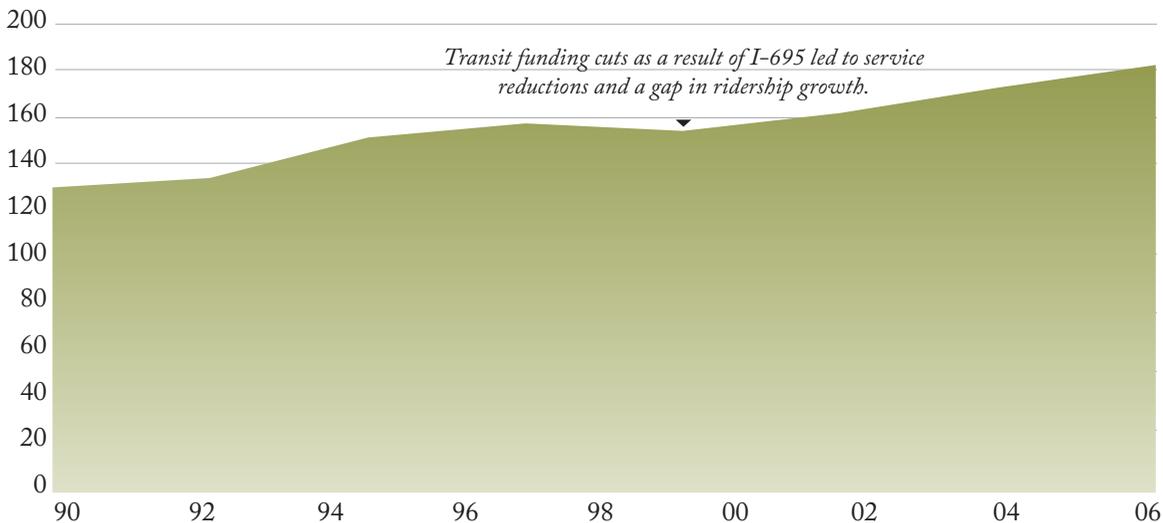
Public Transit

There are 28 public transit agencies across the state providing regular fixed route services. Many also provide demand-response vanpool services.

In 2006, Washington residents took over 180 million trips using public transportation. This is a 3.78 percent increase over 2005 and is an increase for the fourth year in a row. Washington public transportation providers increased services by offering passengers more hours and miles of service statewide for fixed route, deviated route, demand response, commuter rail, light rail, vanpool and passenger ferry services operated by transit. The chart shows total public transportation ridership statewide. King County Metro provided over 56 percent of the passenger trips in 2006.

For a listing of the Public Transit Authorities phone numbers and Web sites, see the directory in the Resources section of this publication.

Public Transit Ridership by Year (millions of passenger boardings)



Private Carriers in Washington State

In addition to public transit, Washington State is also served by a number of private coach lines. The table below lists primary private carriers and the number of in-service miles, one-way trips (boardings), and fleet size. For a listing of Web sites and other contact information for the various private carriers, see the directory in the Resources section.

Company Name	2004		2005		2006		Fleet Size
	Miles	Passenger Trips	Miles	Passenger Trips	Miles	Passenger Trips	
Greyhound Lines, Inc.	3,131,461	313,228	N/A	N/A	N/A	N/A	37
Northwestern Trailways	872,443	64,872	886,451	66,474	922,000	70,295	6
Olympic Bus Lines*	N/A	N/A	217,310	11,206	267,606	12,978	3
Airporter Shuttle**	1,464,622	125,148	1,435,473	131,411	1,488,210	138,577	52

* Statistics reflect only those service miles and trips associated with WSDOT grants

** I-5 service only



Tribal Transportation

WWW.WSDOT.WA.GOV/TRIBAL

Washington State is home to 29 federally recognized tribes. Tribes must manage and provide transportation services to their communities as a regular part of government services. In addition to the complicated coordination of the Indian Reservation Roads system, many tribes are developing public transportation services.

The Indian Reservation Roads system consists of all roads that directly serve tribal communities and Indian reservations. There are many owners and each

is responsible for their particular inventory that makes up the collective Indian Reservation Roads system, although the U. S. Department of Interior - Bureau of Indian Affairs is responsible for keeping track of the system as a whole.

There are 5,021 miles in the Indian Reservation Roads system, which comprises 16.13 percent of the 80,986 miles of roads in Washington State, according to the 2005 Tribal Transportation Database Project conducted by the Washington



State Department of Transportation in coordination with the Tribal Transportation Planning Organization. The study was done in preparation for the updated Washington Transportation Plan.

This chart reflects the percentage of ownership of the Indian Reservation Roads system in Washington State by jurisdiction. Counties and the Bureau of Indian Affairs hold a majority of the inventories at 36 percent and 34 percent respectively, followed by the State at 27 percent. Tribal ownership and “others”—such as cities and federal agencies—register collectively about 3 percent of the Indian Reservation Roads.

Jurisdictional ownership	Road miles
State	1,371
County	1,832
BIA	1,688
Tribal	55
Other	51
Local	24
Total	5,021



In this 1941 photo of the entrance to the City of Seattle: Portal of the North Pacific on the eastern mouth of the tunnel on Interstate 90 and the floating bridge. The art incorporates dramatic stylized images in the cast concrete to let travelers know they are entering a unique and beautiful place with a rich tribal heritage.

Transportation Timeline

(continued from page 11)

February 1979, the west half of the Hood Canal Floating Bridge sinks in a severe storm.

May 18, 1980, Mount St. Helens erupts, wiping out much of SR 504 and temporarily closing more than 1,000 miles of state highways.

December 1980, first of a new class of ferries, the *Issaquah*, is launched.

November 1990, while under reconstruction, the original 1940 Lacey V. Murrow Floating Bridge sinks in a violent storm.

Fall 1994, state inaugurates its first “Grain Train,” serving the Port of Walla Walla.

Washington State Ferries launches its first passenger-only ferry, *Chinook*, on May 15, 1998.

February 28, 2001, a severe earthquake near Olympia causes more than \$1 billion in damage to roads and infrastructure.

September 11, 2001, terrorist attacks temporarily shut down many transportation systems and lead to intensified security precautions for airports, ferries, railroads, and highways nationwide.

April 2005, state legislature passes bill making WSDOT an executive agency and changing the role of the Transportation Commission.

July 2007, the new Tacoma Narrows bridge opens parallel to and south of the 1950 Narrows Bridge. The new bridge includes an HOV lane, a wide shoulder for disabled vehicles, and a barrier-separated bicycle/pedestrian lane.

Environmental Services

WWW.WSDOT.WA.GOV/ENVIRONMENT

WSDOT's environmental commitment is to facilitate the advancement of an effective and efficient transportation system that is planned, designed, built and maintained in an ecologically sound and cost-effective way. The interests of the environment are part of every aspect of WSDOT's work, from planning and design, through construction, and into operation and maintenance of the transportation system. Investing in our transportation systems is a very important opportunity to align citizens' goals for a healthy environment with their need for transportation.

Many citizens may not know that new highway construction projects are carefully studied and that the resulting projects are designed to:

- ▶ Treat stormwater by removing sediments and metals
- ▶ Protect the quality of groundwater
- ▶ Control erosion of banks and reduce surface runoff
- ▶ Provide fish passage and enhance habitat connections
- ▶ Protect and preserve our state's cultural and historic resources
- ▶ Replace and improve wetland functions
- ▶ Minimize air pollution

WSDOT invests in stand-alone environmental retrofit projects to resolve environmental problems along existing highway system. Projects are funded to:

- ▶ Remove culverts that prevent fish from reaching upstream habitat
- ▶ Reduce highway noise in areas not addressed by prior construction projects
- ▶ Retrofit stormwater trouble spots by adding drainage and treatment
- ▶ Repair stretches of highway that suffer repeated flooding or stream bank erosion

Environmental commitment is also important part of everyday operations of the ferries, especially around fueling. The entire fleet of ferries is using cleaner fuels, but there are other activities that are done to address natural resources, and improve water and air quality. Minor repairs often include removing old creosote pilings and replacing them with steel and concrete pilings that are less harmful. Future ferry terminals will include some major improvements in the area of stormwater treatment and habitat restoration.

Left: Before - SR 142 near Goldendale and Bowman Creek. A nine-foot box culvert was a velocity barrier during high flows and prevented fish passage.

Below: After - A new 60 foot bridge restored fish passage for coho salmon, steelhead, bull and resident cutthroat trout.



Moving Freight in Washington State

Efficient, safe and secure freight transportation is crucial to the economic strength of Washington State. Washington's freight system is a multimodal, interconnected network of highways and local roads, mainline and branch line railroads, navigable waterways and deepwater ports, and air cargo facilities.

There are three components of Washington State's freight system that support our national and state economies, support national defense, directly sustain hundreds of thousands of jobs, and distribute the necessities of life to every resident of the state everyday.

- ▶ First, Washington State is a gateway state, connecting Asian trade flows to the U.S. economy, Alaska to the Lower 48, and Canada to the U.S. West Coast.
- ▶ Second, our own state's manufacturers and farmers rely on the freight system to transport Washington-made products to local customers, to the big U.S. markets in California and on the east coast, and worldwide.
- ▶ Finally, Washington State's distribution system is a fundamental local utility, since without it our citizens would have nothing to eat, nothing to wear, nothing to read, no spare parts, no fuel for their cars and no heat for their homes. In other words, the state's economy would no longer function.

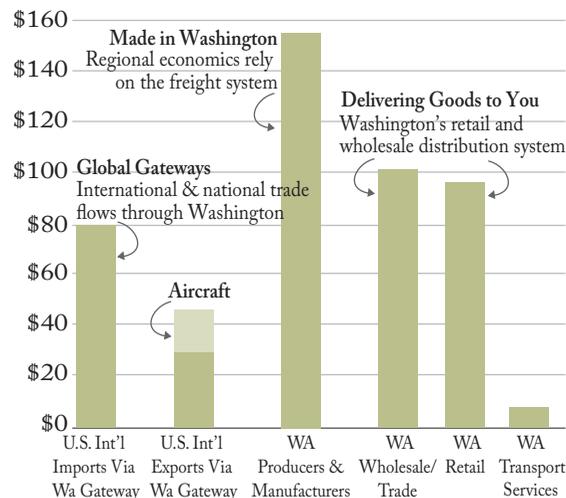
Commercial trucks operating in Washington State must register, pay additional fees, and must purchase permits to operate on the highways. The Department of Licensing oversees truck registrations, and the Washington State Patrol enforces overweight limits and safety requirements on trucks. Weigh-in-Motion technology increases the safety and efficiency of enforcement. Trucks

in interstate commerce register and pay state taxes based on weight and travel mileage.

Related planning documents and reports related can be accessed through the WSDOT Freight Systems Division, www.wsdot.wa.gov/freight.

Washington State Value of Freight Shipments

2005: (billions of dollars)



Aviation

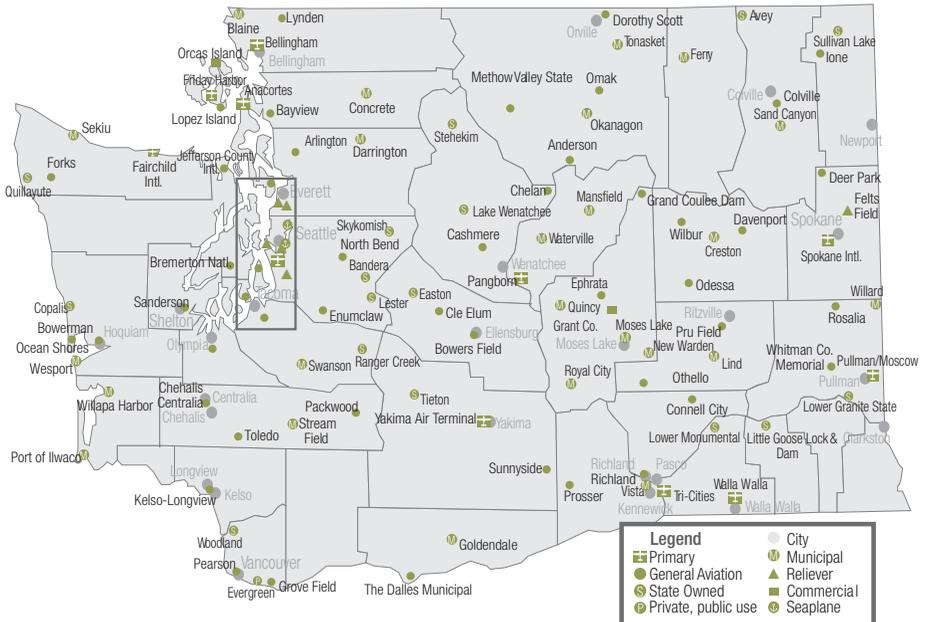
WSDOT Aviation is responsible for the preservation and the improvement of 139 public use general aviation airports, 16 of which are state owned emergency/recreation airports. WSDOT Aviation is charged with advancing the state's aviation interest in four crucial areas: preservation, capacity, safety and environment.

WSDOT Aviation engages in the following activities to ensure the vitality of the states aviation system:

- ▶ Administering state grants for crucial airport maintenance projects
- ▶ Measuring the economic value of airports
- ▶ Identifying rural air service opportunities
- ▶ Promoting state airports as facilities for recreational aviation

- ▶ Educating a broad base of aviation users
- ▶ Promoting aviation safety and search and rescue services
- ▶ Utilizing the talent of the aviation community enthusiasts and volunteers
- ▶ Advocating for general aviation as an important economic sector for the State of Washington

Flight provides a critical link between the local, state and national transportation systems. With 139 public-use airports, the state's aviation system efficiently connects people to goods and services across municipal, state and international boundaries. WSDOT is responsible for preserving the aviation system through airport aid grants, land-use planning, air search and rescue and maintaining sixteen backcountry emergency airports.



WSDOT Addresses Future State Aviation Needs

Currently WSDOT is conducting two studies addressing state aviation needs and priorities: the Long-Term Air Transportation Study (LATS) and WSDOT Managed Airports (WMA) System Evaluation and Strategic Plan.

LATS is a three-phase study mandated by the legislature to determine what WSDOT has, what is needed, and how needs are met regarding statewide aviation capacity. Phase I—an inventory of existing statewide aviation facilities and services—was completed in September 2006. Phase II involves long-range activity forecasts, an air cargo assessment, commercial service market analysis, and a high-

speed passenger rail evaluation. Phase II findings were released July 1, 2007. LATS will conclude in Phase III, when a ten-member, Governor-appointed planning council is formed to make recommendations on how best to meet statewide aviation capacity needs. Final recommendations from the planning council are due in July 2009.

The WMA study is designed to examine the Aviation Department's role in operating the 16 backcountry airports, as well as the role each airport serves in the statewide aviation system. The WMA will help WSDOT understand the comparative benefit of investing in these airports versus others in the statewide system. The results of the studies will be reported in future aviation updates.



Amtrak in Washington State

Washington State has joined with railroads, the state of Oregon, and federal and local governments to provide faster, more frequent Amtrak services in our region. The Pacific Northwest Rail Corridor stretches from Eugene, Oregon, through Portland and Seattle to Vancouver, BC. It provides a rail transportation link between eleven cities in Western Washington, five cities in Oregon, and Vancouver, B.C.

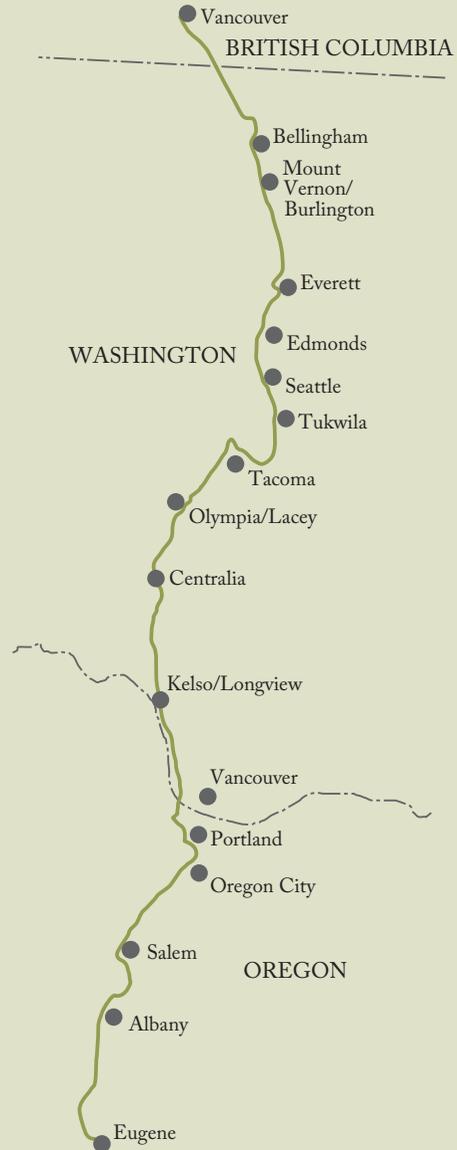
In 1992, the Federal Railroad Administration designated this route one of several in the United States to be developed as high-speed rail corridors. Since then, Washington State has invested in construction of railroad track, rail equipment, safety systems, station upgrades, and day-to-day operations of Amtrak intercity passenger rail service.

Amtrak *Cascades* train service is sponsored in part by Washington State. Three daily round trips operate between Seattle and Portland with two of these trips extending south to Eugene. One daily round trip operates between Portland and Bellingham. Amtrak *Cascades* also offers one daily round trip between Seattle and Vancouver, BC.

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

- ▶ The Pacific Northwest Rail Corridor is 466 miles long
- ▶ Since 1993, ridership on the Amtrak Cascades has increased nearly sevenfold from 93,000 to 630,000 in 2006
- ▶ One-half of all Amtrak Cascades passengers book tickets online

WWW.AMTRAKCASCADES.COM



For more information on traveling with Amtrak visit their website: www.amtrak.com.



Did you know?

The “Empire Builder” train that runs between Seattle and Chicago was the last to come off the line of the Pullman Company when they closed the doors in 1981 after more than 100 years of business.

Source: Pullman Virtual Museum

Freight Railroads

Mainline Railroads

Washington has two Class I mainline railroads. Burlington Northern Santa Fe Railway has most of the mainline mileage in the state and owns the north-south line between Blaine and Vancouver, WA, through Seattle and Tacoma. It also has three eastward mainlines, from Everett to Spokane through Stevens Pass, from Auburn to Pasco through Stampede Pass, and from Vancouver along the Columbia gorge to Pasco and on to Spokane.

The Union Pacific Railroad uses BNSF tracks from Vancouver, WA, to Tacoma and then its own tracks into the Port of Seattle. It also has a mainline from Hinkle, OR, through Wallula and Spokane to connect with Canadian lines in northern Idaho. The state has one Class II railroad, the Montana Rail Link that enters Spokane from Idaho via BNSF tracks. In addition, there are 16 Class III railroads and six switching terminal railroads. Some of these Class III railroads operate on mainlines.



The main traffic on the mainlines is grain moving to be exported from Pacific Northwest ports and container trains moving “doublestack” containers from Puget Sound to the rest of the nation. Seventy percent of the containers arriving in Washington move out of state by these main rail lines.

Washington State Rail	
Freight Railroads	21
Rail Miles Operated	3,666
Rail Carloads Carried	2,700,637
Total Tons Carried	109,040,121

Rail Tonnage of Top Commodities

Commodities Originating within the State		
Top Five Commodities	Tons	% of Total
Mixed Freight	8,175,280	29%
Lumber or Wood Products	5,340,252	19%
Waste and Scrap	3,844,052	14%
Farm Products	1,588,640	6%
Pulp & Paper Products	1,563,360	6%
All Other	7,358,502	26%

Commodities Terminating within the State		
Top Five Commodities	Tons	% of Total
Farm Products	26,956,342	52%
Mixed Freight	4,178,680	8%
Food Products	3,292,980	6%
Waste and Scrap	2,823,732	5%
Chemicals	2,425,335	5%
All Other	12,184,560	23%

Much of the north-south traffic is NAFTA shipments to and from Canada. Surprisingly, more U.S. tonnage moves into Canada than the lumber and other raw materials moving southward.

Washington Short-Line Railroads

Short-line railroads are regional, locally managed companies that typically operate in rural areas and provide a “feeder” service directly from the manufacturer to the larger rail lines. There are 16 Class III railroads in Washington operating approximately 1,347 miles of track. One Class II railroad operates another 16 miles in Washington State over BNSF tracks. In addition, six switching/terminal railroads operate on 134 miles of track. Together these railroads operate over 41 percent of the state’s total track mileage.

Short-line carriers currently serve 26 of the 39 counties in Washington State. The majority of the freight commodities carried by short-line railroads are related to timber and agriculture.

WSDOT completed the purchase of 300 miles of right of way, adjoining land, and the freight rail easement of the Palouse River and Coulee City rail lines in May 2007. The Eastern Washington Gateway Railroad began operations for the state on the portion of the lines running from Cheney to Coulee City in June 2007. The Washington and Idaho Railroad also began operating the lines between Marshall and Pullman, Pullman and the Idaho border, and from Pullman to Colfax in June. Watco Companies, from which the state purchased the lines, will continue to operate the portion of the railroad running from Thornton to Winona, and from Colfax to Hooper. The railroads serve businesses in Whitman, Lincoln, Grant, and Spokane Counties.



Grain Train

The Washington Grain Train Program is financially self-sustaining and produces a number of public benefits including preserving short-line railroads, saving fuel, and reducing wear and tear on roads. Serving over 2,500 cooperative members and farmers in one of the most productive grain-growing regions in the world, the Washington Grain Train helps carry thousands of tons of grain to deepwater ports along the Columbia River and Puget Sound, where the grain is loaded onto ships bound for Pacific Rim markets.

Currently, three grain trains serve farmers in the Walla Walla, Moses Lake, and Whitman County areas. Trains collect wheat and barley from grain elevators throughout southeast Washington and haul it to major grain export facilities at coastal ports. The cars are then hauled back to the Palouse and the cycle begins again. A “grain shuttle” uses grain cars from the Port of Walla Walla and Port of Whitman County grain trains to shuttle grain from elevators to local river ports, where the grain is transferred to barges.



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

At the state level, the gas tax revenues and licenses, permits and fees are the two main tax sources used to fund transportation projects. Cities and counties receive approximately 33 percent of the gas tax to pay for local roadway projects.

MONEY

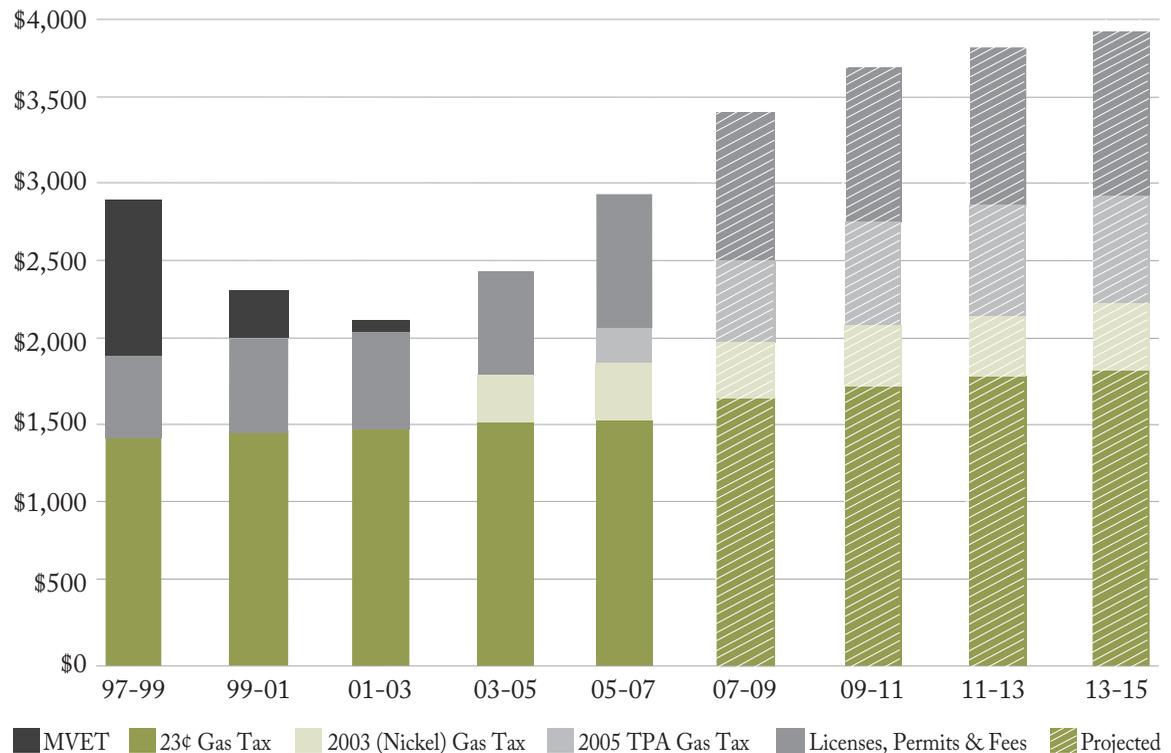
How it is
Raised and
How it is Spent

The Major Sources of Transportation Revenue

Revenue for statewide transportation funding comes from a variety of sources, however the majority comes from gasoline excise tax and driver related licenses, permits and fees. Historically (up until 2000), a substantial portion of transportation proceeds also came from the Motor Vehicle Excise Tax (MVET). Passage of legislation in 2000 that was proposed in Initiative 695 eliminated the MVET.

The table below displays a historical look, as well as projections of the major sources of transportation revenue including the tax increases enacted by the 2003 and 2005 Legislatures. The bars representing the 2007-09 through 2021-23 biennia are projections based on the June 2007 Transportation Revenue Forecast Council estimates.

Major Sources of Tax Revenue (millions of dollars)





Transportation Taxes and Spending Timeline

March 1921, Washington levies the first state gasoline excise tax at one cent per gallon.

February 1933, the first bonded debt is issued to pay for roads in the amount of \$10 million of emergency relief bonds.

November 1944, voters approve Amendment 18 to the State Constitution, limiting all highway-related tax revenues to highway uses.

July 1991, the gas tax is increased to 23 cents per gallon.

November 1999, voters approve Initiative 695, capping the annual MVET at \$30. The Supreme Court later voids the initiative but the Legislature retains the MVET cap.

July 2003, five-cent-per-gallon gas tax increase takes effect to fund \$4.2 billion in priority "Nickel Projects."

March 2005, the State Legislature passes the Transportation Partnership Funding Package, which, among other things, increases the gas tax nine and one-half cents over a four-year period.

Deck work on the first Tacoma Narrows Bridge "Galloping Gertie" 1940.

Project Funding Packages

The 2003 and 2005 Legislative sessions added new funding packages for specific transportation projects to be completed over the next 16 years.

The 2003 Transportation Funding Package increases funding by approximately \$4.2 billion dollars over a ten-year period (2003-2013).

The 2003 Legislature enacted several laws relating to transportation funding. The gas tax was increased by 5¢ and a 15 percent increase in the gross weight fee was imposed on trucks. These funds are deposited into an account called the Transportation 2003 (Nickel) Account. The tax revenues support bond sales (and the payment of the associated debt service) for specific highway projects adopted by the legislature. These revenues are protected by the 18th Amendment to the State Constitution, which states they can only be used for highway purposes.

An additional 0.3 percent increase to the sales tax on new and used vehicles was also imposed, along with a \$20 license plate number retention fee. These funds are deposited into an account called the Multimodal Account and are to be used for a specific list of projects. As the name suggests, these funds can be used for non-highway purposes such as rail and public transportation. Bond sales were also authorized with debt service to be paid with revenues deposited into the Multimodal Account.

The list of approximately 160 projects associated with the 2003 Funding Package can be found online at www.wsdot.wa.gov/projects/funding/nickel.

The 2005 Transportation Funding Package increases funding by approximately \$8.5 billion dollars over a 16-year period (2006-2021).

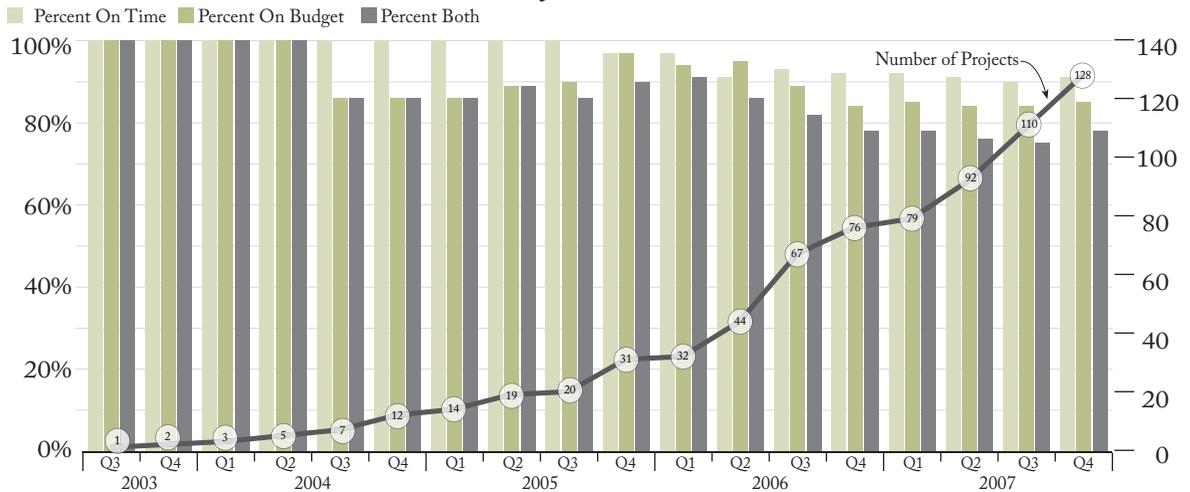
The 2005 Legislature enacted laws relating to transportation funding. The gas tax was increased incrementally over four years (3¢ in July 2005, 3¢ in July 2006, 2¢ in July 2007, 1.5¢ in July 2008), weight fees were placed on light trucks, and increases were made to various vehicle license plate fees. These funds are deposited into an account called the Transportation Partnership Account. The tax revenues will support bond sales (and the payment of the associated debt service) for specific highway projects adopted by the legislature. These funds are protected by the 18th Amendment to the State Constitution and can be used only for highway purposes.

In addition to the increases to the gas tax and fees for light trucks, a new weight fee was imposed on passenger vehicles, ranging from \$10 to \$30 based on vehicle weight. A weight fee of \$75 was added for motor homes and various drivers license and associated service fees were increased. These funds will be deposited into several accounts, including a newly created Freight Mobility Account as well as the existing Multimodal Account and will be used for a specific list of projects. These funds are not restricted by the 18th Amendment and can be used for non-highway purposes such as rail and public transportation.

The list of approximately 270 projects associated with the 2005 Funding Package can be found online at www.wsdot.wa.gov/projects/funding/2005.

As of December 2007, Washington State Department of Transportation has delivered 128 projects under the 2003 funding package (“Nickel” Account) and 2005 funding package (“Partnership” Account) umbrella. Ninety percent of these projects were completed on time and 85 percent were on budget. Based on the 2006 Supplemental Transportation Budget, WSDOT was under budget expectations by 6/10 of a percent for all 128 projects. Legislative expectations were \$1,308 million; actuals were \$1,300 million.

Cumulative Performance of Nickel and TPA Projects



Data Source: WSDOT Project Control and Reporting.

In August 2007 construction crews swarmed I-5 to break apart old concrete and pull out 40-year-old expansion joints. They installed 34 new expansion joints and paved 1.13 miles of northbound I-5, finishing five days ahead of schedule. This repair extends the life of this section of I-5 by another 30 years.

I-5 Spokane Street to I-90 Bridge



Transportation Bonding

Selling bonds to support transportation projects has become more prevalent in recent years. Low interest rates and increasing costs of projects make bonding an attractive way to pay for projects.

The use of bond financing to support transportation capital projects follows a rigorous legal process. First the legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60 percent legislative majority vote or approval by the voters in a statewide election. The legislature must appropriate bond proceeds before they can be spent. Bonds are sold through the State Finance Committee comprised of the State Treasurer, the Governor, and the Lieutenant Governor.

State transportation bonds are referred to as “double barrel” bonds. They are general obligation bonds, meaning they are secured by the full faith and credit of the state and are also secured by the gas tax.

Debt Service on gas-tax-backed transportation bonds is paid from gas tax revenues.

Bonding is a major component of both of the new funding packages. The 2003 Nickel gas tax supports \$3.2 billion in bonds, and the 2005 funding package (9.5¢ gas tax) supports \$5.3 billion in bond sales. Under the current expenditure plan the Nickel gas tax will be fully obligated to pay for debt service by 2012. The 2005 funding packages will be fully obligated by 2013.

The Tacoma Narrows Bridge project was nearly 100 percent funded from bond proceeds. The debt from these bonds is backed by the gas tax (the 23¢ portion) but will be paid with toll fees.

Other projects backed by gas tax bonds (the 23¢ portion of the gas tax) include the Hood Canal Bridge replacement, I-405, I-90 and other major roadway projects around the state.

2007-2009 Biennium Bond Sale Appropriation and Plan (thousands of dollars)

Motor Vehicle Fuel Tax & Other Transportation General Obligation Bonds	Legislative Biennial Appropriation	Bond Sale Plan					Total Bond Sale Plan
		July '07 Sale	Jan '08 Sale	July '08 Sale	Jan '09 Sale		
Referendum 49 Bonds							
Highways	-	-	-	-	-	-	-
Puget Sound Capital Construction	131,500	30,000	30,000	27,300	-	-	87,300
Tacoma Narrows Bridge	131,016	12,000	tbd	-	-	-	12,000
2003 Funding Package Bonds							
Nickel Account	874,610	180,000	165,000	205,000	320,000	-	870,000
Multimodal Account	137,620	-	-	50,000	60,000	-	110,000
2005 Funding Package Bonds	900,000	160,000	300,000	250,000	190,000	-	900,000
Special Category C Bonds	22,080	5,000	5,700	5,700	5,680	-	22,080
	\$2,196,826	387,000	500,000	538,000	575,680	-	2,001,380

Note: Delivery of bond proceeds lags by several weeks, thus a January bond sale may provide funds to the accounts in February

WSDOT's Budget Funding and Distribution

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

In addition to the gas tax and licenses, permits and fees, budget funds also come from ferry fares and concessions, rental car taxes, and miscellaneous revenues like interest earnings. A portion of the budget is also funded from bond sales, federal funding, local funds, and remaining cash balances from previous years. These funds are the basis from which distributions to cities, counties, statutory revenue distribution, and state expenditures are made.

The table below is an abstract of the sources and distributions of transportation funding for the 2007-2009 biennium. The tables and graphs on the following two pages show the statutory distributions of transportation funds.



2007-2009 Funding Sources and Distributions

Tax or Fee	Rate	WSDOT						Other Agencies			
		MVA	Nickel	TPA	Ferries	Multi-modal	RV	State Patrol	Other State Agencies	Cities	Counties
'91 State Gas Tax	23¢	✓			✓					✓	✓
'03 State Gas Tax	5¢		✓								
'05 State Gas Tax	9.5¢			✓						✓	✓
License Tabs	\$30	✓			✓			✓			
Other Licenses, Permits, Fees	Various	✓	✓		✓	✓	✓	✓	✓		
Rental Car Tax	5.90 %					✓					
Sales/Use Tax on Vehicles	0.03 %					✓					
Ferry Walk-on Fare	\$3-\$16				✓						
Vehicle + Driver Fare	\$9-\$54				✓						
Other Ferry Revenues	Various				✓						

Transportation Funds

Funding for transportation comes from a variety of sources collected at the state, federal and local levels. This includes taxes and fees, ferry fares and concessions, previous years balances and other miscellaneous revenues. Projected total funds collected for transportation for the 2007-2009 biennium are projected to be \$7,930 million.

Revenues Collected at the State Level (millions of dollars)

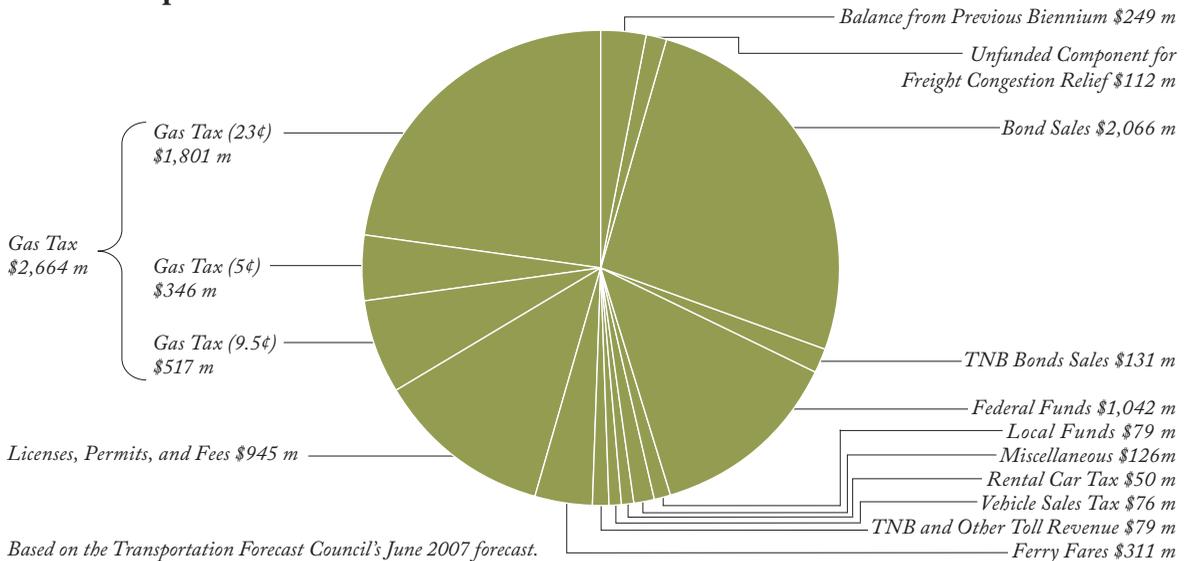
Source	Amount
Gas Tax (23¢)	\$1,801
Gas Tax (5¢) 2003 Funding	346
Gas Tax (9.5¢) 2005 Funding	517
Licenses, Permits and Fees	945
Ferry Fares, Concessions and Misc.	311
Rental Car Tax	50
0.3% Vehicle Sales Tax	76
TNB and Other Toll Revenue	79
Miscellaneous	126
Total	\$4,251

Other Sources of Funds (millions of dollars)

Sources Other Than State	Amount
Balance from Previous Biennium	\$ 249
Bond Sales	2,066
Tacoma Narrows Bond Sales	131
Federal Funds to WSDOT	1,042
Local Funds to WSDOT	79
Unidentified Funding Source	112
Total	\$3,679

Components may not add due to rounding.

Total Transportation Funds Available 2007-2009 \$7.9 billion



Based on the Transportation Forecast Council's June 2007 forecast.

Distribution of Funds

Out of the projected \$7,930 million in transportation funds collected during the 2007-2009 biennium, WSDOT retains \$5,916 million. The remaining \$2,014 million is distributed to cities, counties, Washington State Patrol, the Office of the State Treasurer (for debt service) and other agencies. Distributions below reflect the 2007 Legislative Transportation Budget.

Statutory Distributions and Appropriations to Other Agencies (millions of dollars)

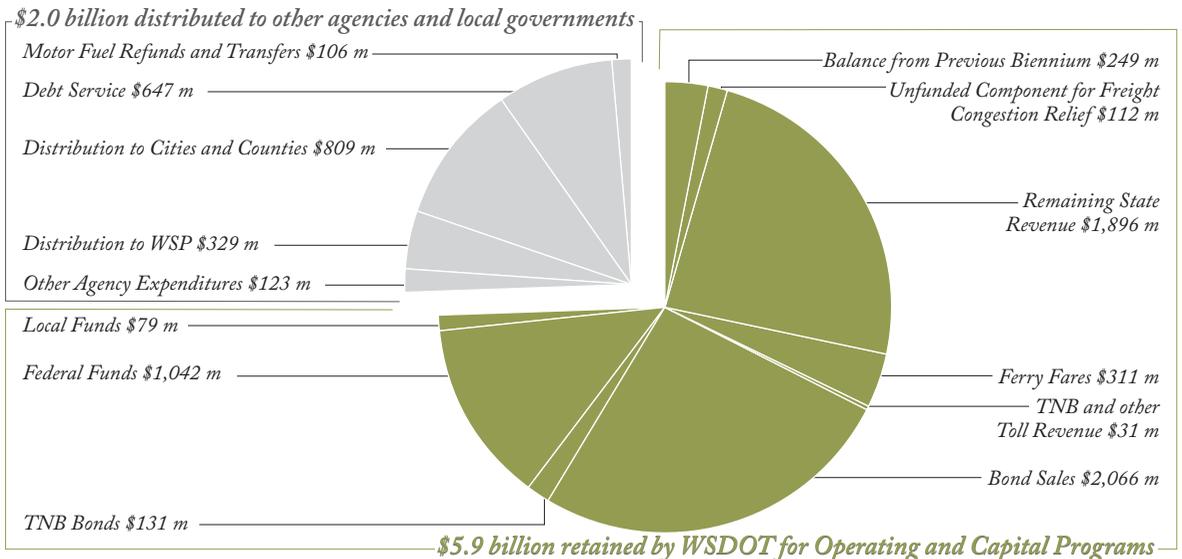
Distribution To	Amount
Refunds on Fuel Tax	\$106
Debt Service	647
Cities and Counties	809
Washington State Patrol	329
Other Agencies	123
Total	\$2,014

Components may not add due to rounding.

Statutory Distributions and Appropriations to Other Agencies (millions of dollars)

WSDOT Funds	Amount
Remaining Tax Revenues	\$2,145
Ferry Fares	311
Tolls	31
Bond Funds	2,197
Federal Funds	1,042
Local Funds	79
Unfunded	112
Total	\$5,916

Distribution of Transportation Funds 2007-2009 \$7.9 billion



2007-2009 Budget

WSDOT expenditures are categorized as operating and capital. As shown, WSDOT's budget for the 2007-09 biennium (enacted by the 2007 Legislature) is approximately \$1.3 billion for operations and \$4.6 billion for capital projects. Out of the total capital budget \$1.3 billion results from the 2003 Funding Package and \$1.6 billion results from the 2005 Funding Package.

Operating Budget 2007-2009 (millions of dollars)

	Pre-Existing Funds	2003 Funding Package	2005 Funding Package	Total Uses of Funds
Highways				
Highway Maintenance	\$329.7	none	none	\$329.7
Traffic Operations	54.2	none	none	54.2
Toll Operation and Maintenance	36.4	none	none	36.4
WSF Maintenance and Operations	414.0	none	none	414.0
Public Transportation				
Rail	128.1	none	none	128.1
Aviation	37.0	none	none	37.0
Highways and Local Programs	9.7	none	none	9.7
Support Services				
Highway Management and Facilities	12.6	none	none	12.6
Highway Management and Facilities	85.8	2.4	2.4	90.6
General Management and Support	30.8	none	none	30.8
Transportation Planning and Research	45.3	4.0	4.5	53.8
Information Technology	86.8	none	none	86.8
Paid to Other Agencies	67.0	none	none	67.0
Total Operating Budget	\$1,337.4	\$6.4	\$6.9	\$1,350.8

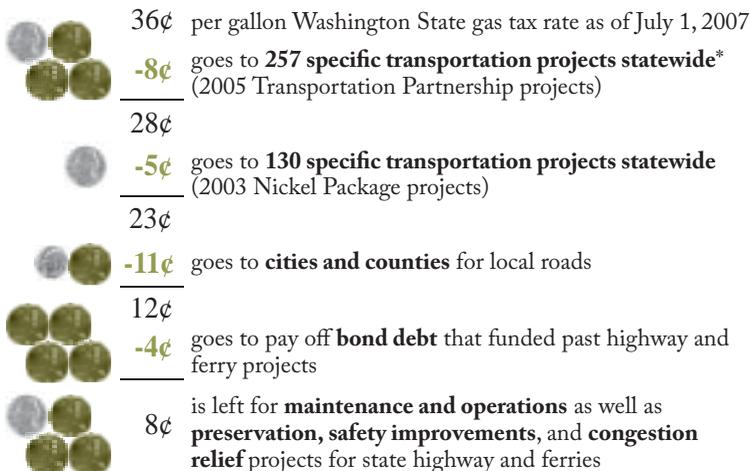
Capital Budget 2007-09 (millions of dollars)

	Pre-Existing Funds	2003 Funding Package	2005 Funding Package	Total Uses of Funds
Highways				
Highway Improvements	\$605.3	\$1,100.7	\$1,226.5	\$2,932.5
Tacoma Narrows Bridge	142.5	none	none	142.5
Highway Preservation	522.8	5.1	220.2	748.1
Traffic Operations Investments	25.2	none	none	25.2
Buildings and Other Support Facilities	6.2	none	none	6.2
WSF Capital Construction				
Rail	209.4	76.5	none	285.9
Local Programs	72.2	69.0	86.8	228.0
Local Programs	151.1	none	45.7	196.8
Total Capital Budget	\$1,734.7	\$1,251.4	\$1,579.2	\$4,565.3

Components may not add due to rounding.

Gas Tax Revenue and Distribution

Where does the gas tax go?



* Of the 8 cents, 7 cents is used by the state for highway projects, and 1 cent goes to cities and counties for improvements to streets and roads.

The 2003 Funding Package funded 160 projects statewide. 150 projects are funded through the nickel gas tax, the other 30 projects utilize multimodal funds provided from various permits and fee increases as well as an increase to the sales tax on new and used vehicles.

The 2005 Funding Package funded 274 projects statewide. 257 projects are funded through the 9.5 cent gas tax increase, the remaining 17 are funded through the multimodal program from increases to license permits and fees as well as vehicle weight tax.

18th Amendment to the State Constitution

Art. 2 Section 40 HIGHWAY FUNDS.

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

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

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

The 18th Amendment to the Washington State Constitution dedicates motor fuel tax receipts exclusively to “highway purposes.”

Revenue generated from the fuel tax (also known as *Gas Tax*) is distributed to counties, cities and state accounts. The state receives about 67 percent of the total revenue collected. These are the funds that support the WSDOT highway programs and supplement fare revenues to support the Washington State Ferry System, which is deemed a part of the highway system for state constitutional purposes. These revenues fund highway construction, maintenance, preservation, administration and debt service on highway construction bonds. The remaining 33 percent portion of the gas tax revenue is distributed directly to cities, counties and other agencies for local street and roadway projects.

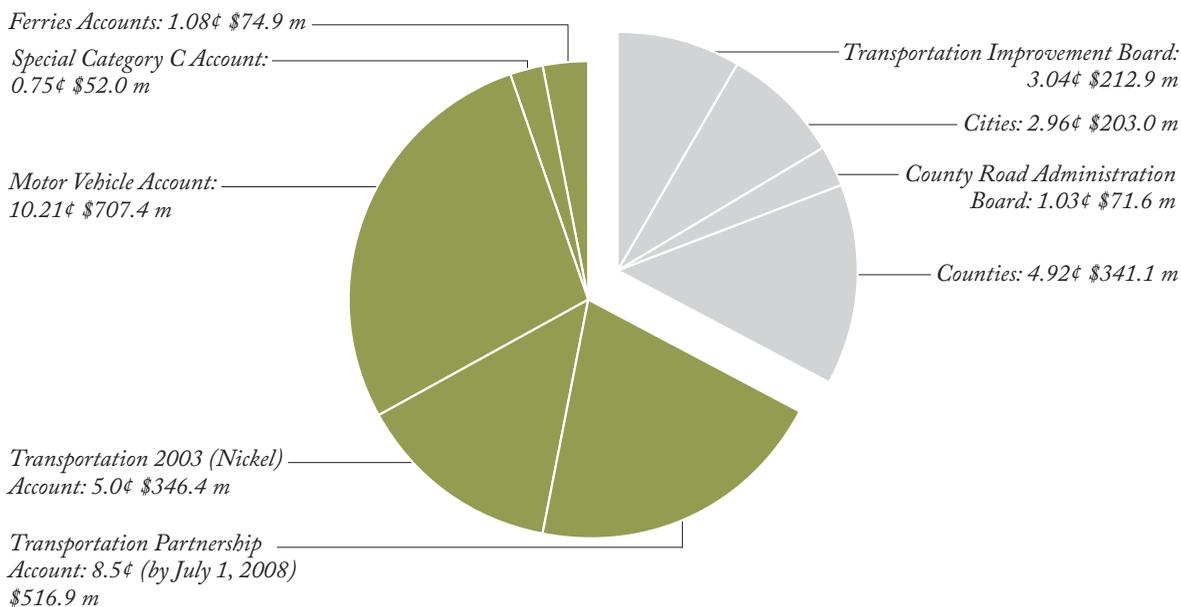
Gas Taxes

The state gas tax increased by 3.0¢ on July 1, 2005, another 3.0¢ on July 1, 2006, and an additional 2.0 ¢ on July 1, 2007. On July 1, 2008, the gas tax will increase another 1.5¢ to a total rate of 37.5¢ per gallon.

A portion of the gas tax is distributed to local governments for use on city streets and county roads. After the final incremental increase in July 2008, local governments receive 12¢ and WSDOT will receive about 25.5¢. One of the programs considered a highway purpose is the ferry system, with about 1¢ of each gallon dedicated to ferry operations and capital improvements, in addition to additional subsidies allotted by the legislature.

Of the \$2.5 billion projected to be collected during the 2007-09 biennium, WSDOT will receive approximately \$1,697 million (represented in green below) and \$829 million will go to local governments (represented in gray below). Regardless of who is spending the gas tax revenues, the 18th Amendment to the Washington State Constitution requires that proceeds be used for highway purposes.

Distribution of Gas Tax Revenues 2007-2009 \$2,526.3 million



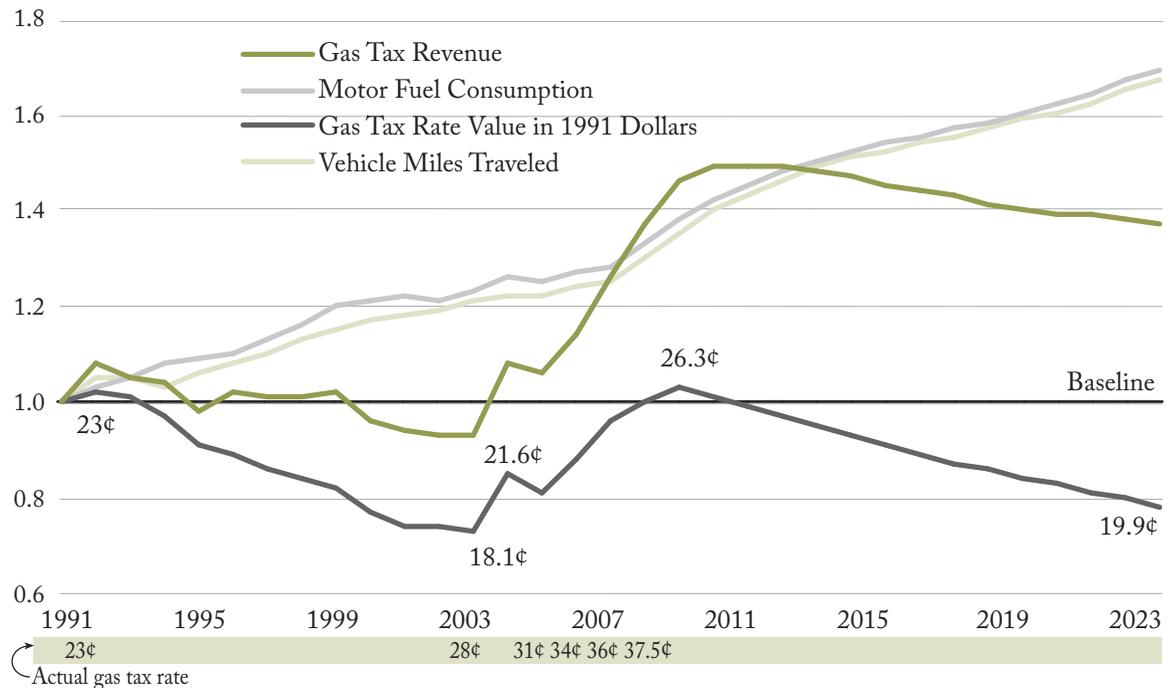
Components may not add due to rounding.

Based on the Transportation Forecast Council's June 2007 forecast.

How will Washington's gas tax serve future transportation needs?

Looking at the gas tax from 1991 (when the gas tax was raised to 23¢ per gallon) out to 2023, the effect of inflation is clearly evident. The value of the gas tax (in 1991 dollars) at the 23¢ per gallon rate dipped to a low of 18.1¢ in 2003. When the Nickel tax was added in 2003 the value of the gas tax in 1991 dollars rises to 21.6¢ per gallon, then starts to decline again. The 2005 gas tax increased the value in 1991 dollars to a high of 26.3¢ in 2009. The value then will start to decline again, reaching a projected 1991 purchasing power value of 19.9¢ in 2023. Revenues from the gas tax (expressed in 1991 purchasing power) follow the same trend line. Despite the fact that motor fuel consumption and vehicles miles traveled have grown throughout the period, the aggregate value of gas tax receipts expressed in 1991 dollars continues to decrease.

Growth Rates Compared: Vehicle Miles Traveled, Gas Tax Revenue and Gas Tax Rates



Historical, Current and Future Look at Gas Tax Revenue Components

	1991	2006	2023 (Projected)
Vehicle Miles Traveled (billions)	45,500	55,989	75,971
Fuel Gallons of Consumption (millions)	2,663	3,441	4,377
Gas Tax Revenue (1991 dollars) (millions)	\$574	\$760	\$872
Gas Tax Rate	23¢	34¢	37.5¢

Nationwide Gas Tax Comparison

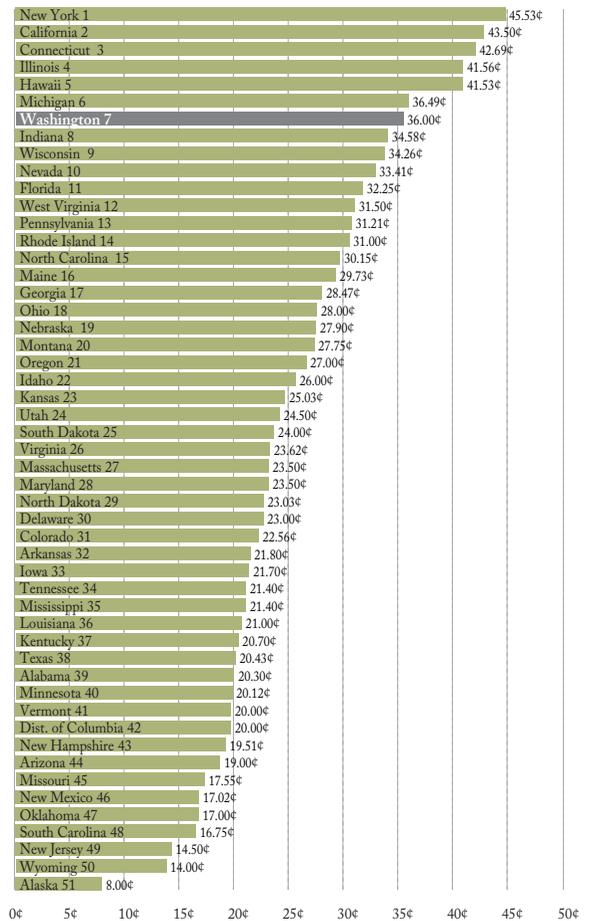
Throughout the country, state and local governments impose a variety of cents-per-gallon taxes (excise tax) and taxes based on the retail or wholesale price of fuel (sales and use tax*). Some states also impose environmental or business taxes that translate into cents-per-gallon charges at the pump. The state-by-state gas tax comparison chart (shown at right) compares Washington's gas taxes to those of the other 49 states and the District of Columbia.

Washington ranks 7th among the 50 states and the District of Columbia for combined state, federal**, and local gasoline taxes for the second half of 2007. A majority of the states (27) have combined fuel tax rates that fall within the 20¢ to 30¢ range, ten states fall into the 30¢ to 40¢ range, five states fall above 40¢ and the remaining nine have combined fuel tax rates under 20¢. Washington's motor fuel taxes are in the top 20 percent nationally. The national average state and local gasoline tax rate for the six-month period ending December 31, 2007, is 26.0¢ per gallon. Washington's 36¢ tax rate is still lower than states with congestion problems similar to ours (California 43.5¢, Illinois 41.6¢, and New York 45.5¢).

* Sales tax cents-per-gallon rates calculated by applying the percentage rate to the national average price-per-gallon of gasoline (US all grades, all formulations) as estimated by the Energy Information Administration (07/01/07- 12/31/07).

** The federal gas tax of 18.4¢ is not included in the tax rates displayed. This rate applies equally to all states and does not affect the rank.

State-by-State Gas Tax Comparison



Comparison as of December 2007

History of the Gas Tax

Washington State enacted the first excise tax on gasoline in 1921 at a rate of 1.0¢ per gallon. Between 1921 and 2006 the gas tax increased 17 times to 34.0¢. On July 1, 2007, the gas tax increased 2.0¢ and is scheduled for an additional increase in 2008 for a final rate of 37.5¢.

History of the Washington State Gas Tax

Year Enacted	Tax Rate	Comments
1921	1.0¢	
1924	2.0¢	
1929	3.0¢	
1931	4.0¢	
1933	5.0¢	
1944	5.0¢	18th Amendment added to the constitution.
1949	6.5¢	
1961	7.5¢	
1967	9.0¢	
1977	11.0¢	with a 12¢ lid
1979	12.0¢	
1981	13.5¢	fell to 12¢ floor
1983	16.0¢	
1984	18.0¢	
1990	22.0¢	
1991	23.0¢	
2003	28.0¢	
2005	31.0¢	
2006	34.0¢	
2007	36.0¢	
2008	37.5¢	

Did you know?

Oregon was the first state in the nation to enact a gas tax in 1919 at a rate of 1¢ per gallon.

Source: *Hevanet Communications, Oregon Transportation Taxes, July 1999.*

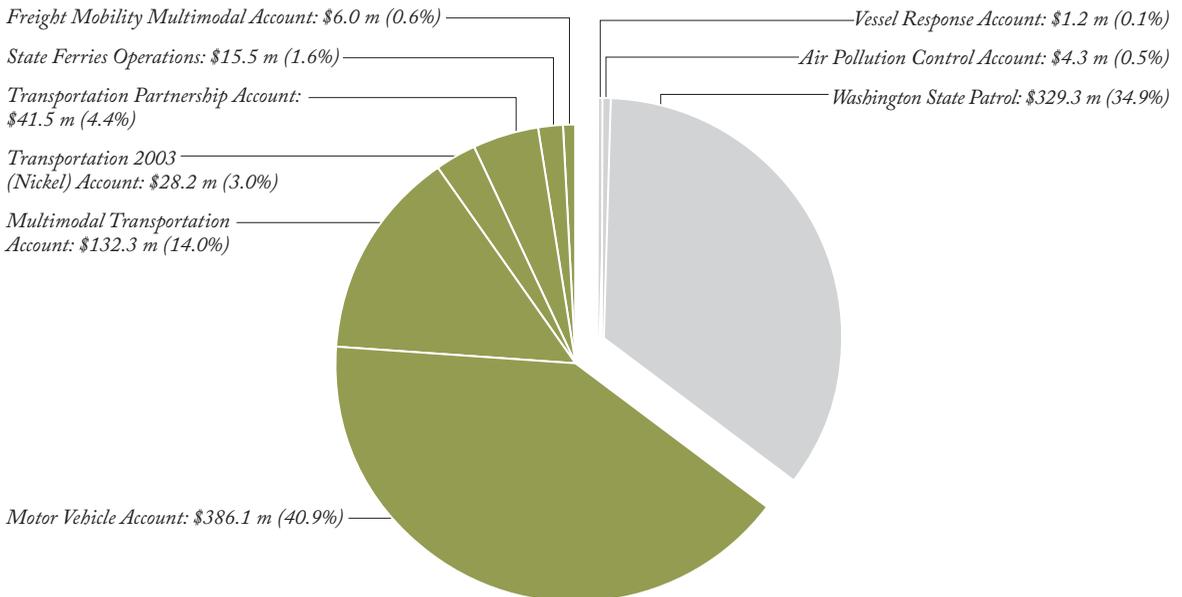
Licenses, Permits, and Fees

Licenses, permits, and fees (LPF) are the second largest source of revenue for transportation.

These funds come primarily from new and annual vehicle registration fees and license fees for trucks. Funds also come from other fees, such as vehicle inspection fees, titling fees, weight fees, and special permit fees. The Department of Licensing collects the majority of licenses, permits, and fees.

During the 2007-2009 biennium, LPF are expected to generate approximately \$944.6 million. About 35 percent of these funds will be distributed to the Washington State Patrol, with small distributions to the Air Pollution Control Account and the Vessel Response Account. The remaining funds go to accounts administered by WSDOT.

Vehicle Licenses, Permits and Fees: Distribution of Revenues 2007-2009 \$944.6 million



Components may not add due to rounding.

Based on the Transportation Forecast Council's June 2007 forecast.

License Fees

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

Gross weight fees apply specifically to trucks. Legislation passed in 2005 created weight fees on passenger cars. The table below shows the combined fees for passenger cars.

License Fees on Passenger Cars

Vehicle Weight	Weight Fee	License Fee	Total Fee
4,000 lbs	\$10.00	\$30.00	\$40.00
6,000 lbs	\$20.00	\$30.00	\$50.00
8,000 lbs	\$30.00	\$30.00	\$60.00
10,000 lbs	\$32.00	\$30.00	\$62.00
12,000 lbs	\$49.00	\$30.00	\$79.00

Includes \$30 registration fee and weight fee only. Does not include license plate technology fees, county filing fees or any other state or locally levied licensing fees.

Farm vehicles are exempt from weight fee increases.

Combined License Fees

The gross weight fees that apply to trucks were established in 1937. From 1937 until 1987, the registration fee and weight fee were levied separately. In January 1987, legislation went into effect that brought together the two fees to form the Combined License Fee. In 2005 the combined license fee for light trucks was increased. The table at right is a sample of combined license fees for a range of truck weights. Schedule A applies to those vehicles used for hauling logs and vehicles that do not tow trailers. Schedule B applies to vehicles that tow trailers and those not covered under Schedule A.

Combined License Fees on Trucks

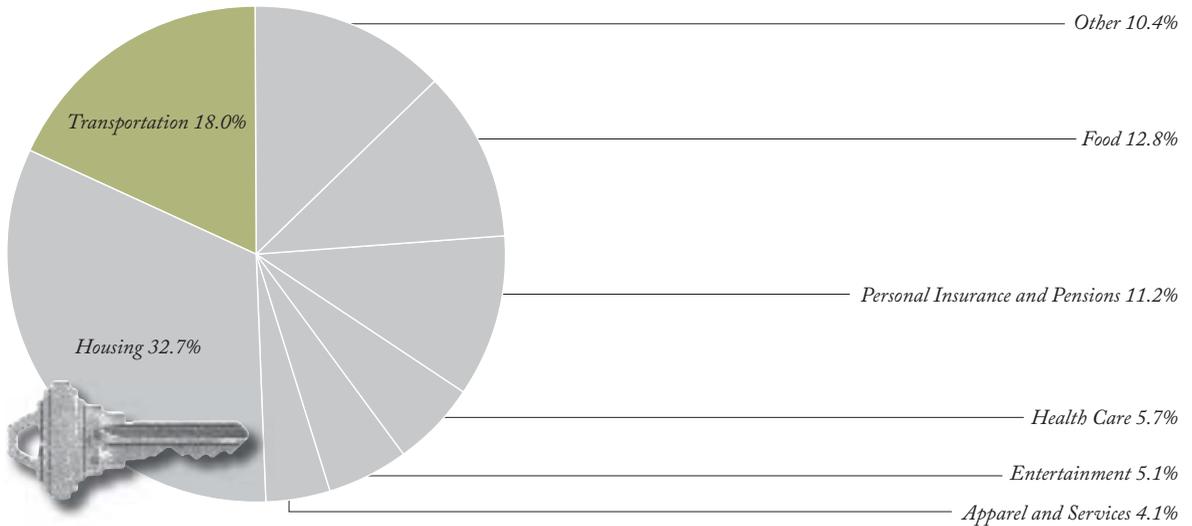
Vehicle Weight	Schedule A	Schedule B
4,000 lbs	\$40.00	\$40.00
6,000 lbs	\$50.00	\$50.00
8,000 lbs	\$60.00	\$60.00
10,000 lbs	\$62.00	\$62.00
12,000 lbs	\$79.00	\$79.00
14,000 lbs	\$90.00	\$90.00
20,000 lbs	\$171.00	\$171.00
26,000 lbs	\$211.00	\$211.00
30,000 lbs	\$287.00	\$287.00
38,000 lbs	\$438.00	\$438.00
40,000 lbs	\$501.00	\$501.00
42,000 lbs	\$521.00	\$611.00
50,000 lbs	\$647.00	\$737.00
54,000 lbs	\$734.00	\$824.00
60,000 lbs	\$859.00	\$949.00
66,000 lbs	\$1,048.00	\$1,138.00
70,000 lbs	\$1,117.00	\$1,267.00
78,000 lbs	\$1,614.00	\$1,704.00
80,000 lbs	\$1,742.00	\$1,832.00
82,000 lbs	\$1,863.00	\$1,953.00
90,000 lbs	\$2,346.00	\$2,436.00
94,000 lbs	\$2,587.00	\$2,677.00
100,000 lbs	\$2,949.00	\$3,039.00
105,500 lbs	\$3,312.00	\$3,402.00

Household Expenditures

The national average transportation expenditures made up 18.0 percent of total household expenditures in 2005 (most current data available). As national expenditures have grown over the years transportation spending, as a proportion of the total has remained consistent.

Transportation expenditures include costs related to vehicle purchase or lease, oil and gasoline/fuel, insurance, maintenance, licenses and fees, as well as public transportation.

National Average Annual Household Expenditures



Source: U.S. Department of Labor Bureau of Labor Statistics, Consumer Expenditures in 2005

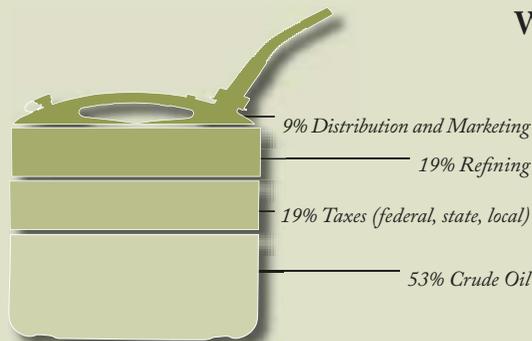
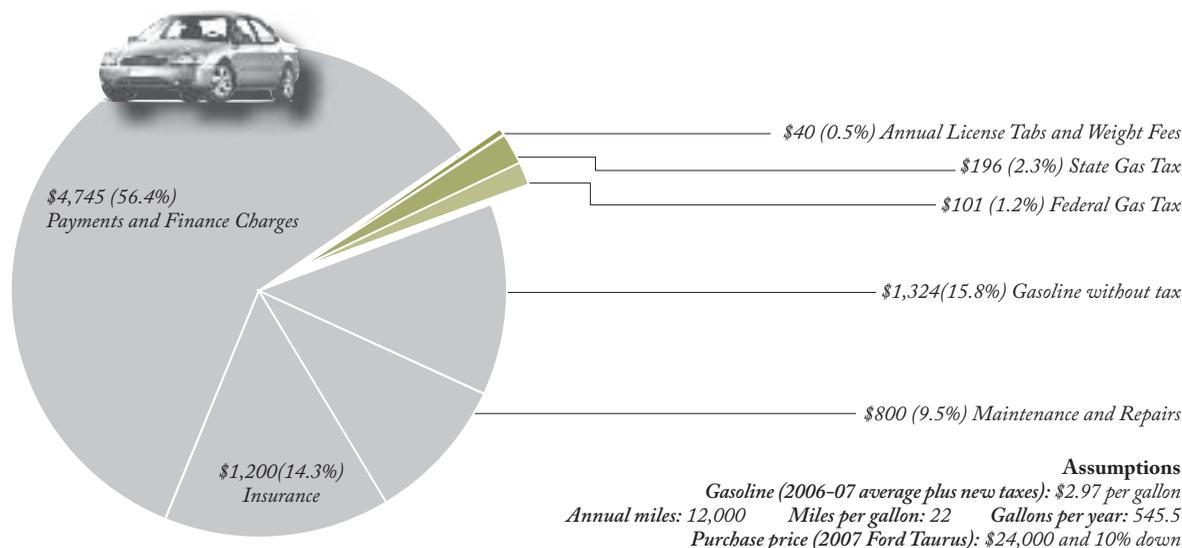
Did you know?

Transportation costs have remained fairly static as a share of total household expenditures since 1990. Between 2000 and 2005, the proportion decreased from 19.5 percent to 18 percent.

Vehicle Expenditures

The average annual cost to own a vehicle for 2007 is approximately \$8,400. Over 56 percent of that amount is spent on payments and finance charges. Four percent of the cost is made up of state and federal taxes and licensing and weight fees all combined.

Average Annual Washington State Vehicle Expenditures



What do you pay for when you buy a gallon of gas?

Federal and state motor fuel taxes are levied as manufacturer's excise taxes. Unlike sales tax, gas tax does not show as a separate line on a receipt at the gas station. Instead it is levied on the first entity in the state to refine, distribute or wholesale gas and other motor fuels like diesel. The taxpayer (the manufacturer, dealer or wholesale distributor, for example) passes the cost on to the retailer as an additional cost of production, resulting in higher prices at the pump.

Source: Energy Information Administration

Improvement and Preservation Costs

Timely preservation, such as repaving lanes to prevent cracking and corrosion resistant concrete protective systems, is key to getting the maximum life from pavements. For every dollar not spent on timely prevention, \$4 to \$8 will be needed for complete highway reconstruction in the future.

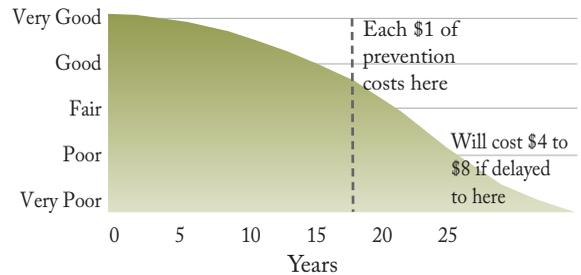
Timely improvements reduce costs associated with congestion and environmental degradation and save lives.

2007-09 Statewide Improvement and Preservation Programs

Millions of Dollars

	Improvements	Preservation
Pre-Existing Funds	\$605	\$523
2003 Transportation Funding Package	\$1,101	\$5
2005 Transportation Funding Package	\$1,227	\$220
Tacoma Narrows Bridge	\$143	\$0
Total	\$3,076	\$748

Deterioration vs. Time



Highway Maintenance Costs

WSDOT maintenance crews work year-round keeping Washington State roads in safe and usable condition as well as maintaining state-operated rest areas. The annual cost per registered motor vehicle for maintenance activities is \$24.97. The table below shows the different maintenance categories and their annual cost per vehicle.

What is the cost per registered motor vehicle to maintain our state highways for one year?

Maintenance Activity	Annual Cost
Roadway Maintenance and Operations	\$3.35
Drainage Maintenance and Slope Repair	2.47
Roadside and Vegetation Management	2.99
Bridge and Urban Tunnel Maintenance	2.29
Snow and Ice Control Operations	7.56
Traffic Control Maintenance	5.22
Rest Area Operations	1.09
Total	\$24.97



Did you know?

For every \$100 million invested in highway safety improvements 145 fatal traffic accidents will be prevented over a ten-year period.

Source: TRIP, Highway Safety Fact Sheet, March 2006.

Traffic signal maintenance \$0.80

Bridge maintenance and operations \$1.84

Permitting over-legal loads \$0.33

Slope repair \$0.55

\$1.23 Highway lighting

\$0.33 Urban tunnel maintenance and operations

Intelligent transportation system maintenance \$0.53

Stormwater management \$1.42

Raised / depressed pavement markers \$0.16

\$0.71 Roadway hazard patrol / removal

Pavement maintenance (travel lane) \$1.75

Annual Cost For State Highway Maintenance Per Vehicle

Sign maintenance \$0.55

Rest Area maintenance and operations \$1.09

Sweeping and cleaning \$0.69

\$0.69 Litter control

\$2.30 Vegetation management

Snow and ice control \$7.56

Guardrail maintenance \$0.12

\$0.20 Shoulder maintenance

\$1.49 Pavement striping, marking and guideposts

Aviation Funding

WWW.WSDOT.WA.GOV/AVIATION/GRANTS

Each year WSDOT's Local Airport Aid Grant Program provides crucial financial assistance to many of the state's 139 public airports. Through its grant program WSDOT Aviation has leveraged millions of dollars in federal grants by using a relatively minimal amount of state and local match contributions. In three rounds of grants issued during the 2005-2007 biennium, WSDOT awarded more than \$3.2 million in state funds to 66 airports. Of that amount WSDOT used approximately \$380,000 to leverage more than \$14 million in federal grants for Washington airports.

In July 2007 WSDOT Aviation announced its first round of grant awards for the 2007-2009 biennium. Forty-four airports were awarded just over \$1.3 million in state funds representing 88 projects. Of that amount WSDOT was able to leverage over \$8.4 million in grant funds from the Federal Aviation Administration using approximately \$219,000.

2005-2007 Biennium Local Airport Aid Grants

	2005	2006	2007
Airports Awarded Grants	21	31	14
Projects	24	39	19
Pavement Projects	\$751,228	\$768,135	\$46,109
Safety Projects	\$341,382	\$419,994	\$118,888
Maintenance, Security and Planning Projects	\$144,429	\$628,766	\$8,903
Total Airport Aid Grants	\$1,237,039	\$1,816,895	\$173,900

Total Airport Aid Grants for 2005-2007 Biennium **\$3,227,834**

Federal Funds Leveraged Using State and Local Dollars

Fiscal Year	Amount
2003-2005	\$6,488,212
2005-2007	18,045,349
2007-2009 (first round only)	8,424,800
Total	\$32,958,361



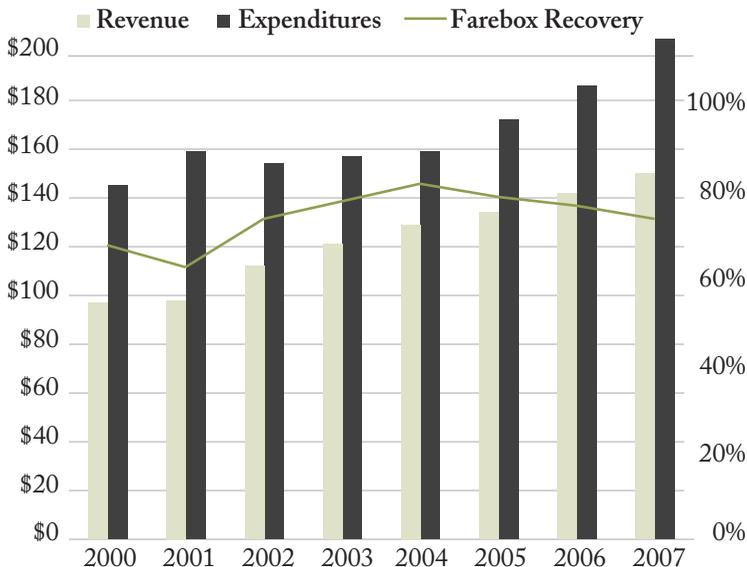
Washington State Ferry Funding

Funds to operate and maintain the Washington State Ferries comes primarily from fare revenues collected from sales of ferry tickets. The current State operating subsidy is comprised of revenues from a variety of sources: dedicated motor fuel tax, motor vehicle registration fees, and licensing fees, discretionary taxes and fees from Motor Vehicle Fund, and multimodal taxes.

The graph below shows operating costs, operating revenues and the farebox recovery rate. As shown, the farebox recovery rate has increased from 65 percent in 2000 to almost 75 percent in 2007.

Ferry Revenues, Expenditures and Farebox Recovery

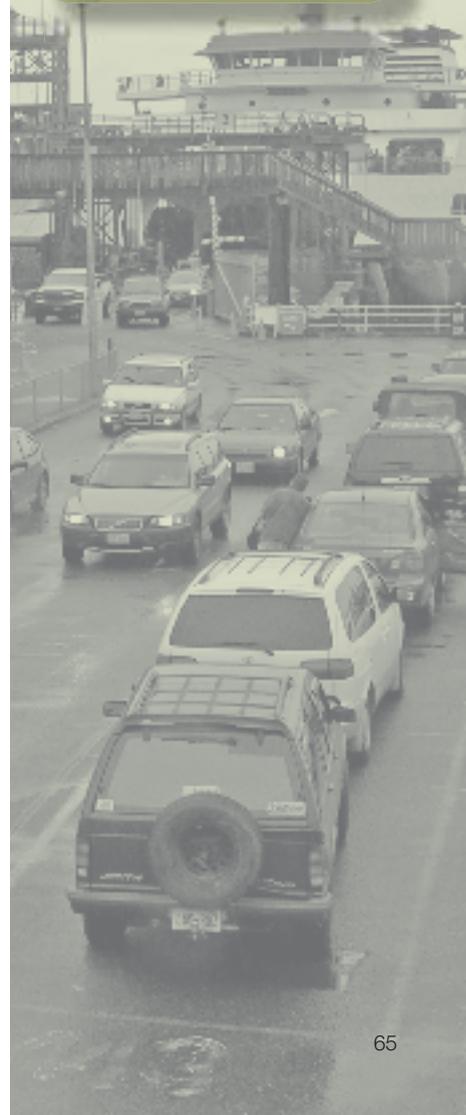
dollars in thousands



Did you know?

When the ferry system was first purchased in 1951 it was intended to finance itself solely through farebox revenue. In 1960, the ferry system failed to meet the annual debt service requirements, and received \$672,000 from the State's motor vehicle fuel tax.

Source: Washington State Ferries

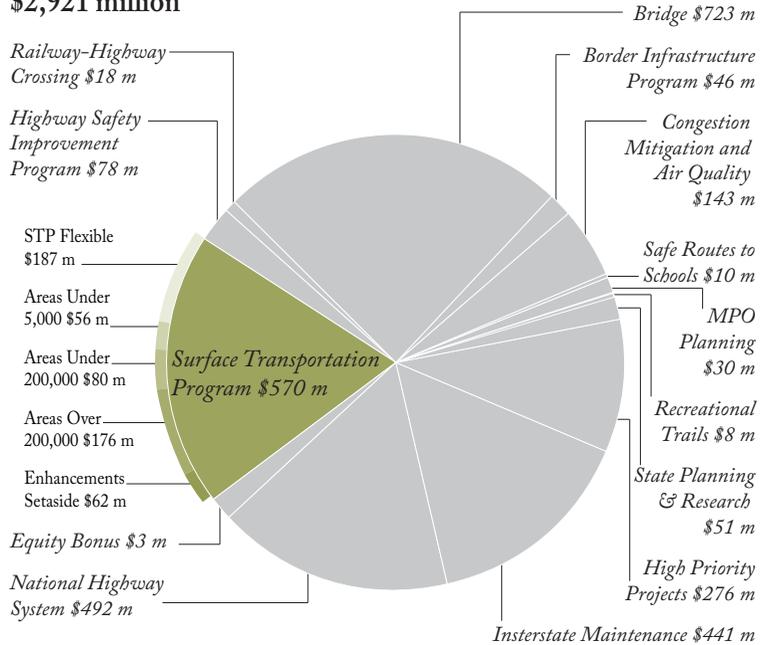


Federal Highway Programs

Apportionments to Washington State Federal Fiscal Years (FFY) 2005 through 2009

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005. SAFETEA-LU provides authorization for federal aid to highway and transit programs for federal fiscal years 2005 through 2009. SAFETEA-LU builds on the prior initiatives established by the Intermodal Surface Transportation Efficiency Act and the Transportation Equity Act for the 21st Century, which were the previous major authorizing legislation for surface transportation. The net impact of SAFETEA-LU on highway funding is a 4.5 percent average annual increase in guaranteed funding in FFY 2005–2009. Annual increases averaging approximately 2 percent are enacted for the major highway programs. The legislation also incorporates funding for a large number of projects earmarked by Congress. Over the life of SAFETEA-LU, Washington is estimated to receive approximately \$3 billion for highway-related projects and approximately \$500 million in highway-related earmarked projects.

Washington Apportionment of FHWA Programs 2005-09: \$2,921 million*



Components may not add due to rounding.

* Federal Highway Administration includes the 2009 reversion of unobligated balances of highway contracts authority.

Federal Transit Programs

Allocations for Washington State FFY 2006

The transit formulas and discretionary programs were not significantly changed by SAFETEA-LU. During FFY 2005–2009, Washington expects to receive approximately \$640 million from the Federal Transit Administration for transit-related projects and approximately \$21 million in earmarked projects.

Federal Highway User Fees

User fees and fuel taxes collected at the federal level are used to support transportation programs throughout the nation. The truck and trailer sales tax, the heavy vehicle use tax and the tire tax are all deposited into the federal highway account. Federal fuel tax rates vary by type of fuel and are distributed into several different accounts and funds.

Truck and Trailer Sales Tax

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

Heavy Vehicle Use Tax

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

Tire Tax

The federal tire tax is 9.45¢ for each ten pounds of the maximum rated load capacity over 3,500 pounds.

Federal Fuel Tax

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

Tax Rates and Distribution of Federal Fuel Tax

Category	Total Tax Rate/Gal	Highway Trust Fund		Underground Storage Tank Fund	General Fund
		Highway Account	Mass Transit Account		
Gasoline	18.4¢	15.44¢	2.86¢	0.1¢	0.0¢
Diesel Fuel	24.4¢	21.44¢	2.86¢	0.1¢	0.0¢
“Compressed Natural Gas”	4.3¢	3.44¢	0.86¢	0.0¢	0.0¢
Special Fuels*	18.4¢	15.44¢	2.86¢	0.1¢	0.0¢
Ten Percent Gasohol (made with Ethanol)	18.4¢	15.44¢	2.86¢	0.1¢	0.0¢

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

Did you know?

The first federal gasoline excise tax was imposed in 1932 at a rate of one cent per gallon. Initially the proceeds went to the general fund of the Treasury. It was not until 1956, when Congress established the Highway Trust Fund, that revenue receipts from the gasoline tax were dedicated to a trust fund for highway programs.

Source: CRS Report for Congress, March 3, 2004

Public Transit Capital Investment

Public transit capital investments rely on a mix of federal, state and local funds. The level of activity from year to year is project sensitive and the mix of funding depends on the types of projects proposed and the success of local systems in competition.

Public Transit Capital Investment Sources of Funds (millions of dollars)

Year	Federal Capital	Sound Transit Bonds	Local Contributions	Other Contributions	Totals
1990	\$67.9	-	\$145.5	\$0.6	\$214.0
1991	\$39.4	-	\$112.9	\$2.0	\$154.3
1992	\$22.1	-	\$79.2	\$0.6	\$101.9
1993	\$18.9	-	\$65.9	\$0.3	\$85.1
1994	\$24.3	-	\$66.7	\$4.3	\$95.3
1995	\$33.4	-	\$85.8	\$11.2	\$130.4
1996	\$65.5	-	\$85.1	\$3.7	\$154.3
1997	\$93.2	-	\$72.2	\$19.1	\$184.5
1998	\$64.0	-	\$137.1	\$18.5	\$219.6
1999	\$179.1	\$158.9	\$98.3	\$28.2	\$464.5
2000	\$207.3	-	\$430.0	\$61.8	\$699.1
2001	\$127.7	-	\$50.8	\$283.1	\$461.6
2002	\$104.1	-	\$100.7	\$271.1	\$475.9
2003	\$120.4	-	\$153.8	\$349.4	\$623.6
2004	\$214.4	\$50.5	\$185.2	\$6.1	\$456.2
2005	\$257.9	-	\$55.7	\$340.2	\$653.9
2006	\$161.5	-	\$187.9	\$420.9	\$770.3

Public Transit Systems Taxing Authority

Sales Tax Rates Locally by Transit System

PTBA = Public Transportation Benefit Area UTBA = Unincorporated Transportation Benefit Area
CTA = County Transportation Authority

Transit System	Authority	Rate
Asotin County Transit ¹	PTBA	0.2%
Ben Franklin Transit	PTBA	0.6%
Clallam Transit System	PTBA	0.6%
Columbia County Public Transportation ²	CTA	0.4%
C-TRAN (Clark)	PTBA	0.3%
Community Transit (Snohomish)	PTBA	0.9%
Cowlitz Transit Authority (CUBS)	PTBA	0.1%
Everett Transit	City	0.6%
Garfield County Transportation ³	UTBA	0.0%
Grant Transit	PTBA	0.2%
Grays Harbor Transportation Authority	CTA	0.6%
Intercity Transit (Thurston)	PTBA	0.6%
Island Transit	PTBA	0.6%
Jefferson Transit Authority	PTBA	0.6%
King County Metro Transit ⁴	County	0.9%
Kitsap Transit	PTBA	0.8%
Link Transit (Chelan/Douglas)	PTBA	0.4%
Mason County Transportation Authority	PTBA	0.6%
Pacific Transit	PTBA	0.3%
Pierce Transit	PTBA	0.6%
Pullman Transit ⁵	City	0.0%
Skagit Transit	PTBA	0.2%
Sound Transit ⁶	Regional	0.4%
Spokane Transit Authority ⁷	PTBA	0.6%
Twin Transit (Lewis)	PTBA	0.2%
Valley Transit (Walla Walla)	PTBA	0.3%
Whatcom Transportation Authority	PTBA	0.6%
Yakima Transit	City	0.3%

There are currently 28 public transit districts serving Washington State. There are six different ways of forming a public transit system, one common element they all share is the ability for residents of transit benefit districts to vote for additional local sales tax to support their operations. For example, voters in the Pacific Transit and Yakima Transit benefit districts voted for a 0.3 percent sales tax to fund their public transit system.

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

The table to the left shows the locally voted transit sales taxes.

¹ Asotin voters approved a 0.2% sales and use tax in November 2004, with a 5-year sunset clause.

² Columbia County Public Transportation formed in 2005, approved a 4% sales and use tax in November of 2005.

³ Garfield County Transportation is financed by locally generated tax revenues other than sales tax.

⁴ King County Voters approved a 0.1% increase in the sale and use tax in Nov. 2006

⁵ Pullman Transit receives 2% of local utility taxes.

⁶ Sound Transit voters approved local funding in November 1996 that included a 0.4% local sales and use tax.

⁷ Spokane Transit voters approved an increase from 0.3% to 0.6% in May 2004, with a sunset clause ending June 30, 2009.

Local Option Transportation Taxes

In addition to the portion of taxes received from the state, local governments have transportation taxing authority for a variety of different taxes. The authority includes taxes for specific purposes such as public transportation and high capacity transportation or local governments can form regional districts that allow for greater flexibility in the use of the revenues.

The following tables show local option taxes by type, legislated authorization, and jurisdictions that have enacted them.

For City Streets and County Roads

Tax	Amount	Purpose	Jurisdiction	Enacted
Motor Vehicle and Special Fuels Tax (RCW 82.80.010)	Ten percent of the state gas tax rate.	“Highway purposes” as defined by the 18th Amendment (see page 51).	County with voter approval.	None.
Commercial Parking Tax (RCW 82.80.030)	Rate is determined based either on gross proceeds or the number of vehicle stalls available among other factors.	For general transportation purposes as provided in RCW 82.80.070.	County (unincorporated area) or city.	Cities: Bainbridge Island, Bremerton, Mukilteo, SeaTac, and Tukwila.
Border Area Motor Vehicle Fuel and Special Fuel Tax (RCW 82.47.020)	In increments of 0.1¢ to a maximum of 1.0¢ per gallon.	For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.	Cities, towns and any Transportation Benefit Districts (TBD) within ten miles of an international border crossing.	Cities: Blaine, Nooksack, Point Roberts TBD, and Sumas (all at a rate of 1.0¢/gallon).

For Public Transportation Systems

Tax	Amount	Purpose	Jurisdiction	Enacted
Sales and Use Tax (RCW 82.14.045)	In increments of 0.1% up to a maximum of 0.9%.	For operation, maintenance and capital needs for the public transportation system.	Public Transit Districts.	See listing on page 69.

For HOV Systems and High Capacity Transportation (HCT)

Tax	Amount	Purpose	Jurisdiction	Enacted
Employer Tax-HOV* (RCW 81.100.030) HCT** (RCW 81.104.150)	Up to \$2.00 per employee per month, measured by the number of full-time equivalent (FTE) employees.	For development and increasing utilization of HOV systems or planning, constructing and operating HCT, commuter rail and feeder transportation systems.	Authorized for the Regional Transit Authority and transit agencies in Clark, Spokane, Thurston, Kitsap, Whatcom, and Yakima Counties with voter approval.	None.

For HOV Systems and HCT, *Continued*

Tax	Amount	Purpose	Jurisdiction	Enacted
Excise Tax HOV* (RCW 81.100.060 and HCT RCW 81.104.160)	HOV***-up to 0.3% of the cost of a vehicle. HCT***-up to 8% of the cost of the vehicle.	For development and increasing utilization of HOV systems or planning, constructing, and operating HCT, commuter rail and feeder transportation systems.	Authorized for the RTA and transit agencies in Clark, Spokane, Thurston, Kitsap, Whatcom and Yakima Counties with voter approval.	None-(HOV). Sound Transit (0.3%)-(HCT).
Sales and Use Tax HCT (RCW 81.104.170)	Up to 1%. Not to exceed 0.9% where the 0.1% criminal justice tax is levied.	For planning, constructing and operating HCT, commuter rail and feeder transportation systems.	Authorized for RTA and transit agencies in Clark, Spokane, Thurston, Kitsap, Whatcom, and Yakima Counties with voter approval.	Sound Transit (0.4%).

* If the local option excise tax authorized in RCW 81.100.060 is also imposed, the total proceeds from both tax sources each year cannot exceed the maximum amount which could be collected from the excise tax alone.

** This tax may not be imposed by: (1) A transit agency when the county within which it is located is imposing an excise tax pursuant to RCW 81.100.030; or (2) a regional transit authority when any county within the authority's boundaries is imposing an excise tax pursuant to RCW 81.100.030.

*** Total excise tax revenue from HOV and HCT, if both are imposed, cannot exceed amount generated by the HCT excise tax.

For Regional Transportation Investment Districts (RTID) and Transportation Benefit Districts (TBD)

Tax	Amount	Purpose	Jurisdiction	Enacted
Local Option Gas Tax RTID (RCW 82.80.120)	Ten percent of the state gas tax rate.	"Highway purposes" as defined by the 18th Amendment (see page 51) and as part of an RTID plan.	RTID (36.120 RCW) with voter approval.	None.
Sales and Use Tax RTID (RCW 82.14.430) and TBD (RCW 82.14.0455)	RTID- up to 0.1%. TBD- up to 0.2%.	For use on capital transportation projects part of an RTID or TBD plan.	RTID (36.120 RCW) or TBD (36.73 RCW) with voter approval.	None.
Excise Tax RTID (RCW 81.100.060)	Up to 0.8% of the cost of a vehicle.	For use on capital transportation projects part of an RTID plan.	RTID (36.120 RCW) with voter approval.	None.
Local Option Vehicle License Fee RTID (RCW 82.80.100) and TBD (RCW 82.80.140)	Up to \$100 per motor vehicle registered.	For any transportation purposes as part of an RTID or TBD plan.	RTID (36.120 RCW) or TBD (36.73 RCW) with voter approval.	None.

Note:

Local option taxes for ferry services can be imposed by county ferry districts (RCW 36.54) or public transportation benefit areas (RCW 36.574).



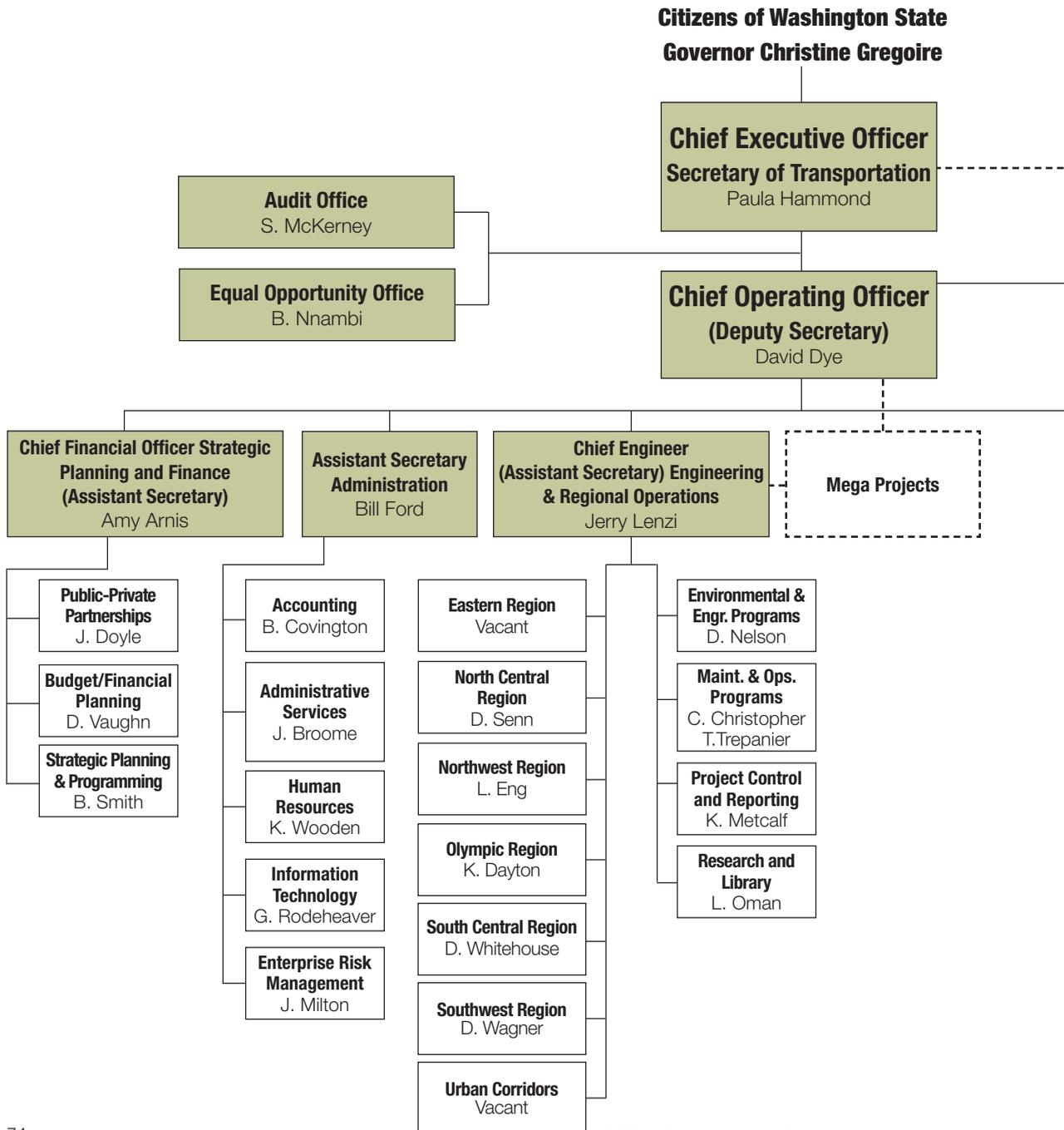
To bring any project from inception to successful completion takes teamwork. The people of Washington state, the Governor, the Legislature, the Transportation Commission, and the WSDOT employees, consultants, and construction partners are all key components for project delivery to make the State's transportation system work.

PEOPLE



**Washington State
Department of Transportation**

WSDOT Organization Chart





Washington State Department of Transportation

Paula J. Hammond, P.E.

Attorney General
Bryce Brown, AAG

Chief of Staff
Steve Reinmuth

Washington State Ferries
Vacant

Deputy Director
T. Brewer-Rogstad

Operations
S. Rodgers

Communications
M. Coursey

Finance and Administration
S. Kuntz

Preservation and Maintenance
P. Brodeur

Terminal Engineering
J. White

Vessel Engineering
L. Zuidweg

Board of Pilotage Comm.
H. Dudley

Aviation
J. Sibold

Highways and Local Programs
K. Davis

Freight Systems
B. Ivanov

State Rail & Marine
S. Witt

Public Trans.
K. Taylor

Governmental Relations
L. Ehl

Communications
L. Brown

Ombudsman
K. Colburn



Transportation Commission

The Washington State Transportation Commission is an independent state agency whose seven citizen members are appointed by the Governor and confirmed by the Senate.

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

The role and responsibilities of the Commission were changed in 2005 and 2006 by the legislature. The Commission continues to exercise responsibilities in preparing the state's transportation plan, and serving as the state's tolling authority and setting ferry fares. Additionally, the Commission received an expanded role as a public forum for transportation policy development.

The Commission's role as a policy advisory body to the Governor and the legislature mandate that the Commission:

- ▶ Propose policies to ensure a comprehensive and balanced statewide transportation system.
- ▶ Provide coordination among federal, state, local, and regional planning and programming agencies.
- ▶ Provide for public involvement in transportation planning.
- ▶ Prepare a statewide transportation plan based on existing state policies, as well as state and federal laws, while reflecting the Priorities of Government.
- ▶ Conduct studies and policy analysis as directed by the legislature and the Governor in the biennial transportation budget.
- ▶ Provide a public forum for developing transportation policies with regional planning organizations, stakeholders, counties, cities and citizens.
- ▶ Recommend to the Secretary of Transportation, the Governor, and the legislature, the means for obtaining appropriate citizen and professional involvement in policy formulation and matters related to the powers and duties of WSDOT.
- ▶ Hold hearings and explore ways to improve the mobility of the citizens of the state.
- ▶ Hold monthly meetings as required by statute, as well as convene regional forums on transportation every five years.
- ▶ Prepare a statewide multimodal transportation progress report and priorities for the ensuing biennium.
- ▶ Offer policy guidance and make recommendations to the Governor and the legislature on key issues.
- ▶ Provide oversight and make key decisions related to the implementation of the newly created Transportation Innovative Partnerships program within WSDOT.
- ▶ Review performance and outcome measures to ensure system performance at local, regional, and state government levels.



Richard Ford, Chair

Richard contributes port and legal experience to the Commission. He is senior counsel of the law firm Preston Gates & Ellis LLP, a Director of Premera (Blue Cross), and a member of the Alaskan Way Viaduct & Seawall group. Richard spent more than thirty years in public service, retiring in 1985 as Executive Director of the Port of Seattle. Richard was appointed to the Commission in 2004 and was reappointed in 2007.



Elmira Forner, Vice Chair

Elmira contributes experience in local government as a state legislator from the 47th district in King County. She is currently active in the Chelan/Douglas community. Elmira was appointed to the Commission in 2000 and was reappointed in 2006.



Bob Distler

Bob comes to the Commission with an economics background and a career in transportation management, having worked in marketing, planning, operations and government and industry affairs. Since moving to Orcas Island in 1992, Bob has been involved with Washington State Ferries and San Juan County, focusing on transportation and growth management issues. Bob was named to the Commission in 2005.



Carol Moser

Carol's background as a City Councilwoman brings a local government perspective to the Commission. In addition to serving ten years on the Richland City Council, Carol was appointed to the Association of Washington Cities Board of Directors in 2002, and was a board member on the Municipal Research Services Center until accepting the appointment to the Commission in 2006.



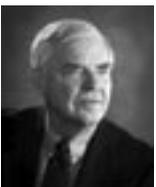
Dan O'Neal

Dan brings both freight movement and legal experience to the Commission. Dan has actively participated in efforts to gain public support for improved freight transportation infrastructure. Dan has served as Transportation Counsel to the United States Senate Commerce Committee when Senator Warren G. Magnusen was chairman. Dan was appointed to the Commission in 2003.



Philip Parker

Philip brings a varied background to the Commission. He recently retired as a Journeyman Electrician and has taught in the electrical apprenticeship program. Philip has represented the Vancouver community on many boards with a recent focus on workforce development and transportation issues. Philip was appointed to the Commission in 2007.



Dale Stedman

Dale contributes experience in transportation safety issues to the Commission. Dale worked for the American Automobile Association from 1951 until 1994. Dale is active in the Spokane Area Good Roads Association and he served as a member of the Washington State Blue Ribbon Commission on Transportation. Dale was appointed to the Commission in 2003.

WSDOT Workers

WSDOT has a variety of employees that includes engineers, environmental specialists, administrative and human resource staff. There are currently nearly seven thousand full-time equivalent employees, approximately 1,800 of which are Washington State Ferries employees.

Worker Safety

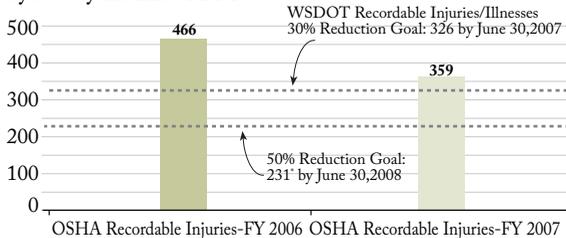
Keeping WSDOT a safe place to work is a prime objective.

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

“Recordable injuries and illnesses” is a standard measure that includes all related deaths, work related illnesses and injuries, which result in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid. In 2006, WSDOT held its first annual agency-wide *safety stand down* and rolled out “Safety Is My Job” to all employees. The purpose was to highlight new safety expectations, better safety planning, and heightened safety accountability at WSDOT.

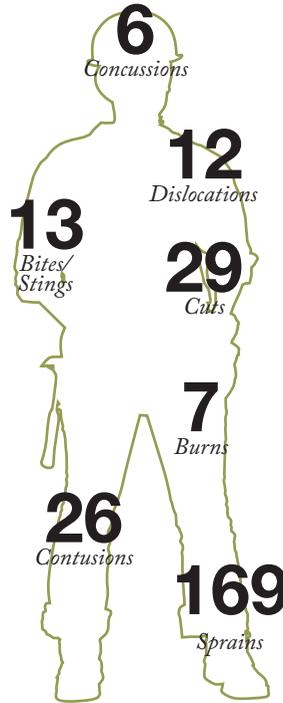
Safety is My Job:

Goal to Reduce All OSHA-Recordable Injuries and Illnesses by 30% by the End of FY 2007



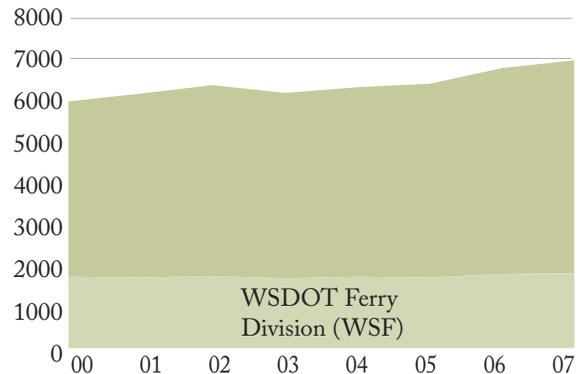
*231 represents half of each region's injury total rounded down and added together.

2006 Recorded Injuries by Type *



* Because employees have up to a year (or more, depending on whether it's an injury or an illness) to file an L&I claim, these numbers can change on a daily basis. These figures represent a snapshot captured on June 30, 2007.

Permanent Full-Time WSDOT Employees





Work Zone Safety

WWW.WSDOT.WA.GOV/BRAKE

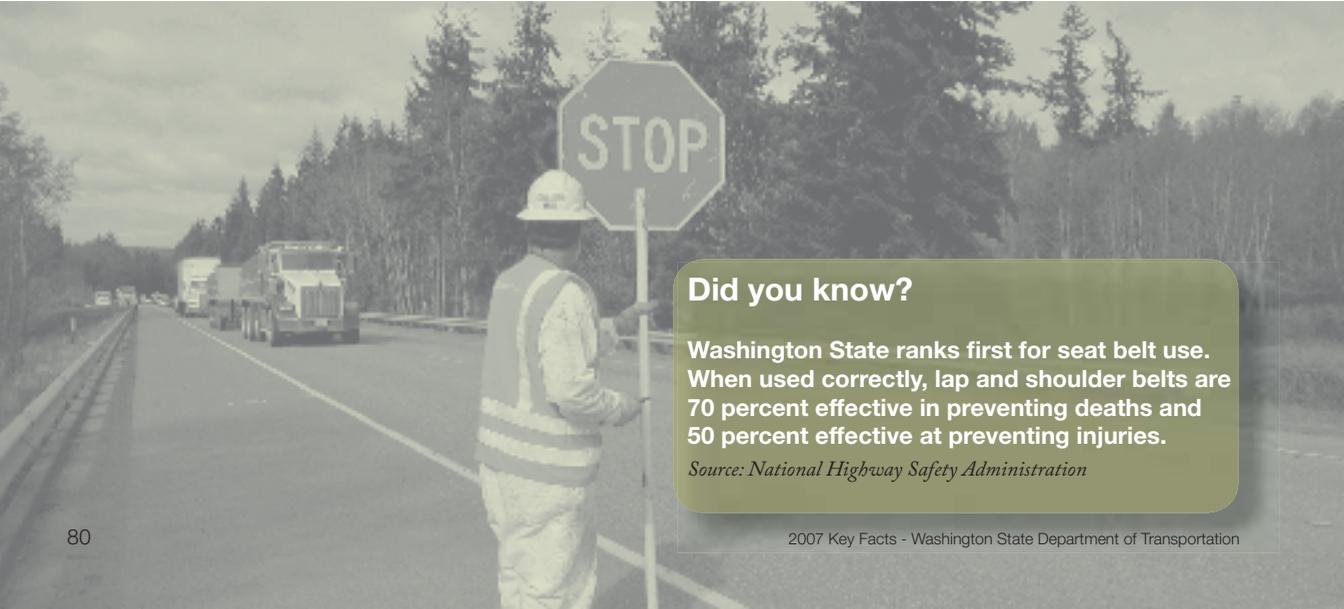
Between 2000 and 2006, an average of 8 people were killed and 742 injured nationwide each year in work zones.

WSDOT is constantly in search of better ways to improve worker safety on Washington State highways and roads. Recent implementations include increased safety training, better reflective gear for workers, intensified public education and outreach through the Give 'em a Brake campaign.

The Washington State Patrol and State Legislature are also actively involved in finding new and better ways of keeping road workers safe. One example of this is the Double Fine Law, which stipulates that traffic fines are doubled in work zones and cannot be reduced, suspended or waived. People driving negligently in work zones can be found guilty of "endangerment of roadway workers," an offense punishable as a gross misdemeanor and a license suspension of 60 days.

The following tips offered by the Federal Highway Administration can help you drive safely through work zones:

- ▶ Expect the unexpected
- ▶ Slow down
- ▶ Don't tailgate
- ▶ Keep a safe distance between you and the car ahead of you
- ▶ Pay attention to the signs
- ▶ Obey road crew flaggers
- ▶ Stay alert and minimize distractions
- ▶ Keep up with traffic flow
- ▶ Schedule enough time to drive safely and check radio, TV and Web sites for traffic information
- ▶ Be patient and stay calm



Did you know?

Washington State ranks first for seat belt use. When used correctly, lap and shoulder belts are 70 percent effective in preventing deaths and 50 percent effective at preventing injuries.

Source: National Highway Safety Administration



WSDOT Mission Statement

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

RESOURCES



WSDOT Web Sites

WWW.WSDOT.WA.GOV

WSDOT is continually updating the web-based information that is available to the public on the WSDOT Web sites. Some of the information available includes access to instant road and traffic conditions, ferry schedules and routes, emergency road conditions, Amtrak schedules, park and ride locations and information on any number of major road projects.

In addition to accessing instant road and traffic conditions provided by WSDOT cameras, the public can obtain ferry schedules and routes, emergency road conditions, Amtrak *Cascades* schedules, find the closest park and ride, get bus routes, and up-to-date project information for any number of major road projects as well as accessing lots of other helpful information.

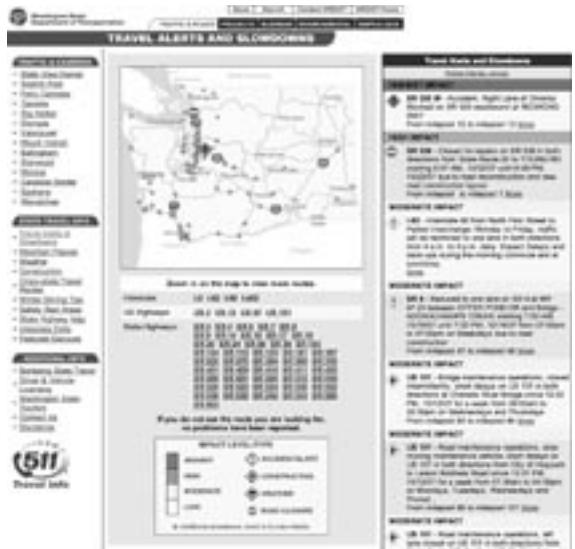
Traffic

www.wsdot.wa.gov/traffic

The WSDOT Statewide Traveler Information site provides updates on travel alerts, slowdowns, mountain passes, weather and more. One-click access to traffic cameras gives a statewide live view of conditions on major roads. Viewers may link to a list of interstate exits, safety rest areas, travel routes and construction sites.



WSDOT Homepage



Highway Projects

www.wsdot.wa.gov/projects

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

Accountability

www.wsdot.wa.gov/accountability

WSDOT's strategic statement on delivery and accountability: We shall manage the resources taxpayers and the Legislature entrust to us for the highest possible return of value. We shall be disciplined in our use of both time and money. We shall account for our achievements, our shortcomings and our challenges to citizens, to elected officials, and to other public agencies.

This site will link the viewer to performance and planning reports such as the quarterly Gray Notebook and the 2007-11 Strategic Plan.

Washington State Ferries

www.wsdot.wa.gov/ferries

Ferry routes, news, ticket sales, schedules and more are available via the Washington State Ferries (WSF) home page. Find the results of ferry-related travel surveys, documentation on waterway and dock issues (e.g., environmental initiatives), new features such as on-board Wi-Fi, or sign up for ferry email alerts.



WSDOT Publications

WWW.WSDOT.WA.GOV/PUBLICATIONS

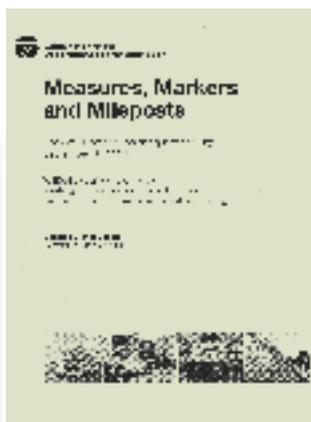
WSDOT produces a variety of monthly, quarterly, and annual publications that keep travelers safe and informed, share technical and engineering knowledge, and update citizens about programs and delivery performance. A few of these publications are highlighted here:

- ▶ The Washington State Traveler Map is updated every two years and more than one million copies are distributed free of charge to help motorists reach their destinations.
- ▶ The Bicycle Map is based on the state highway map and provides additional information about traffic volumes and sections of highways that are restricted from bicycle use.
- ▶ The Scenic Byways Map focuses on state and national scenic byways that pass through Washington's rich and varied landscapes.
- ▶ Washington State Ferry Schedules are updated and published quarterly and provide detailed information on departure and arrival times for all ferry routes.
- ▶ “Measures, Markers and Mileposts” (also called The Gray Notebook) provides an in-depth review of agency and transportation system performance.
- ▶ Folios are four-page informational booklets that provide up-to-date information in an easy to read and accessible manner. They cover a wide range of topics like air quality, ferries, safe routes to school (pedestrian and bicyclist safety), and wildlife performance measures – to name just a few. A listing of available folios can be found at www.wsdot.wa.gov/publications/folio.
- ▶ Brochures contain informational materials on topics such as tips for winter driving, summer highway construction, Washington's Adopt-a-Highway program, Lewis and Clark's journey through Washington, and interpretive markers along Washington's roadways.



A variety of statistical reports and guidelines are available to public agencies, tribes and local governments. A detailed list and ordering information can be found at www.wsdot.wa.gov/fasc/EngineeringPublications. These include:

- ▶ Traffic volume, collision data and vehicle speed reports.
- ▶ Standards for roadway design, construction, and materials.
- ▶ Traffic operation standards and guidelines (signs, roadway markers, signals, etc.).
- ▶ Local Technical Assistance Program Newsletter (LTAP News) geared toward local agency information sharing.
- ▶ Aviation information is available in the Washington State Airport Reference Guide, which includes a listing of all public-use airports and aeronautical charts to aid in flight trip planning.
- ▶ Information about Public Transportation is available in an annual summary that provides operating and financial statistics for each of Washington's 28 public transportation agencies. In addition, the Public Transportation Directory is a "who's who" of transit agencies, Medicaid brokers, special transportation, and intercity bus service providers.
- ▶ A number of publications are available for people who are interested in Transportation Demand Management such as starting a vanpool or for employers who want to provide commute subsidies. For more details see www.wsdot.wa.gov/TDM



Contacts

INFORMATION DESK 360-705-7000 OR 800-368-2559

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

WSDOT Programs

Aviation

360-651-6300 800-552-0666
www.wsdot.wa.gov/Aviation

Bicycle and Pedestrian Program

360-705-7258 www.wsdot.wa.gov/bike

Commercial Vehicle Permitting

360-704-6340
www.wsdot.wa.gov/commercialvehicle

Ferries

206-464-6400 888-808-7977
Automated in-state information: 5-1-1
www.wsdot.wa.gov/ferries/index.cfm

Good to Go! Toll Transponders

866-WDOT2GO www.wsdot.wa.gov/goodtogo

HOV

206-724-HERO (violation reporting)
www.wsdot.wa.gov/hov

Maps and Data

www.wsdot.wa.gov/mapsdata

Public Transit/Park and Ride

360-705-7915
www.wsdot.wa.gov/choices/parkride.cfm

Traffic and Traveling

Nationwide: 800-695-ROAD
automated in-state info: 5-1-1
www.wsdot.wa.gov/traffic

Offices and Divisions

Headquarters

360-705-7000 www.wsdot.wa.gov
310 Maple Park Avenue SE / P.O. Box 47300
Olympia, WA 98504-7300
Paula Hammond, Secretary of Transportation

Communications/News

360-705-7075
www.wsdot.wa.gov/communications
Audrey Hayes hayesa@wsdot.wa.gov

Environmental Services

360-705-7483
Chris Stanley stanleyc@wsdot.wa.gov

Equal Opportunity Office

360-705-7095 www.wsdot.wa.gov/eoe
Diana Hendrickson
hendridi@wsdot.wa.gov

Engineering and Regional Operations

360-705-7032
310 Maple Park Avenue SE / P.O. Box 47315
Olympia, WA 98504-7315

Eastern Region

509-324-6000
www.wsdot.wa.gov/regions/eastern
2714 North Mayfair Street
Spokane, WA 99207-2090
Jerry Lenzi, Regional Administrator
lenzjc@wsdot.wa.gov

North Central Region

509-667-3000

www.wsdot.wa.gov/regions/northcentral
1551 North Wenatchee Avenue / P.O. Box 98
Wenatchee, WA 98807-0098
Don Senn, Regional Administrator
sennd@wsdot.wa.gov

Northwest Region

206-440-4000

www.wsdot.wa.gov/northwest
15700 Dayton Avenue North / P.O. Box 330310
Shoreline, WA 98133-9710
Lorena Eng, Regional Administrator
engl@wsdot.wa.gov

Olympic Region

360-357-2600

www.wsdot.wa.gov/regions/olympic
5720 Capitol Boulevard / P.O. Box 47440
Olympia, WA 98504-7440
Kevin Dayton, Regional Administrator
daytok@wsdot.wa.gov

South Central Region

509-577-1600

www.wsdot.wa.gov/regions/southcentral
2809 Rudkin Road / P.O. Box 12560
Yakima, WA 98909-2560
Don Whitehouse, Regional Administrator
whitehd@wsdot.wa.gov

Southwest Region

360-905-2000

www.wsdot.wa.gov/regions/southwest
11018 NE 51st Circle / P.O. Box 1709
Vancouver, WA 98668-1709
Don Wagner, Regional Administrator
wagnerd@wsdot.wa.gov

Urban Corridors

206-719-2862

401 Second Avenue South / 3rd Floor
Seattle, WA 98104-2862

Financial Information

360-705-7400

www.wsdot.wa.gov/FASC

Freight Systems

360-705-7932

www.wsdot.wa.gov/freight

Highway Maintenance and Operations

360-705-7850

www.wsdot.wa.gov/operations/maintenance

Human Resources

360-705-7504

www.wsdot.wa.gov/employment

Ombudsman

360-705-7438

800-368-2559

www.wsdot.wa.gov/contact/ombudsman.htm
Kimberly Colburn
colburk@wsdot.wa.gov

Risk Management (Claims for Damages)

360-704-6355

800-737-0615

Transportation Planning Office

360-705-7964

Tribal Transportation Office

360-705-7025

www.wsdot.wa.gov/tribal
Colleen Jollie, Tribal Liaison
jolliec@wsdot.wa.gov

Eastern Region

509-324-6080

Keith Martin, Tribal Coordinator
martink@wsdot.wa.gov

North Central Region

509-667-3042

Mike McKee, Tribal Coordinator
mckee@wsdot.wa.gov

Northwest Region

360-757-5981

Ed Conyers, Tribal Coordinator
conyere@wsdot.wa.gov

Tribal Transportation Office (continued)

Olympic Region
360-357-2630
Bob Jones, Tribal Coordinator
jonesr@wsdot.wa.gov

Southwest Region
360-905-2054
Jeanne McMinds, Tribal Coordinator
mcmindj@wsdot.wa.gov

South Central Region
360-577-1631
Tamara Wellner, Tribal Coordinator
wellnet@wsdot.wa.gov

Other State Agencies

Governor's Office

360-902-4111
www.governor.wa.gov

Washington State Legislature

800-562-6000 (in-state)
360-786-7573
www.leg.wa.gov
support@leg.wa.gov

State Senate

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

House of Representatives

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

Department of Licensing

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

Driver Licensing	Vehicle Licensing
360-902-3900	360-902-3770
drivers@dol.wa.gov	titles@dol.wa.gov

State Patrol

Emergencies: 911
360-753-6540
www.wsp.wa.gov
questions@wsp.wa.gov

Transportation Commission

360-705-7070 www.wstc.wa.gov

Transit

Public Transit Authorities

Asotin County Transit

509-243-2020

Ben Franklin Transit (Tri-Cities)

509-735-5100
www.bft.org

Clallam Transit System

360-452-1315
www.clallamtransit.com

Columbia County Public Transportation

509-382-1647
www.columbiaco.com

Community Transit (Snohomish Co.)

425-353-RIDE
www.commtrans.org

C-Tran (Clark Co.)

360-695-0123
www.c-tran.com

CUBS - Community Urban Bus Service (Cowlitz Co.)

360-442-5663
www.cubs-bus.com

Everett Transit

425-257-7777
www.everettwa.org/transit

Garfield County Transportation

877-353-0118

Grant Transit Authority

888-482-2877

www.gta-ride.com

Grays Harbor Transit

800-562-9730

www.ghtransit.com

Intercity Transit (Thurston Co.)

360-786-8585

www.intercitytransit.com

Island Transit (Whidbey Island)

360-678-7771

www.islandtransit.org

Jefferson Transit Authority

800-371-0497

www.jeffersontransit.com

King County Metro

800-542-7876

transit.metrokc.gov

Kitsap Transit

800-501-RIDE

www.kitsaptransit.org

Link Transit (Chelan and Douglas Co.)

509-662-1155

www.linktransit.com

Mason County Transportation

800-281-9434

www.masontransit.org

Pacific Transit

360-642-9418

www.pacifictransit.org

Pierce Transit

800-562-8109

www.piercetransit.org

Pullman Transit

509-332-6535

www.pullmantransit.com

Skagit Transit

360-757-4433 360-299-2424

www.skagit.org

Sound Transit (King Co.)

800-201-4900

www.soundtransit.org

Spokane Transit

509-328-RIDE

www.spokanetransit.com

Twin Transit (Lewis Co.)

360-330-2072

www4.localaccess.com/twintransit/index.htm

Valley Transit (Walla Walla Co.)

509-525-9140

www.valleytransit.com

Whatcom Transportation Authority

360-676-RIDE

www.ridewta.com

Yakima Transit

509-575-6175

www.ci.yakima.wa.us/services/transit

Private Transit Carriers

Airporter Shuttle

866-235-5247

www.enjoytheride.com

Greyhound Lines, Inc.

800-231-2222

www.greyhound.com

Northwestern Trailways

800-366-3830

www.trailways.com/northwestern

Olympic Bus Lines

800-457-4492

www.olympicbuslines.com

Wheatland Express

800-334-2207

www.wheatlandexpress.com

Washington Short-Line Railroads**Ballard Terminal Railroad**

206-782-1447

4725 Ballard Avenue NW

Seattle, WA 98107-4810

Cascade and Columbia River Railroad

509-826-3752

901 Omak Avenue E.

Omak, WA 98841-9465

Central Washington Railroad

509-453-9166

6 East Arlington

Yakima, WA 98901

Columbia and Cowlitz Railway

360-636-6535

P.O. Box 209

Longview, WA 98632-0209

**Columbia Basin Railroad/Central Wa.
Railroad – Lewis and Clark Railway Co.**

509-453-9166

222 S. 33rd Street #200

Yakima, WA 98532

www.cbrr.com

**Great Northwest Railroad/Palouse River and
Coulee City**

208-743-2211

P.O. Box 1166

Lewiston, ID 83501-1166

Meeker Southern Railroad

206-782-1447

4725 Ballard Avenue NW

Seattle, WA 98107-4810

Montana Rail Link

406-523-1500

P.O. Box 16390

Missoula, MT 59808-6390

Mount Vernon Terminal Railway, LLC

360-424-8040

P.O. Box 216

Clear Lake, WA 98235-0216

Pend Oreille Valley Railroad

509-445-1750

1981 Black Road

Usk, WA 99180-9701

Puget Sound and Pacific Railroad

360-482-4994

P.O. Box L2

Elma, WA 98541-0650

Tacoma Municipal Belt Line Railway**Tacoma Rail - Mountain Division**

253-502-8891

2601 SR 509 North Frontage Road

Tacoma, WA 98421-3134

Toppenish Simcoe and Western Railroad Co.

509-877-1276

3650 Branch Road

Wapato, WA 98951-8722

Tri-City and Olympia Railroad

509-371-8313

P.O. Box 1700

Richland, WA 99352-6500

Western Rail Switching

509-624-7207

11610 West McFarlane Road

Airway Heights, WA 99001-9056

Acronyms Glossary

Key Facts is published using as few acronyms as possible; however, the following are some of the more commonly used transportation acronyms that you may encounter. For a list of additional transportation related acronyms visit:

www.wsdot.wa.gov/Reference/Acronym.htm

AASHTO – American Association of State Highway and Transportation Officials

Amtrak – AMERICAN TRAVel track

CTR – Commute Trip Reduction

DOL – Department of Licensing (Washington)

DOT – Department of Transportation

FAA – Federal Aviation Administration

FHWA – Federal Highway Administration

FTE – Full Time Employee

GIS – Geographic Information System

GPS – Global Positioning System

GVW – Gross Vehicle Weight

HOV – High Occupancy Vehicle

HOT – High Occupancy Toll

IRT – Incident Response Team

ISTEA – Intermodal Surface Transportation Efficiency Act (Federal)

LPF – Licenses, Permits and Fees

LRRT – Light Rapid Rail Transit

MP – Mile Post

MVET – Motor Vehicle Excise Tax

OFM – Office of Financial Management

PNW – Pacific Northwest

ROW – Right of Way

RTID – Regional Transportation Investment District

SAFETEA-LU – Safe, Accountable, Flexible, Efficient – Transportation Equity Act: A Legacy for Users (Federal)

SR – State Route

TDM – Transportation Demand Management

TIB – Transportation Improvement Board

WSDOT – Washington State Department of Transportation

WSF – Washington State Ferries

WSP – Washington State Patrol



**Washington State
Department of Transportation**

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310 Maple Park Avenue SE
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Olympia WA 98504-7300
Receptionist Phone: 360-705-7000
www.wsdot.wa.gov