

Title 468 WAC
TRANSPORTATION,
DEPARTMENT OF
 (Formerly: Highway Commission, etc.)

Chapters

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Chapter 468-18 WAC**CITY/COUNTY PROJECT COORDINATION****WAC**

468-18-040	Design standards for rearranged county roads, frontage roads, access roads, intersections, ramps and crossings.
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WAC 468-18-040 Design standards for rearranged county roads, frontage roads, access roads, intersections, ramps and crossings. Because of the wide variety of rearranged county roads, frontage or access roads, intersections, ramps and crossings encountered by the freeway construction and relocation of other state highways, further understandings are desirable as to the jurisdiction and the responsibility between the county and state.

Following are the criteria, procedure and design standards that the state department of transportation shall use in the planning for frontage roads and access roads that counties will be requested to accept as county roads and the construction of rearranged county roads, intersections, ramps and crossings:

(1) At the early stages of planning, the state and county shall review the proposed improvement and determine what cooperative agreements will be needed between the state and county.

(2) The proposed design standards shall not be less than the current "city-county design standards" located within the "*Local Agency Guideline Manual*," except where an individual county shall have adopted a higher design standard, in which case the higher standard shall apply.

(3) The proposed construction shall include all the necessary traffic control and safety devices and be signed in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, as modified and adopted by the Washington state department of transportation, to protect the driving public.

(4) Unless otherwise agreed to between the state and county, the responsibilities of each agency shall conform to the following basic principles:

(a) Where an existing county road is crossed by a state highway underpass, the state will construct the underpass and necessary approaches and maintain the underpass.

The roadway to be provided for county traffic will be constructed by the state.

If illumination exists on the county road at the time of construction of the underpass, the state shall provide the necessary facilities for illuminating the county's portion of the road over the state highway and the necessary approach roadway.

If it is determined that illumination will be necessary at a later date and it will be necessary to place conduits in the structure, the state shall provide same.

The county will maintain the roadway providing for county traffic including traffic stripe, snow removal, sanding and illumination, if needed, for the county road.

(b) Where an existing county road is crossed by a state highway overpass, the state will construct the structure and necessary approach roadway and maintain the structure.

The county will maintain the entire roadway under the structure except special drainage, if needed.

The state shall provide the necessary facilities for illuminating the county's portion of the road under the structure and necessary approach roadway, unless otherwise agreed.

(c) When an existing county road is crossed at grade by a new state highway, the state will assume all costs for the construction including taper sections, acceleration and deceleration lanes and be responsible for all maintenance to the right of way line.

Stop signs after installation shall be maintained in accordance with the state statutes.

The construction and maintenance of illumination will be the responsibility of the state.

When a new county road intersects a state highway, the maintenance responsibilities will be the same as outlined above. The construction costs shall be the responsibility of the county.

(d) Whenever, because of increased traffic, heavy turning movements, accident frequency or other good cause, it becomes necessary to initiate a project for the improvement of an existing intersection not incidental to a construction project, the state and county will cooperate in the cost of the improvement in each case by mutual agreement in accordance with the following formula:

(i) Ascertain the number of legs of the intersection under the existing responsibility of each agency involved.

(ii) Ascertain the traffic volume on each leg.

(iii) Add the traffic counts on each agency's intersection legs.

(iv) The resulting percentage of the traffic volume total falling to each jurisdiction should be the relative proportion of the improvement's cost to be borne by each agency: Provided, That in no case shall the county's share of the total cost of the improvement exceed fifty percent of that cost.

The maintenance responsibilities will be the same as outlined above in subparagraph (c) of this subsection.

(e) When an interchange is constructed at an intersection of a state highway and county road, the ramps, structure and crossroad within the interchange area shall be maintained and reconstructed, if necessary, by the state. Illumination, if required, shall be constructed by the state and that portion

located on state right of way maintained by the state or as otherwise agreed.

Traffic signals on state right of way, if required at ramp terminals, shall be constructed, operated and maintained by the state.

(f) Where it is necessary to relocate an existing county road, the state will construct the road and the county will maintain the road.

(g) If a county road or street is dead-ended, the state will construct a cul-de-sac to the county standards.

(h) When it is necessary for the state to construct service roads, landlock prevention roads or dead-end roads, which may be desirable in lieu of damages to property, the provisions of RCW 47.52.105 shall be the guide.

All roads under this subsection shall be the state's responsibility unless otherwise agreed to between the state and county.

(i) Upon completion of the construction of each rearranged county road, frontage road, access road, intersection or crossing for which an agreement has been entered into between the state and county, an inspection by the state and county road engineer shall be made to determine that all the requirements of the agreement have been fulfilled. Upon fulfillment of the agreement, the state shall notify the county in writing and the county shall assume the responsibilities as set forth in said agreement.

(5) The transfer of any right of way by the state to a county for any rearranged county road, frontage road, access road, intersection, crossing, or improvements constructed under this chapter shall be in accordance with WAC 468-30-070, as amended.

[Statutory Authority: RCW 36.75.090. 09-09-068, § 468-18-040, filed 4/14/09, effective 5/15/09. Statutory Authority: RCW 47.01.101. 99-01-121 (Order 186), § 468-18-040, filed 12/21/98, effective 1/21/99. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-18-040, filed 12/20/78. Formerly WAC 252-10-041.]

Chapter 468-22 WAC

COUNTY FERRY FRANCHISES, TOLLS, AND FINANCIAL ASSISTANCE

WAC

468-22-060 Procedures for obtaining financial assistance.

WAC 468-22-060 Procedures for obtaining financial assistance. To obtain financial assistance for a ferry or ferry system under RCW 47.56.720 or 47.56.725, a county and the department shall comply with the following procedures:

(1) Before receiving financial assistance, a county shall sign an agreement with the department, the form of which shall be agreed upon between the department, and the county.

(2) County requests for reimbursement and department payments to counties shall be made in the manner specified in the agreement for financial assistance.

(3) No later than April 1 of each year, a county shall provide to the department, on a form prescribed by the department, a complete accounting of that county ferry's toll revenues and operation and maintenance expenditures for the previous county fiscal year.

[Statutory Authority: RCW 34.05.353 (1)(a) and (c). 10-01-176, § 468-22-060, filed 12/22/09, effective 1/22/10. Statutory Authority: Chapter 34.05

RCW. 90-19-103 (Order 122), § 468-22-060, filed 9/19/90, effective 10/20/90.]

Chapter 468-30 WAC

HIGHWAY PROPERTY

WAC

468-30-070 Procedure for transfer of abandoned state highways to counties.

468-30-075 Procedure for transfer of abandoned state highways to cities and towns.

WAC 468-30-070 Procedure for transfer of abandoned state highways to counties. A public highway which is or has been a part of the route of a state highway and is no longer necessary as such may be certified to the county in which it is located in the following manner:

The department of transportation shall notify the affected board of county commissioners and the county engineer of any certifications anticipated for the ensuing calendar year not later than August 1 of the previous year, so that the county may provide in its budget for the maintenance and/or reconstruction of roads which are transferred to it by the department of transportation in accordance with RCW 36.75.090.

(1) When a tentative date has been determined on which the transfer of the highway is to be made, the appropriate department of transportation region shall arrange for a joint maintenance inspection by representatives of the department of transportation and the county.

(2) Any and all routine maintenance deficiencies which are noted at the time of this inspection shall be corrected by the department of transportation region maintenance forces.

(3) Upon completion of any maintenance work deemed necessary, the department of transportation shall by letter inform the county engineer to the effect that all maintenance deficiencies noted during the inspection have been corrected.

(4) The county engineer shall by letter subsequently inform the department of transportation that the road or highway to be transferred is either (a) in a condition acceptable to the county, or (b) in a condition not acceptable to the county, in which case the unacceptable conditions shall be enumerated in detail.

(5) In the event that the department of transportation feels that additional maintenance work is required, it shall direct such work to be done and again follow the procedure outlined in subsection (3) of this section; and the county engineer shall then follow the procedure outlined in subsection (4) of this section.

(6) In the event that it becomes impossible for the department of transportation and the county to reach agreement, a full report of the initial inspection and the apparent points of disagreement shall be transmitted to the highways and local programs engineer, who will then consult with the state maintenance engineer and the county engineer and provide the secretary of transportation with all significant information and with their own recommendations.

(7) The secretary of transportation will take final action on the transfer of the road and the county shall be provided with a copy of the decision two weeks before the certification is made.

(8) After the certification has been made, the department of transportation will provide the county with all available maps, conveyances, permits, franchises and other documents which may relate to that portion of the road or highway transferred.

Maintenance is described as being the preservation and upkeep of a highway, including all of its elements, in as nearly its original, or as constructed, or as subsequently improved, condition as possible. This includes traffic control devices and other safety control measures deemed necessary.

In the alternative, the department with any county may enter into an agreement that modifies the above highway certification process so long as the agreement complies with the provisions of RCW 36.75.090.

[Statutory Authority: RCW 36.75.090. 09-09-068, § 468-30-070, filed 4/14/09, effective 5/15/09. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-30-070, filed 12/20/78. Formerly WAC 252-12-055.]

WAC 468-30-075 Procedure for transfer of abandoned state highways to cities and towns. A public highway which is or has been a part of the route of a state highway and is no longer necessary as such may be certified to the city or town in which it is located in the following manner:

The department of transportation shall notify the affected legislative body and the city or town engineer of any certifications anticipated for the first half of July of the ensuing calendar year not later than August 1 of the previous year, so that the city or town may provide in its budget for the maintenance and/or reconstruction of roads which are transferred to it by the department of transportation in accordance with RCW 36.75.090 and 47.24.010.

(1) The department of transportation shall make such certifications between the first and fifteenth of July each year. A reasonable time prior to the certification of a highway, the appropriate department of transportation region shall arrange for a joint maintenance inspection by representatives of the department of transportation and the city or town.

(2) Any and all routine maintenance deficiencies which are noted at the time of this inspection shall be corrected by the department of transportation region maintenance forces or by contract.

(3) Upon completion of any maintenance work deemed necessary, the department of transportation shall by letter inform the city or town engineer to the effect that all maintenance deficiencies noted during the inspection have been corrected.

(4) The city or town engineer shall by letter subsequently inform the department of transportation that the road or highway to be transferred is either (a) in a condition acceptable to the city or town or (b) in a condition not acceptable to the city or town in which case the unacceptable conditions shall be enumerated in detail.

(5) In the event that the department of transportation feels that additional maintenance work is required, it shall direct such work to be done and again follow the procedure outlined in subsection (3) of this section; and the city or town engineer shall then follow the procedure outlined in subsection (4) of this section.

(6) In the event that it becomes impossible for the department of transportation and the city or town to reach agree-

ment, a full report of the initial inspection and the apparent points of disagreement shall be transmitted to the highways and local programs engineer, who will then consult with the department of transportation maintenance engineer and the city or town engineer and provide the secretary of transportation with all significant information and with their recommendations.

(7) The secretary of transportation will take final action on the transfer of the road and the city or town shall be provided with a copy of the decision two weeks before the certification is made.

(8) After the certification has been made, the state will provide the city or town with all available maps, conveyances, permits, franchises and other documents which may relate to that portion of highway transferred.

Maintenance is described as a program to preserve and repair a system of roadways together with its elements to ensure its designed or established structural life and operational expectancy. This includes traffic control devices and other safety control measures deemed necessary.

In the alternative, the department with any city or town may enter into an agreement that modifies the above highway certification process so long as the agreement complies with the provisions of RCW 36.75.090.

[Statutory Authority: RCW 36.75.090. 09-09-068, § 468-30-075, filed 4/14/09, effective 5/15/09. Statutory Authority: Chapter 34.04 RCW. 79-09-044 (Order 35), § 468-30-075, filed 8/20/79.]

Chapter 468-60 WAC

TRIP REDUCTION PERFORMANCE PROGRAM

WAC

468-60-010

Trip reduction performance program.

WAC 468-60-010 Trip reduction performance program. The legislature established the trip reduction performance program (TRPP) in 2003 to create cost-effective projects that increase the capacity of the transportation system by providing financial incentives to commuters to reduce the number of vehicle commute trips and commute vehicle miles traveled (VMT). WSDOT awards TRPP funds to cost-effective trip reduction projects based on the projected cost per annualized vehicle commute trip and commute VMT reduced during the project period. WSDOT will provide new projects up to fifty percent of the award amount as start up funds on a reimbursable basis. WSDOT will determine the remaining award amount, as well as any bonus funds, based on the actual number of vehicle commute trips and commute VMT reduced.

(1) **What are trip reduction performance projects?** WSDOT awards funds on a competitive basis to organizations that create cost-effective projects designed to reduce vehicle commute trips and commute VMT. The organization will receive funds based on the price associated with each vehicle commute trip and commute VMT reduced and overall project performance. The TRPP is available to entrepreneurs, private employers, public agencies, nonprofit organizations, developers, and property managers who implement sustainable ways to reduce the number of vehicle commute trips and commute VMT, and who provide financial incentives to their own or other employees for ridesharing, public

transportation, nonmotorized transportation, telework, and alternative work schedules.

(2) **Definitions.** For purposes of the implementation of TRPP projects, the following definitions apply.

(a) A *financial incentive* is defined as a policy, procedure, capital investment or payment intended to provide commuters a financial gain if they use commute options other than by driving alone. The eligible incentives may include, but are not limited to: Providing a free or reduced cost of transit pass, free or reduced parking charge for rideshare vehicles and initiating parking charges for commuter vehicles to discourage drive-alone commuting, paying the membership fee for a car sharing program, providing commuters with alternative work schedules, providing a direct cash payment, reducing the insurance rate for commuters who reduce the use of their vehicle for commuting, or reducing the distance a commuter travels to work by reassigning their work location to a worksite closer to their home.

(b) *Car sharing* means a membership program intended to offer an alternative to car ownership. An individual or organization member is permitted to use vehicles from a fleet on an hourly basis.

(c) *Telework* means a program where a commuter performs work functions that are normally performed at a traditional worksite, but does so instead at the commuter's home, or at a telework center that is located closer to the commuter's home than to the commuter's worksite, for at least one day a week in an effort to reduce the number of trips to the commuter's worksite.

(d) A *person-trip* is a one-way commute trip made by one person to get to work. A trip avoided because the commuter teleworks, or because the commuter works an alternative work schedule, is also considered a person-trip.

(e) A *mode* is the means of transportation a commuter took to work. Driving alone, carpooling, working an alternative work schedule, teleworking, bicycling, etc., are examples of modes.

(f) A *measurement* records the number of person-trips made by commuters commuting to work during a period such as a week or month, using each specific transportation mode. A measurement also records the distance each commuter commutes to work; the type of work schedule or alternative work schedules that each commuter works; and the number of persons in the commuter's carpool or vanpool if the commuter uses one of these modes. WSDOT may require that a measurement record additional information necessary to evaluate the project performance.

(g) *Mode share* is the percentage of person-trips made by a population of commuters commuting to work using specific modes of transportation. For example, if twenty-three percent of the person-trips made in commuting to a worksite are by carpool, the carpool mode share for that worksite is twenty-three percent.

(h) A *mode split* is the set of mode shares for a population of commuters commuting to a worksite. The sum of the mode shares for the population is one hundred percent. When calculating mode shares and mode split from measurement data, WSDOT makes adjustments as necessary for missing data, days reported by commuters as not worked, inconsistency between commute mode and vehicle occupancy data, and reported use of alternative work schedules. When making

these adjustments, WSDOT follows CTR board guidelines when these are available, and makes reasonable adjustments otherwise.

(i) *Vehicle commute trip* is the number of vehicle trips made to bring commuters to work at a worksite or specified collection of worksites on an average weekday morning, using the mode split from a measurement. WSDOT will provide information to applicants on calculating commute vehicle trips.

Calculation: WSDOT calculates a vehicle commute trip by dividing a person-trip by the number of persons in the vehicle. For passenger cars, trucks, vans, and motorcycles, WSDOT calculates the vehicle occupancy from measurement data using CTR board guidelines, or from equivalent data as agreed by WSDOT and the applicant. For buses, WSDOT assumes an average occupancy of twenty-five persons. If the CTR board issues guidelines for using bus occupancy, WSDOT will follow the board's guidelines in subsequent projects. A person-trip made by bicycling, walking, or other nonmotorized means of transportation; by riding a train; or avoided either because the commuter teleworks or because the commuter works an alternative work schedule, is not considered as using a motor vehicle under this definition. If commuters at a worksite work at jobs that last less than a full year, WSDOT annualizes the vehicle commute trip. For example, if the jobs at a worksite last for only nine months, then WSDOT will annualize the vehicle commute trip as three quarters of the vehicle commute trip that would be calculated if the commuters worked for a full year. WSDOT then will use the annualized values in determining project performance and payments.

(j) *Reduced vehicle commute trip* is the reduction in the number of vehicle commute trips between a baseline measurement and a performance measurement. WSDOT will provide information to applicants on calculating reduced vehicle commute trips.

Calculation: WSDOT calculates reduced vehicle commute trips by subtracting the number of vehicle commute trips made by the commuters in the performance measurement, from the number of vehicle trips the same number of commuters would have made if they had commuted using the mode split from the baseline measurement.

(k) *Commute VMT per person* is the average daily vehicle commute trips each commuter makes in a motorized vehicle, multiplied by the commuter's one-way distance to work, summed for all commuters, and the sum then divided by the number of commuters.

(l) *Reduced commute VMT* is the reduction in the number of commute VMT per person between a baseline measurement and a performance measurement. WSDOT calculates reduced commute VMT by subtracting the commute VMT per person in the performance measurement, from the commute VMT in the baseline measurement.

(m) A *project goal* is the total number of vehicle commute trips and commute VMT that a project proposes to reduce when it applies for TRPP funding.

(n) *Performance* is defined as progress toward meeting the project goal to reduce vehicle commute trips and commute VMT.

(o) *Agent* is an organization or individual who represents the private employer, public agency, nonprofit organization,

developer, or property manager and is charged with managing the TRPP project or providing the commuter the financial incentive.

(p) The *price per trip (or trip price)* is the amount that WSDOT agrees to pay for each annualized vehicle commute trip reduced by a TRPP project, up to the number of trips proposed in the project goal.

(q) A *cost-effective project* is one that defines a project that will reduce vehicle commute trips and commute VMT at less than the cost of providing new highway capacity and reduce traffic congestion in the project area.

(r) The *award amount* for a project is the amount WSDOT awards to a project. It will be based on the proposed cost per vehicle commute trip and commute VMT reduced, as well as program funding levels and the project's scoring in the application process.

(s) *Project partnership* is a relationship between two or more organizations that is characterized by mutual cooperation, responsibility for the development and implementation of a project.

(3) **Who can apply?** TRPP funds are available on a statewide competitive basis for entrepreneurs, private employers, public agencies, nonprofit organizations, developers, and property managers or their agents who create cost-effective trip reduction projects. To be eligible for TRPP funds, the applicant must provide financial incentives to their own or other commuters for ridesharing, using public transportation, car sharing, nonmotorized commuting, telework, and/or alternative work schedules.

(4) **What kinds of projects will be funded?** To receive funds, applicants must fully complete a TRPP proposal form provided by WSDOT and submit the form to WSDOT within the timeline set forth in the call for projects.

(5) **How much money will be awarded to individual projects?** WSDOT awards funds based on the estimated vehicle commute trip and commute VMT that the project proposes to reduce. The applicant will provide an estimate of the anticipated performance in reducing vehicle commute trips and commute VMT, and the price per trip that the applicant will charge WSDOT for reducing a commute vehicle trip. Once the selection committee ranks the projects, WSDOT will award funds based on committee ranking until half of the program funds are awarded in each fiscal year or all cost effective projects are funded. A project for a single worksite may not receive more than one hundred thousand dollars per fiscal year.

(6) **How much money can be awarded to projects with multiple partners?** Each organization (agency or employer) on the proposal may receive up to one hundred thousand dollars with the total amount not to exceed two hundred fifty thousand dollars per project proposal, per fiscal year. WSDOT may exceed this organization maximum award at their discretion if the legislature appropriates additional funds for this program.

(7) **Who can apply for a partnership?** An agent or organization on behalf of agencies or employers provides the financial incentive to the commuter can submit a project partnership proposal and be the prime recipient for the project. Project partnership proposals must include a description of each partner's roles, responsibilities and assurances for the project.

(8) **How does the applicant apply for the TRPP funds?** WSDOT will notify eligible applicants of the open period for proposals. WSDOT may open more than one call for TRPP proposals per year depending on TRPP funding availability. To apply for TRPP funds, applicants must complete a TRPP proposal form during the call for TRPP proposals period. The TRPP proposal form is available upon request from WSDOT. WSDOT recommends that applicants within a CTR affected area notify the jurisdictional authority, e.g., regional transportation planning organization (RTPO), county, city, or transit agency, so that they can coordinate the project with local trip reduction strategies and plans. This provides an opportunity for project coordination and potential partnership.

(a) Applicants may submit more than one project proposal for consideration; however, the combined sum of all the project costs cannot exceed what the applicant is eligible to receive.

(b) All projects must have a baseline measurement and a performance measurement. All applicants must describe how they will measure performance for their project. Projects may be rated based on the effectiveness and efficiency of the proposed measurement method. WSDOT may require projects to conform to WSDOT-approved measurement tools and methods.

(c) All applicants must fully and accurately complete a TRPP proposal form provided by WSDOT.

(9) **Can a project be renewed?** WSDOT may approve renewal for a project that performs well; however, the applicant must complete a TRPP proposal for the project. If the proposals review and selection committee approves the project, WSDOT may require the applicant to conduct a new baseline measurement for the project. Renewal proposals may include a proposed adjustment to the trip price and/or project goal. Adjustments to the trip price or goal are subject to WSDOT. All projects are subject to termination if the project is not performing according to expectations or is not continuing to work towards the reduction of commute trips.

(10) **How will the proposal be reviewed?** WSDOT staff will review all proposals and make recommendations to the selection committee comprised of members invited by the chair of the CTR board. The committee will be comprised of between six and nine members, which include at least one member from the CTR board, one member from Central Puget Sound, one member from the rest of the state, one employer representative, one transit agency representative, one city government representative, one member from the CTR technical advisory group, and one regional transportation planning organization representative. To maintain the integrity of the proposals review and selection process, no project applicants may serve on the proposals review and selection committee. The committee will review and select projects based on staff review and the criteria established by WSDOT and communicated in project application guidance. WSDOT will make the final decision on which projects to fund and at what level.

(11) **Project implementation and penalties:** All contractors must implement their projects within three months (first quarter) after signing the contract in order to receive one hundred percent of the awarded funds. If the project is not implemented until the second quarter, only seventy-five per-

cent of the awarded funds will be available; fifty percent if implementation does not occur until the third quarter; and twenty-five percent if implementation does not occur until the fourth quarter. A project is subject to termination if it has not been implemented by the fifth quarter. Project implementation or start of the project is defined as the completion of the project baseline measurement.

(12) **What happens if a project does not perform?** All projects are subject to termination at WSDOT's discretion if the project is not performing or demonstrating progress toward achieving its goals.

(13) **What is the performance payment schedule?** Every project must have a baseline measurement, and the baseline measurement must begin before the contractors can receive reimbursement for start-up costs. The contractor must submit a project final performance measurement by the date specified by WSDOT in order to receive performance payment.

(14) **How are projects that overlap treated?** No applicant may claim full reduction in commuter vehicle commute trip or commute VMT that are claimed as part of another project. WSDOT will make an initial screening of awarded projects to determine whether projects overlap. If WSDOT finds that projects being considered for selection are likely to overlap, WSDOT will notify the applicants, and provide them with the opportunity to form partnerships to be considered as one project for funding, or adjust their projects to avoid overlap. WSDOT will require funded overlapping projects to use the WSDOT-approved measurement tool that helps to eliminate the potential of paying for overlap. WSDOT may reject proposals that insufficiently address overlap.

[Statutory Authority: RCW 70.94.996, 09-08-121, § 468-60-010, filed 4/1/09, effective 5/2/09; 08-06-079, § 468-60-010, filed 3/4/08, effective 4/4/08; 07-05-064, § 468-60-010, filed 2/20/07, effective 3/23/07; 05-19-042, § 468-60-010, filed 9/14/05, effective 10/15/05. Statutory Authority: RCW 70.94.996, 70.94.534, 70.94.541, 04-06-087, § 468-60-010, filed 3/3/04, effective 4/3/04.]

Chapter 468-70 WAC

MOTORIST INFORMATION SIGNS

WAC

468-70-050 Business eligibility.
468-70-060 Signing details.

WAC 468-70-050 Business eligibility. (1) To be eligible for placement of a business sign on a motorist information sign panel a motorist service activity must conform to the following standards:

- (a) Gas activity:
 - (i) Provide vehicle services including fuel, oil, tire repair and water; and
 - (ii) Be in continuous operation at least sixteen hours a day, seven days a week; and
 - (iii) Provide restroom facilities, drinking water and a telephone access;
 - (iv) Motorist information sign panels may be installed and existing signing will not be removed when the motorist service activity is closed for a short period of time or when its hours of operation have been reduced as a result of a shortage of gasoline;

- (v) Activities not meeting the tire repair requirement of (i) of this subsection but have gas, oil, and water may qualify for signing provided that the motorist information sign panel displays fewer than the full complement of business signs. A telephone must also be available at no cost for a person to use to acquire tire repair;

- (vi) Business signs for card-lock gas activities may be installed, provided that the activities serve the general motoring public, without membership, and accept a variety of credit cards available to the general public. Card-lock gas activities must also meet the applicable requirements of (a)(i) through (v) of this subsection.

(b) Food activity:

- (i) Be licensed or approved by the county health office; and

- (ii) Food activities in fee zones 1 and 2 shall be in continuous operation to serve meals for a minimum of ten hours a day six days a week, and food activities in fee zone 3 shall be in continuous operation to serve meals for a minimum of eight hours a day six days a week; and

- (iii) Have inside seating for a minimum of twenty patrons and parking facilities for a minimum of ten vehicles; and

- (iv) Provide telephone and restroom facilities.

(c) Lodging activity:

- (i) Be licensed or approved by the Washington department of health; and

- (ii) Provide adequate sleeping and bathroom accommodations available without reservations for rental on a daily basis; and

- (iii) Provide public telephone facilities.

- (d) Camping activity (applicable only for activities available from interstate highways):

- (i) Have a valid business license;

- (ii) Consist of at least twenty camping spaces and have adequate parking, modern sanitary and drinking water facilities for such spaces; and

- (iii) Have an attendant on duty to manage and maintain the facility twenty-four hours a day while in operation.

- (e) Recreation activity (applicable only for activities available from noninterstate highways):

- (i) Consist of activities and sports of interest to family groups and the public generally in which people participate for purposes of active physical exercise, collective amusement or enjoyment of nature; e.g., hiking, golfing, skiing, boating, swimming, picnicking, camping, fishing, tennis, horseback riding, ice skating and gun clubs; and

- (ii) Be licensed or approved by the state or local agency regulating the particular type of business; and

- (iii) When the recreational activity is a campground, it must meet the criteria specified in WAC 468-70-050 (1)(d)(i) thru (iii).

- (iv) Activities must be open to the motoring public without appointment, at least six hours a day, five days a week including Saturday and/or Sunday.

(f) Tourist-oriented business activity:

- (i) A natural, recreational, historical, cultural, educational, or entertainment activity, or a unique or unusual commercial or nonprofit activity, the major portion of whose income or visitors are derived during its normal business sea-

sons from motorists not residing in the immediate area of the activity.

(ii) Be listed as a historic district on the National Register of Historic Places, on the Washington Heritage Register, or as a National Historic Landmark with the state's office of archaeology and historic preservation. Signs on private property that mark the entrance to the historic district and a letter of support by the jurisdictional local agency are required.

(iii) Be a commercial district as adopted by a city ordinance or resolution with a minimum of one million square feet of leasable commercial space located within one square mile. The commercial district must provide a unique commercial activity where the majority of the district's customers do not reside in the city where the commercial district is located. The commercial district shall be located within one mile of the nearest state highway. Only the name of the commercial district will be displayed on the business sign. Corporate logos may not be displayed.

(iv) Activities must be open to the motoring public without appointment, at least six hours a day, five days a week including Saturday and/or Sunday.

(g) Twenty-four-hour pharmacy:

(i) Be open twenty-four hours a day, seven days a week.

(ii) Have a state-licensed pharmacist present and on duty at all times.

(2) To be eligible for a RV symbol on its business sign, the business or destination shall have amenities, designed to accommodate recreational and other large vehicles, including:

(a) A hard-surfaced access to and from the business, that is free of potholes and is at least twelve feet wide with minimum turning radii of fifty feet.

(b) The roadway access and parking facilities must be free of utility wires, tree branches, or other obstructions up to fourteen feet above the surfacing.

(c) Facilities having short-term parking, such as restaurants and tourist attractions, must have a minimum of two parking spaces that are at least twelve feet wide and sixty-five feet long with a minimum turning radius of fifty feet for entering and exiting.

(d) Fueling islands must be located to allow for pull-through with a minimum entering and exiting turning radius of fifty feet.

(e) Canopied fueling islands must have a fourteen-foot minimum overhead clearance.

(f) Fueling facilities selling diesel are required to have pumps with noncommercial nozzles.

(g) For campgrounds, a minimum of two parking spaces at least eighteen feet wide and forty-five feet long are required.

(h) Business activities must also post directional signing on the premises as needed to indicate RV-friendly parking spaces and other on-site RV-friendly services, so that the motorist is given additional guidance upon leaving the public highway and entering the property.

(3) Distances prescribed herein will be measured from the center of the interchange or intersection along the centerline of the most direct public road to the facility access.

(4) The maximum distance that gas, food, lodging, camping, recreational, or tourist-oriented activities can be

located on either side of an interchange or intersection to qualify for a business sign shall be as follows:

(a) From an interstate highway, gas, food, and lodging activities shall be located within three miles in either direction. Camping or tourist-oriented activities shall be located within five miles in either direction;

(b) From a noninterstate highway, gas, food, lodging, recreation, or tourist-oriented activities shall be located within five miles in either direction.

(c) A twenty-four-hour pharmacy must be located within three miles of an interstate or noninterstate highway.

(d) Where there are fewer than the maximum number, as specified in WAC 468-70-060 (3)(a), of eligible services within the distance limits prescribed in (a) and (b) of this subsection, the distance limits may be increased up to a maximum of fifteen miles to complete the balance of allowable signs.

(i) In reference to WAC 468-70-040(3), the department may erect and maintain signs on an alternate route that is longer than fifteen miles if it is safer and still provides reasonable and convenient travel to an eligible activity.

(ii) The department may erect and maintain signs on a route up to a maximum of twenty miles if an activity qualifies as eligible and is located within a distressed area under the criteria set forth in chapter 43.168 RCW.

(5) Within cities and towns having a population greater than twenty-five thousand, the department shall obtain concurrence from the municipality of locations for installing panels, and may request that the municipality install the panels.

(6) A gas, food, lodging, camping/recreational, tourist-oriented, or twenty-four-hour pharmacy activity visible from the mainline at least three hundred feet prior to an intersection shall not qualify for a business sign on such highway. The activity's on-premise sign is considered part of that activity in determining the three hundred foot visibility.

(7) When a multiple business activity qualifies for business sign placement on more than one type of motorist information sign panel, placement will be made on that type of panel which, as determined by the department, best describes the main product or service. Additional business signs for a qualifying multiple business activity may only be placed on more than one type of motorist information sign panel where the applicable panels display fewer than a full complement of business signs. Where these additional business signs complete the full complement of business signs on a motorist information sign panel, the most recently installed of such additional business signs shall be substituted for in the event that a qualifying single business activity applies to receive business signs.

(8) Motorist information sign panels will not be erected and maintained by the department until adequate follow-through signing, as specified by the department, is erected on local roads and/or streets. Written assurance that the follow-through signs will be maintained is required.

(9) Where operations are seasonal, business signs for each specific location shall be removed or covered during the appropriate period as determined by the department.

[Statutory Authority: RCW 47.36.030 and 47.36.320. 09-18-056, § 468-70-050, filed 8/27/09, effective 9/27/09. Statutory Authority: RCW 47.36.030, 47.36.310, and 47.36.320. 06-15-018, § 468-70-050, filed 7/7/06, effective

8/7/06. Statutory Authority: RCW 47.36.310 and 47.36.320. 03-20-084, § 468-70-050, filed 9/30/03, effective 10/31/03. Statutory Authority: Chapter 34.05 RCW and RCW 47.42.060. 00-01-184 (Order 196), § 468-70-050, filed 12/22/99, effective 1/22/00. Statutory Authority: Chapter 47.42 RCW and RCW 47.01.101. 91-17-012 (Order 129), § 468-70-050, filed 8/13/91, effective 9/13/91. Statutory Authority: Chapter 47.42 RCW. 87-01-054 (Order 106), § 468-70-050, filed 12/16/86; 85-17-012 (Order 96), § 468-70-050, filed 8/12/85. Statutory Authority: RCW 47.42.060. 85-03-031 (Order 94), § 468-70-050, filed 1/10/85. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-70-050, filed 12/20/78. Formerly WAC 252-42-040.]

WAC 468-70-060 Signing details. (1) Specifications.

All motorist information sign panels, supplemental directional panels, and business signs shall be constructed in accordance with the Washington state standard specifications, standard plans and amendments thereto. All business signs and RV symbols shall be constructed of a single piece of 0.063 inch thick aluminum. All panels, business signs, and RV symbols shall be fully reflectorized to show the same shape and color both by day and night.

(2) Color of panels, signs, and RV symbols:

(a) The background color for gas, food, lodging, camping, TOD, and twenty-four-hour pharmacy motorist information sign panels and supplemental directional panels shall be blue. The background color for recreation motorist information sign panels and supplemental directional panels shall be brown. The border and lettering on all such signs shall be white.

(b) The background and message colors of business signs shall be at the businesses' option, subject to the department's approval as prescribed by WAC 468-70-070(5).

(c) The background color of RV symbols shall be yellow, with the letters RV in black.

(3) Composition of motorist information sign panels:

(a) For interchanges, the maximum number of business signs which may be displayed on a motorist information sign panel are six for each gas, food, lodging, camping/recreation, TOD's, and twenty-four-hour pharmacy panel. For intersections, each panel is limited to six business signs. For combined motorist information sign panels on the mainline, the minimum number of business signs which may be displayed is two for each type of motorist service activity. For supplemental directional panels located along interchange ramps, there is no minimum number of business signs which may be displayed for each type of motorist service activity.

(b) Sign panel fabrication layouts, and business sign sizes, are provided in the Appendices of the Motorist Information Signs Booklet published by the Washington state department of transportation.

(i) The panel size shall be sufficient to accommodate the various sizes of business signs and directional information.

(ii) For qualifying businesses located more than one mile from an intersection the business sign shall show the mileage to the business to the nearest mile. For interchanges the mileage will be shown on the supplemental directional panel business signs installed along an interchange ramp or at a ramp terminal.

(4) RV symbol design and statutory mounting location:

(a) RV symbols installed on freeway/expressway size business signs shall be a round twelve-inch diameter plaque displaying eight-inch RV letters. RV symbols installed on

conventional roadway size business signs shall be a round six-inch diameter plaque displaying four-inch RV letters.

(b) The RV symbol shall be displayed in the lower right corner of the gas, food, lodging, camping, or tourist activity business signs installed along the mainline of freeways/expressways and along conventional highways. The term lower right corner is exclusive of any panel displaying the mileage message referenced in subsection (3)(b)(ii) of this section. RV symbols shall not be installed on supplemental directional panel business signs installed along an interchange ramp or at a ramp terminal.

[Statutory Authority: RCW 47.36.030 and 47.36.320. 09-18-056, § 468-70-060, filed 8/27/09, effective 9/27/09. Statutory Authority: RCW 47.36.030, 47.36.310, and 47.36.320. 06-15-018, § 468-70-060, filed 7/7/06, effective 8/7/06. Statutory Authority: Chapter 34.05 RCW and RCW 47.42.060. 00-01-184 (Order 196), § 468-70-060, filed 12/22/99, effective 1/22/00. Statutory Authority: Chapter 47.42 RCW and RCW 47.01.101. 91-17-012 (Order 129), § 468-70-060, filed 8/13/91, effective 9/13/91. Statutory Authority: Chapter 47.42 RCW. 87-01-054 (Order 106), § 468-70-060, filed 12/22/99, effective 1/22/00. Statutory Authority: Chapter 47.42 RCW and RCW 47.01.101. 91-17-012 (Order 129), § 468-70-060, filed 8/13/91, effective 9/13/91. Statutory Authority: Chapter 47.42 RCW. 87-01-054 (Order 106), § 468-70-060, filed 12/16/86; 86-08-023 (Order 103), § 468-70-060, filed 3/25/86; 85-17-012 (Order 96), § 468-70-060, filed 8/12/85. Statutory Authority: RCW 47.42.060. 85-03-031 (Order 94), § 468-70-060, filed 1/10/85. Statutory Authority: 1977 ex.s. c 151. 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-70-060, filed 12/20/78. Formerly WAC 252-42-050.]

Chapter 468-270 WAC

SETTING TOLL AMOUNTS FOR TOLL FACILITIES IN WASHINGTON STATE

WAC

468-270-070 What will the toll rates be for the Tacoma Narrows Bridge?

WAC 468-270-070 What will the toll rates be for the Tacoma Narrows Bridge?

Tacoma Narrows Bridge
Proposed Toll Rates¹ for All Vehicles²

Vehicle Type	Axles	Cash	Electronic ³
Passenger vehicle/ Motorcycle	2	\$4.00	\$2.75
Passenger vehicle with small trailer	3	\$6.00	\$4.15
Tractor trailer rig/Pas- senger vehicle with trailer	4	\$8.00	\$5.50
Tractor trailer with big trailer	5	\$10.00	\$6.90
Tractor trailer with bigger trailer (6 or more axles)	6	\$12.00	\$8.25

Note: ¹The toll rates are in effect until changed by the commission.

²The base toll rate per axle. It is only used to calculate multi-axle rates, which are calculated as a multiplier of the base toll rate (\$2.00 for cash and \$1.375 for electronic toll rates).

³The rate for the electronic tolls has been rounded up to the nearest five cents where appropriate.

[Statutory Authority: RCW 47.56.240. 09-13-038, § 468-270-070, filed 6/10/09, effective 7/11/09. Statutory Authority: RCW 47.56.030, 47.46.100. 08-12-054, § 468-270-070, filed 6/2/08, effective 7/3/08. Statutory Authority: RCW 47.56.403. 08-06-032, § 468-270-070, filed 2/26/08, effective 4/7/08. Statutory Authority: RCW 47.56.030, 47.46.100. 07-13-010, § 468-270-070, filed 6/8/07, effective 7/9/07.]

Chapter 468-300 WAC
STATE FERRIES AND TOLL BRIDGES
 (Formerly chapter 252-300 WAC.)

468-300-020
 468-300-040
 468-300-220

Vehicle under 20', motorcycle, and stowage ferry tolls.
 Oversize vehicle ferry tolls.
 Calculation of charter rates for vessels owned by the
 Washington state ferry system.

WAC
 468-300-010 Ferry passenger tolls.

WAC 468-300-010 Ferry passenger tolls.

EFFECTIVE 03:00 A.M. October 11, 2009

ROUTES	Full Fare	Senior/ Disabled	Youth Fare 18 and under	Multiride Media 20 Rides ¹	Monthly Pass ⁵	Bicycle Surcharge ^{2,6}
Via Auto Ferry						
*Fautleroy-Southworth	5.30	2.65	4.25	42.40	67.85	1.00
*Seattle-Bremerton						
*Seattle-Bainbridge Island						
*Edmonds-Kingston	6.90	3.45	5.55	55.20	88.35	1.00
Port Townsend-Keystone	2.65	1.30	2.15	42.40	67.85	0.50
*Fautleroy-Vashon						
*Southworth-Vashon						
*Pt. Defiance-Tahlequah	4.45	2.20	3.60	35.60	57.00	1.00
*Mukilteo-Clinton	4.10	2.05	3.30	32.80	52.50	1.00
*Anacortes to Lopez, Shaw, Orcas or Friday Harbor - Sunday-Tuesday	10.10	5.05	8.10	72.80	N/A	2.00 ⁷
*Anacortes to Lopez, Shaw, Orcas or Friday Harbor - Wednesday-Sat- urday	11.20	5.60	9.00	72.80	N/A	2.00 ⁷
Between Lopez, Shaw, Orcas and Friday Harbor ⁴	N/C	N/C	N/C	N/C	N/A	N/C
Anacortes to Sidney and Sidney to all destinations	16.40	8.20	13.15	N/A	N/A	4.00 ⁸
From Lopez, Shaw, Orcas and Fri- day Harbor to Sidney	6.15	3.05	4.95	N/A	N/A	1.00 ⁹
Lopez, Shaw, Orcas and Friday Harbor to Sidney (round trip) ³	22.55	11.25	18.10	N/A	N/A	5.00 ¹⁰

All fares rounded to the next multiple of \$0.05.
 * These routes operate as a one-point toll collection system.

¹MULTIRIDE MEDIA - Shall be valid only for 90 days from date of purchase after which time the tickets shall not be accepted for passage. Remaining value will not be eligible for refund or exchange. For mail order deliveries, WSF may add additional days to allow for delivery times.

²BICYCLE SURCHARGE - Is an addition to the appropriate passenger fare.

³ROUND TRIP - Round trip passage for international travel available for trips beginning or ending on one of the Islands served.

⁴INTER-ISLAND FARES - Passenger fares included in Anacortes tolls.

⁵PASSES - Passenger passes are available for all routes except Anacortes/San Juan Island/Sidney. Passes are valid for the period printed on the pass and will be presented to Washington state ferries staff or scanned through an automated turnstile whenever a passenger fare is collected. This pass is based on 16 days of passenger travel with a 20% discount. A \$1.00 retail/shipping and handling fee will be added to the price of the pass. A combination ferry-transit pass may be available for a particular route when determined by Washington state ferries and a local public transit agency to be a viable fare instrument. The WSF portion of the fare is based on 16 days of passenger travel per month at a 20% discount. The monthly pass is valid for a maximum of 31 round trips per month, is nontransferable, is nonreproducible, and is intended for a single user. Monthly passes purchased through the regional SmartCard program are also nontransferable and intended for a single user, but allow for unlimited usage.

⁶BICYCLE PERMIT - A bicycle pass is available on all routes except: Anacortes/San Juan Island/Sidney for a \$20.00 annual fee subject

to meeting WSF specified conditions. The pass is valid for one year. A cyclist with a valid pass shall have the bicycle surcharge waived.

⁷BICYCLE SURCHARGE - This becomes \$4.00 during peak season (May 1 until the second Sunday in October).

⁸BICYCLE SURCHARGE - This becomes \$6.00 during peak season.

⁹BICYCLE SURCHARGE - This becomes \$2.00 during peak season.

¹⁰BICYCLE SURCHARGE - This becomes \$8.00 during peak season.

CHILDREN/YOUTH - Children under six years of age will be carried free when accompanied by parent or guardian. Children/youths six through eighteen years of age will be charged the youth fare, which will be 80% of full fare rounded to the next multiple of \$ 0.05.

SENIOR CITIZENS - Passengers age 65 and over, with proper identification establishing proof of age, may travel at half-fare passenger tolls on any route where passenger fares are collected.

PERSONS OF DISABILITY - Any individual who, by reason of illness, injury, congenital malfunction, or other incapacity or disability is unable without special facilities or special planning or design to utilize ferry system services, upon presentation of a WSF Disability Travel Permit, Regional Reduced Fare Permit, or other identification which establishes a disability may travel at half-fare passenger tolls on any route. In addition, those persons with disabilities who require attendant care while traveling on the ferries, and are so certified by their physician, may obtain an endorsement on their WSF Disability Travel Permit and such endorsement shall allow the attendant to travel free as a passenger.

BUS PASSENGERS - Passengers traveling on public transit buses pay the applicable fare. Passengers traveling in private or commercial buses will be charged the half-fare rate.

MEDICARE CARD HOLDERS - Any person holding a medicare card duly issued to that person pursuant to Title II or Title XVIII of the Social Security Act may travel at half-fare passenger tolls on any route upon presentation of a WSF Disability Travel Permit or a Regional Reduced Fare Permit at time of travel.

IN-NEED ORGANIZATIONS - For qualified organizations serving in-need clients by providing tickets for transportation on WSF at no cost to clients, program would offer a monthly discount to approximate appropriate multiride media discount rates. Appointing bodies (those that appoint Ferry Advisory Committees) will nominate to the Washington State Transportation Commission those organizations that meet the criteria of the program. The Commission will review such nominations and certify those organizations that qualify. The following criteria will be used for nominating and certifying in-need organizations: Nongovernmental and not-for-profit organizations whose primary purpose is one or more of the following: Help clients with medical issues; provide clients with low-income social services; help clients suffering from domestic violence; provide clients with employment-seeking services; and/or help clients with Social Security. Travel will be initially charged based on full fare and billed monthly. The credits will be approximately based on the discount rates offered to multiride media users applicable on the date of travel.

PROMOTIONAL TOLLS - A promotional rate may be established at the discretion of the WSF Assistant Secretary, Executive Director for a specific discount in order to enhance total revenue and effective only at designated times on designated routes.

Special passenger fare rate(s) may be established for a pilot program in conjunction with the Central Puget Sound Regional Fare Integration project on ferry route(s) serving King, Pierce, Snohomish and Kitsap counties. The rate(s) may be established at the discretion of the WSF Assistant Secretary, Executive Director for a specific discount not to exceed fifty percent of full fare.

SCHOOL GROUPS - Passengers traveling in authorized school groups for institution-sponsored activities will be charged a flat rate of \$1 per walk-on group or per vehicle of students and/or advisors and staff. All school groups require a letter of authorization. Vehicles and drivers will be charged the fare applicable to vehicle size. The special school rate is \$2 on routes where one-point toll systems are in effect. Due to space limitations, authorized school groups will not be permitted to use one of the passenger-only routes without prior WSF approval.

BUNDLED SINGLE FARE BOOKS - WSF may bundle single fare types into multiride media as a customer convenience. Remaining value will not be eligible for refund or exchange. For mail order deliveries, WSF may add additional days for delivery times. Anacortes to San Juan Islands senior/disabled fares will be bundled at the applicable early week price.

PEAK SEASON SURCHARGE - A 20% surcharge shall be applied to passengers from May 1 to the second Sunday in October, except those using frequent user fare media, on the Anacortes to Lopez, Shaw, Orcas and Friday Harbor routes. The resulting fare is rounded up to the next \$0.05 if required.

FIRE DEPARTMENT AND FIRE DISTRICT FARE CONSIDERATION - At the discretion of the WSF Assistant Secretary, WSF may authorize no-fare or discounted fare passage on scheduled and/or special ferry sailings for fire departments and fire districts that provide contracted fire protection services for WSF ferry terminals and/or other WSF facilities within their jurisdiction. Such passage shall be considered full and complete consideration for such fire protection services, in lieu of annual payments for such

services, to be so noted in such fire protection agreements. The scope of such authorization includes designated fire department and fire district vehicles (see below), drivers and passengers en route to and from an emergency call, on ferry routes with a WSF terminal and/or other WSF facility served by a fire department or fire district pursuant to a WSF fire protection service agreement. Authorized vehicles may include public fire department and fire district medical aid units, fire trucks, incident command and/or other vehicles dispatched to and returning from an emergency call. WSF may implement such ferry passage on a pilot project basis to assess the operational, financial and administrative impact on WSF. By June 30, 2011, WSF shall submit a written report to the Transportation Commission identifying such impacts with a recommendation whether to make such passage authorization a permanent component of the WSF ferry toll schedule.

GROUP OR VOLUME SALES - In order to increase total revenues, WSF may develop full fare or discounted customer packages or bundle single fare types into multiride media or offer passes for high volume or group users. In pricing these packages, WSF will have discretion to set appropriate volume discounts based on a case-by-case basis.

SPECIAL EVENTS - In order to increase total revenues, WSF may develop, create or participate in special events that may include, but not be limited to, contributing or packaging discounted fares in exchange for the opportunity to participate in the income generated by the event.

[Statutory Authority: RCW 47.56.030 and 47.60.326. 09-19-044, § 468-300-010, filed 9/10/09, effective 10/11/09; 08-08-070, § 468-300-010, filed 3/31/08, effective 5/1/08; 07-08-064, § 468-300-010, filed 3/29/07, effective 5/1/07; 06-08-036, § 468-300-010, filed 3/29/06, effective 5/1/06; 05-10-041, § 468-300-010, filed 4/28/05, effective 6/1/05; 03-08-072, § 468-300-010, filed 4/1/03, effective 5/2/03; 02-09-010, § 468-300-010, filed 4/5/02, effective 5/6/02; 01-11-010, § 468-300-010, filed 5/3/01, effective 6/3/01; 00-24-050, § 468-300-010, filed 11/30/00, effective 12/31/00; 99-08-066, § 468-300-010, filed 4/5/99, effective 5/6/99; 98-08-051, § 468-300-010, filed 3/27/98, effective 4/27/98; 96-05-046 and 96-05-047 (Orders 79 and 80), § 468-300-010, filed 2/16/96, effective 3/19/96; 94-18-014 (Order 77), § 468-300-010, filed 8/25/94, effective 9/25/94; 94-07-104 (Order 75), § 468-300-010, filed 3/18/94, effective 4/18/94; 93-18-005, § 468-300-010, filed 8/19/93, effective 9/19/93; 92-18-005, § 468-300-010, filed 8/20/92, effective 9/20/92; 91-18-022 (Order 72), § 468-300-010, filed 8/27/91, effective 9/27/91; 89-14-052 (Order 67, Resolution No. 354), § 468-300-010, filed 6/30/89; 89-04-014 (Order 66, Resolution No. 343), § 468-300-010, filed 1/23/89, effective 7/1/89; 87-12-005 (Order 61, Resolution No. 298), § 468-300-010, filed 5/21/87. Statutory Authority: RCW 47.60.290, 47.60.300 and 47.60.326. 86-24-009 (Order 59, Resolution No. 287), § 468-300-010, filed 11/21/86. Statutory Authority: RCW 47.60.326. 86-06-010 (Order 54, Resolution No. 263), § 468-300-010, filed 2/21/86; 85-11-007 (Order 44, Resolution No. 241), § 468-300-010, filed 5/3/85; 84-11-052 (Order 42, Resolution Nos. 221 and 222), § 468-300-010, filed 5/17/84; 84-10-002 (Order 41, Resolution No. 218), § 468-300-010, filed 4/20/84; 83-07-062 (Order 33, Resolution No. 175), § 468-300-010, filed 3/22/83; 82-07-063 (Order 28, Resolution No. 143), § 468-300-010, filed 3/22/82. Statutory Authority: RCW 47.60.325 and 47.56.030. 81-15-099 (Order 23, Resolution No. 117), § 468-300-010, filed 7/22/81. Statutory Authority: RCW 47.60.325. 81-08-044 (Order 17, Resolution No. 104), § 468-300-010, filed 3/31/81; 80-16-012 (Order 16, Resolution No. 90), § 468-300-010, filed 10/27/80; 80-04-104 (Order 15, Resolution No. 72), § 468-300-010, filed 4/1/80; 79-09-136 (Order 11, Resolution No. 57), § 468-300-010, filed 9/5/79; 79-04-047 (Order 6, Resolution No. 44), § 468-300-010, filed 3/27/79; 78-06-040 (Order 2, Resolution No. 21), § 468-300-010, filed 5/19/78.]

WAC 468-300-020 Vehicle under 20', motorcycle, and stowage ferry tolls.

EFFECTIVE 03:00 A.M. October 11, 2009

ROUTES	Vehicle Under 20' Incl. Driver One Way	Vehicle Under 20' w/Sr Citizen or Disabled Driver ⁴	Vehicle Under 20' Over Height Charge ¹	Multiride Media 20 Rides ²
Fauntleroy-Southworth Port Townsend/Key-stone	9.15	7.80	9.15	146.40

State Ferries and Toll Bridges

468-300-020

ROUTES	Vehicle Under 20' Incl. Driver One Way	Vehicle Under 20' w/Sr Citizen or Disabled Driver ⁴	Vehicle Under 20' Over Height Charge ¹	Multiride Media 20 Rides ²
Seattle-Bainbridge Island Seattle-Bremerton Edmonds-Kingston	11.85	10.10	11.85	189.60
*Fauntleroy-Vashon *Southworth-Vashon				
*Pt. Defiance-Tahlequah	15.20	12.95	15.20	121.60
Mukilteo-Clinton	7.00	5.95	7.00	112.00
10 Rides - 5 Round Trips				
*Anacortes to Lopez - Sunday-Tuesday	24.55	19.50	24.55	102.20
*Lopez - Wednesday-Saturday	27.25	21.65	27.25	102.20
*Shaw, Orcas - Sunday-Tuesday	29.45	24.40	29.45	122.65
*Shaw, Orcas - Wednesday-Saturday	32.70	27.10	32.70	122.65
*Friday Harbor - Sunday-Tuesday	35.05	30.00	35.05	145.90
*Friday Harbor - Wednesday-Saturday	38.90	33.30	38.90	145.90
Between Lopez, Shaw, Orcas and Friday Harbor ³	17.95	17.95	17.95	71.80
<i>International Travel</i>				
Anacortes to Sidney and Sidney to all destinations	44.05	35.85	44.05	N/A
Lopez, Shaw, Orcas and Friday Harbor to Sidney	13.15	10.05	13.15	N/A
Lopez, Shaw, Orcas and Friday Harbor to Sidney (round trip) ⁵	57.20	45.90	57.20	N/A

EFFECTIVE 03:00 A.M. October 11, 2009

ROUTES	Motorcycle ⁵ Incl. Driver Stowage ¹ One Way	Motorcycle w/Sr Citizen or Disabled Driver Stowage ¹ One Way	Motorcycle Oversize Charge ¹	Motorcycle Frequent User Commuter 20 Rides ²
Fauntleroy-Southworth Port Townsend/Key-stone	3.95	2.60	1.30	63.20
Seattle-Bainbridge Island Seattle-Bremerton Edmonds-Kingston	5.15	3.40	1.70	82.40
*Fauntleroy-Vashon *Southworth-Vashon				
*Pt. Defiance-Tahlequah	6.60	4.35	2.15	52.80
Mukilteo-Clinton	3.05	2.00	1.00	48.80
*Anacortes to Lopez - Sunday-Tuesday	13.05	8.00	2.95	108.40
*Lopez - Wednesday-Saturday	14.45	8.85	3.25	108.40
*Shaw, Orcas - Sunday-Tuesday	13.95	8.90	3.85	116.25
*Shaw, Orcas - Wednesday-Saturday	15.50	9.90	4.30	116.25
*Friday Harbor - Sunday-Tuesday	15.10	10.05	5.00	125.65
*Friday Harbor - Wednesday-Saturday	16.75	11.15	5.55	125.65
Between Lopez, Shaw, Orcas and Friday Harbor ³	5.10	5.10	5.10	N/A
Anacortes to Sidney and Sidney to all destinations	21.95	13.75	5.55	N/A
Travelers with advanced reservations (\$15 fee) Anacortes to Sidney and Sidney to all destinations ⁶	N/A	N/A	N/A	N/A
Lopez, Shaw, Orcas and Friday Harbor to Sidney	7.55	4.45	1.40	N/A
Travelers with advanced reservations (\$7 fee) from Lopez, Shaw, Orcas and Friday Harbor to Sidney ⁶	N/A	N/A	N/A	N/A
Lopez, Shaw, Orcas and Friday Harbor to Sidney (round trip) ⁵	29.50	18.20	6.95	N/A

All fares rounded to the next multiple of \$0.05.

* These routes operate as a one-point toll collection system.

¹SIZE - All vehicles up to 20' in length and under 7'6" shall pay the vehicle under 20' toll. Vehicles up to 20' but over 7'6" in height shall pay an overheight charge of 100% of the vehicle full fare. Motorcycles with trailers, sidecars, or any vehicle licensed as a motorcycle with three or more wheels will pay an oversize motorcycle charge of 100% of the motorcycle full fare. Upon presentation by either the driver or passenger of a WSF Disability Travel Permit, Regional Reduced Fare Permit, or other identification which establishes disability, the height charge will be waived for vehicles equipped with wheel chair lift or other mechanism designed to accommodate the person with disability.

²MULTIRIDE MEDIA - Shall be valid only for 90 days from date of purchase after which time the media shall not be accepted for pas-

sage. Remaining value will not be eligible for refund. For mail order deliveries, WSF may add additional days to allow for delivery time.

³INTER-ISLAND FARES - Tolls collected westbound only. Vehicles traveling between islands may request a single transfer ticket good for one transfer at an intermediate island. The transfer may only be obtained when purchasing the appropriate vehicle fare for inter-island travel (westbound at Lopez, Shaw, or Orcas) and is free of charge. Transfers shall be valid for 24 hours from time of purchase.

⁴SENIOR CITIZEN, DISABLED DRIVER OR DISABLED ATTENDANT DRIVER - Half fare discount applies to driver portion of the vehicle-driver fare and only when the driver is eligible. Those persons with disabilities who require attendant care while travel-

ing on the ferries, and are so certified by their physician, may obtain an endorsement on their WSF Disability Travel Permit and such endorsement shall allow the attendant, when driving, to have the driver portion of the vehicle fare waived.

⁵ ROUND TRIP - Round trip passage for international travel available for trips beginning or ending on one of the islands served.

⁶ VEHICLE RESERVATION DEPOSIT - Nonrefundable deposits for advance vehicle reservations may be established at a level of from 25 to 100 percent of the applicable fare. This is a deposit toward the fare and not an additional fee, and applies only to those routes where the legislature has approved the use of a reservation system. Refunds may be available under certain circumstances.

RIDE SHARE VEHICLES - A commuter ride share vehicle which carries five or more persons on a regular and expense-sharing basis for the purpose of travel to and from work or school and which is certified as such by a local organization approved by the Washington state ferry system, may purchase for a \$20 fee, a permit valid for one year valid only during the hours shown on the permit. The \$20.00 fee shall include the driver. Remaining passengers shall pay the applicable passenger fare. Except that the minimum total paid for all passengers in the van shall not be less than four times the applicable passenger fare. Carpools of three or more registered in WSF's preferential loading program must also pay a \$20.00 yearly permit fee.

STOWAGE - Stowage carry-on items including kayaks, canoes and other items of comparable size which are typically stowed on the vehicle deck of the vessel shall be charged at the motorcycle rate. This rate includes the walk-on passenger carrying on the item to be stowed.

PEAK SEASON SURCHARGE - A 25% surcharge shall be applied to vehicles from May 1 to the second Sunday in October except those using multiride media. A 35% surcharge shall be applied on vehicle fares from Anacortes to Lopez, Shaw, Orcas and Friday Harbor, except those using multiride media. A 114% surcharge shall be applied to the San Juan Islands to Sidney route. The resulting fare is rounded up to the next \$0.05 if required.

FIRE DEPARTMENT AND FIRE DISTRICT FARE CONSIDERATION - At the discretion of the WSF Assistant Secretary, WSF may authorize no-fare or discounted fare passage on scheduled and/or special ferry sailings for fire departments and fire districts that provide contracted fire protection services for WSF ferry terminals and/or other WSF facilities within their jurisdiction. Such passage shall be considered full and complete consideration for such fire protection services, in lieu of annual payments for such services, to be so noted in such fire protection agreements. The scope of such authorization includes designated fire department and fire district vehicles (see below), drivers and passengers en route to and from an emergency call, on ferry routes with a WSF terminal and/or other WSF facility served by a fire department or fire district pursuant to a WSF fire protection service agreement. Authorized vehicles may include public fire department and fire district medical aid units, fire trucks, incident command and/or other vehicles dispatched to and returning from an emergency call. WSF may implement such ferry passage on a pilot project basis to assess the operational, financial and administrative impact on WSF. By June 30, 2011, WSF shall submit a written report to the Transportation Commission identifying such impacts with a recommendation whether to make such passage authorization a permanent component of the WSF ferry toll schedule.

IN-NEED ORGANIZATIONS - For qualified organizations serving in-need clients by providing tickets for transportation on WSF at no cost to clients, program would offer a monthly discount to approximate appropriate multiride media discount rates (20% off base season rates, except for Anacortes to San Juan Islands where it is 35% off base season end of week rates). Appointing bodies (those that appoint Ferry Advisory Committees) will nominate to the Washington State Transportation Commission those organizations that meet the criteria of the program. The Commission will review such nominations and certify those organizations that

qualify. The following criteria will be used for nominating and certifying in-need organizations: Nongovernmental and not-for-profit organizations whose primary purpose is one or more of the following: Help clients with medical issues; provide clients with low-income social services; help clients suffering from domestic violence; provide clients with employment-seeking services; and/or help clients with Social Security. Travel will be initially charged based on full fare and billed monthly. The credits will be approximate based on the discount rates offered to multiride media users applicable on the date of travel.

PENALTY CHARGES - Owner of vehicle without driver will be assessed a \$100.00 penalty charge.

PROMOTIONAL TOLLS - A promotional rate may be established at the discretion of the WSF Assistant Secretary, Executive Director for a specified discount in order to enhance total revenue and effective only at designated times on designated routes.

GROUP OR VOLUME SALES - In order to increase total revenues, WSF may develop full fare or discounted customer packages or bundle single fare types into multiride media or offer passes for high volume or group users. In pricing these packages, WSF will have discretion to set appropriate volume discounts based on a case-by-case basis.

SPECIAL EVENTS - In order to increase total revenues, WSF may develop, create or participate in special events that may include, but not be limited to, contributing or packaging discounted fares in exchange for the opportunity to participate in the income generated by the event.

BUNDLED SINGLE FARE MEDIA - WSF may bundle single fare types into multiple trip books as a customer convenience. Remaining value will not be eligible for refund or exchange. For mail order deliveries, WSF may add additional days to allow for delivery time. Anacortes to San Juan Islands senior/disabled fares will be bundled at the applicable early week price.

[Statutory Authority: RCW 47.56.030 and 47.60.326. 09-19-044, § 468-300-020, filed 9/10/09, effective 10/11/09; 08-08-070, § 468-300-020, filed 3/31/08, effective 5/1/08; 07-08-064, § 468-300-020, filed 3/29/07, effective 5/1/07; 06-08-036, § 468-300-020, filed 3/29/06, effective 5/1/06; 05-10-041, § 468-300-020, filed 4/28/05, effective 6/1/05; 03-08-072, § 468-300-020, filed 4/1/03, effective 5/2/03; 02-09-010, § 468-300-020, filed 4/5/02, effective 5/6/02; 01-11-010, § 468-300-020, filed 5/3/01, effective 6/3/01; 00-24-050, § 468-300-020, filed 11/30/00, effective 12/31/00; 99-08-066, § 468-300-020, filed 4/5/99, effective 5/6/99; 98-08-051, § 468-300-020, filed 3/27/98, effective 4/27/98; 96-19-045 (Order 82), § 468-300-020, filed 9/12/96, effective 10/13/96; 94-18-014 (Order 77), § 468-300-020, filed 8/25/94, effective 9/25/94; 94-07-104 (Order 75), § 468-300-020, filed 3/18/94, effective 4/18/94; 93-18-005, § 468-300-020, filed 8/19/93, effective 9/19/93; 92-18-005, § 468-300-020, filed 8/20/92, effective 9/20/92; 91-18-022 (Order 72), § 468-300-020, filed 8/27/91, effective 9/27/91; 89-14-052 (Order 67, Resolution No. 354), § 468-300-020, filed 6/30/89; 89-04-014 (Order 66, Resolution No. 343), § 468-300-020, filed 1/23/89, effective 7/1/89; 87-12-005 (Order 61, Resolution No. 298), § 468-300-020, filed 5/21/87. Statutory Authority: RCW 47.60.326. 86-06-010 (Order 54, Resolution No. 263), § 468-300-020, filed 2/21/86; 85-11-007 (Order 44, Resolution No. 241), § 468-300-020, filed 5/3/85; 84-11-052 (Order 42, Resolution Nos. 221 and 222), § 468-300-020, filed 5/17/84; 84-10-002 (Order 41, Resolution No. 218), § 468-300-020, filed 4/20/84; 83-07-062 (Order 33, Resolution No. 175), § 468-300-020, filed 3/22/83; 82-07-063 (Order 28, Resolution No. 143), § 468-300-020, filed 3/22/82. Statutory Authority: RCW 47.60.325 and 47.56.030. 81-15-099 (Order 23, Resolution No. 117), § 468-300-020, filed 7/22/81. Statutory Authority: RCW 47.60.325. 81-08-044 (Order 17, Resolution No. 104), § 468-300-020, filed 3/31/81; 80-04-104 (Order 15, Resolution No. 72), § 468-300-020, filed 4/1/80; 79-09-136 (Order 11, Resolution No. 57), § 468-300-020, filed 9/5/79; 79-04-047 (Order 6, Resolution No. 44), § 468-300-020, filed 3/27/79; 78-06-040 (Order 2, Resolution No. 21), § 468-300-020, filed 5/19/78.]

WAC 468-300-040 Oversize vehicle ferry tolls.

EFFECTIVE 03:00 A.M. October 11, 2009

ROUTES	Oversize Vehicle Ferry Tolls ¹							Cost Per Ft. Over 80' @
	Overall Unit Length - Including Driver							
	20' To Under 30' Under 7'6" High	20' To Over 7'6" High	30' To Under 40'	40' To Under 50'	50' To Under 60'	60' To under 70'	70' To and include 80'	
Fauntleroy-Southworth								0.90
Port Townsend/Keystone	13.75	27.45	36.60	45.75	54.90	64.05	73.20	
Seattle-Bainbridge Island								
Seattle/Bremerton								
Edmonds-Kingston	17.80	35.55	47.40	59.25	71.10	82.95	94.80	1.20
*Fauntleroy-Vashon								
*Southworth-Vashon								
*Pt. Defiance-Tahlequah	22.80	45.60	60.80	76.00	91.20	106.40	121.60	1.55
Mukilteo-Clinton	10.50	21.00	28.00	35.00	42.00	49.00	56.00	0.70
*Anacortes to Lopez - Sunday-Tuesday ²	36.85	73.65	98.20	122.75	147.30	171.85	196.40	2.50
*Anacortes to Shaw, Orcas - Sunday-Tuesday ²	44.20	88.35	117.80	147.25	176.70	206.15	235.60	2.95
*Anacortes to Friday Harbor - Sunday-Tuesday	52.60	105.15	140.20	175.25	210.30	245.35	280.40	3.55
*Anacortes to Lopez - Wednesday-Saturday ²	40.90	81.75	109.00	136.25	163.50	190.75	218.00	2.75
*Anacortes to Shaw, Orcas - Wednesday-Saturday ²	49.05	98.10	130.80	163.50	196.20	228.90	261.60	3.30
*Anacortes to Friday Harbor - Wednesday-Saturday	58.35	116.70	155.60	194.50	233.40	272.30	311.20	3.90
Between Lopez, Shaw, Orcas and Friday Harbor ³	26.95	53.85	71.80	89.75	107.70	125.65	143.60	N/A
<i>International Travel</i>								
Anacortes to Sidney to all destinations - Recreational Vehicles and Buses	66.10	66.10	88.10	110.15	132.15	154.20	176.20	2.25
Anacortes to Sidney and Sidney to all destinations - Commercial Vehicles	66.10	132.15	176.20	220.25	264.30	308.35	352.40	4.45
Lopez, Shaw, Orcas and Friday Harbor to Sidney - Recreational Vehicles and Buses	19.75	19.75	26.30	32.90	39.45	46.05	52.60	0.70
- Commercial Vehicles	19.75	39.45	52.60	65.75	78.90	92.05	105.20	1.35
Lopez, Shaw, Orcas and Friday Harbor to Sidney (round trip) ⁴ - Recreational Vehicles and Buses	85.85	85.85	114.40	143.05	171.60	200.25	228.80	2.90
- Commercial Vehicles	85.85	171.60	228.80	286.00	343.20	400.40	457.60	5.80

¹OVERSIZE VEHICLES - Includes all vehicles 20 feet in length and longer regardless of type: Commercial trucks, recreational vehicles, vehicles under 20' pulling trailers, etc. Length shall include vehicle and load to its furthest extension. Overheight charge is included in oversize vehicle toll. Vehicles wider than 8'6" pay double the fare applicable to their length. Private and commercial passenger buses or other passenger vehicles pay the applicable oversize vehicle tolls. Public transit buses and drivers shall travel free upon display of an annual permit which may be purchased for \$10. Upon presentation by either the driver or passenger of a WSF Disability Travel Permit, Regional Reduced Fare Permit, or other identification which establishes disability, vehicles 20-30 feet in length and over 7'6" in height shall be charged the 20-30 foot length and under 7'6" in height fare for vehicles equipped with wheelchair lift or other mechanism designed to accommodate the person with the disability.

²TRANSFERS - Tolls collected westbound only. Oversize vehicles traveling westbound from Anacortes may purchase a single intermediate transfer when first purchasing the appropriate fare. The transfer is valid for a 24-hour period and is priced as follows: October 11, 2009 - October 9, 2010, \$58.25 base season, \$78.75 peak season.

³INTER-ISLAND - Tolls collected westbound only. Vehicles traveling between islands may request a single transfer ticket good for one transfer at an intermediate island. The transfer may only be obtained when purchasing the appropriate vehicle fare for inter-island travel (westbound at Lopez, Shaw, or Orcas) and is free of

charge. Transfers shall be valid for 24 hours from time of purchase.

⁴ROUND TRIP - Round trip passage for international travel available for trips beginning or ending on one of the islands served.

VEHICLE RESERVATION DEPOSIT - Nonrefundable deposits for advanced reservations may be established at a level of from 25 to 100 percent of the applicable fare. This is a deposit toward the fare and not an additional fee, and applies only to those routes where the legislature has approved the use of a reservation system. Refunds may be available under certain special circumstances.

COMMERCIAL VEHICLE RESERVATION FEES - For commercial vehicles traveling with reservations a participation fee (\$200 for summer schedule season, \$100 for each of the other schedule seasons) will be charged. Fees will be collected when reservations are confirmed.

PEAK SEASON SURCHARGE - A peak season surcharge shall apply to all oversize vehicles from May 1 to the second Sunday in October. The oversize fare shall be determined based on the peak-season car-and-driver fare and the analogous oversize vehicle fare, calculated with the same factor as the oversize base seasons fares are to the base season under 20 foot fare. The senior citizen discount shall apply to the driver of an oversize vehicle. The resulting fare is rounded up to the next \$0.05 if required.

SENIOR CITIZEN DISCOUNTS - Discounts of 50% for the driver of the above vehicles shall apply. Senior citizen discount is determined by subtracting full-fare passenger rate and adding half-fare passenger rate. The senior citizen discount shall apply to the driver of an oversize vehicle.

PENALTY CHARGES - Owner of vehicle without driver will be assessed a \$100.00 penalty charge.

DISCOUNT FROM REGULAR TOLL - Effective June 1, 2005, through fall of 2005, oversize vehicles making 12 or more, one-way crossings per week (Sunday through Saturday) will qualify for a 10% discount from the regular ferry tolls. With the implementation of EFS in spring 2006, WSF will provide a commercial account program that will be prepaid and offer access to volume discounts based on travel, revenue or other criteria in accordance with WSF business rules. On an annual basis, commercial accounts will pay a \$50 nonrefundable account maintenance fee.

GROUP OR VOLUME SALES - In order to increase total revenues, WSF may develop full fare or discounted customer packages or bundle single fare types into multiple trip books or offer passes for high volume or group users. In pricing these packages, WSF will have discretion to set appropriate volume discounts based on a case-by-case basis.

SPECIAL EVENTS - In order to increase total revenues, WSF may develop, create or participate in special events that may include, but not be limited to, contributing or packaging discounted fares in exchange for the opportunity to participate in the income generated by the event.

FIRE DEPARTMENT AND FIRE DISTRICT FARE CONSIDERATION - At the discretion of the WSF Assistant Secretary, WSF may authorize no-fare or discounted fare passage on scheduled and/or special ferry sailings for fire departments and fire districts that provide contracted fire protection services for WSF ferry terminals and/or other WSF facilities within their jurisdiction. Such passage shall be considered full and complete consideration for such fire protection services, in lieu of annual payments for such services, to be so noted in such fire protection agreements. The scope of such authorization includes designated fire department and fire district vehicles (see below), drivers and passengers en route to and from an emergency call, on ferry routes with a WSF terminal and/or other WSF facility served by a fire department or fire district pursuant to a WSF fire protection service agreement. Authorized vehicles may include public fire department and fire district medical aid units, fire trucks, incident command and/or other vehicles dispatched to and returning from an emergency call. WSF may implement such ferry passage on a pilot project basis to assess the operational, financial and administrative impact on WSF. By June 30, 2011, WSF shall submit a written report to the Transportation Commission identifying such impacts with a recommendation whether to make such passage authorization a permanent component of the WSF ferry toll schedule.

EMERGENCY TRIPS DURING NONSERVICE HOURS - While at locations where crew is on duty charge shall be equal to the cost of fuel consumed to make emergency trip. Such trips shall only be offered as a result of official requests from an emergency services agency and only in the case of no reasonable alternative.

DISCLAIMER - Under no circumstances does Washington state ferries warrant the availability of ferry service at a given date or time; nor does it warrant the availability of space on board a vessel on a given sailing.

[Statutory Authority: RCW 47.56.030 and 47.60.326. 09-19-044, § 468-300-040, filed 9/10/09, effective 10/11/09; 08-08-070, § 468-300-040, filed 3/31/08, effective 5/1/08; 07-08-064, § 468-300-040, filed 3/29/07, effective 5/1/07; 06-08-036, § 468-300-040, filed 3/29/06, effective 5/1/06; 05-10-041, § 468-300-040, filed 4/28/05, effective 6/1/05; 03-08-072, § 468-300-040, filed 4/1/03, effective 5/2/03; 02-09-010, § 468-300-040, filed 4/5/02, effective 5/6/02; 01-11-010, § 468-300-040, filed 5/3/01, effective 6/3/01; 00-24-050, § 468-300-040, filed 11/30/00, effective 12/31/00; 99-08-066, § 468-300-040, filed 4/5/99, effective 5/6/99; 98-08-051, § 468-300-040, filed 3/27/98, effective 4/27/98; 96-19-045 (Order 82), § 468-300-040, filed 9/12/96, effective 10/13/96; 94-18-014 (Order 77), § 468-300-040, filed

8/25/94, effective 9/25/94; 94-07-104 (Order 75), § 468-300-040, filed 3/18/94, effective 4/18/94; 93-18-005, § 468-300-040, filed 8/19/93, effective 9/19/93; 92-18-005, § 468-300-040, filed 8/20/92, effective 9/20/92; 91-18-022 (Order 72), § 468-300-040, filed 8/27/91, effective 9/27/91; 89-14-052 (Order 67, Resolution No. 354), § 468-300-040, filed 6/30/89; 89-04-014 (Order 66, Resolution No. 343), § 468-300-040, filed 1/23/89, effective 7/1/89; 87-12-005 (Order 61, Resolution No. 298), § 468-300-040, filed 5/21/87. Statutory Authority: RCW 47.60.290, 47.60.300 and 47.60.326. 86-24-009 (Order 59, Resolution No. 287), § 468-300-040, filed 11/21/86. Statutory Authority: RCW 47.60.326, 86-06-010 (Order 54, Resolution No. 263), § 468-300-040, filed 2/21/86; 85-11-007 (Order 44, Resolution No. 241), § 468-300-040, filed 5/3/85; 84-11-052 (Order 42, Resolution Nos. 221 and 222), § 468-300-040, filed 5/17/84; 83-07-062 (Order 33, Resolution No. 175), § 468-300-040, filed 3/22/83; 82-18-009 (Order 29, Resolution No. 153), § 468-300-040, filed 8/20/82; 82-07-063 (Order 28, Resolution No. 143), § 468-300-040, filed 3/22/82. Statutory Authority: RCW 47.60.325 and 47.56.030. 81-15-099 (Order 23, Resolution No. 117), § 468-300-040, filed 7/22/81. Statutory Authority: RCW 47.60.325, 81-08-044 (Order 17, Resolution No. 104), § 468-300-040, filed 3/31/81; 80-04-104 (Order 15, Resolution No. 72), § 468-300-040, filed 4/1/80; 79-09-136 (Order 11, Resolution No. 57), § 468-300-040, filed 9/5/79; 79-04-047 (Order 6, Resolution No. 44), § 468-300-040, filed 3/27/79; 78-06-040 (Order 2, Resolution No. 21), § 468-300-040, filed 5/19/78.]

WAC 468-300-220 Calculation of charter rates for vessels owned by the Washington state ferry system. Pursuant to chapter 323, Laws of 1997, vessels owned by the Washington state ferry system may be made available for charter subject to operational availability. Execution of a charter agreement as set forth in the statute must precede a commitment to charter. The following actual hourly vessel operating costs have been calculated for establishing the rates to be charged for vessel charters from October 11, 2009, through June 30, 2010:

Vessel Class	Deck Crew On Overtime	Deck Crew On Straight Time
Jumbo Mark II	\$1,791.00	\$1,481.00
Jumbo	1,742.00	1,446.00
Super	1,650.00	1,365.00
Evergreen	1,153.00	925.00
Issaquah	1,256.00	1,019.00
Rhododendron	874.00	694.00
Hiyu	651.00	531.00

The rate for an individual charter will be calculated by:

(1) Multiplying the actual operating cost set forth above for the vessel that is chartered by the number of hours, or fraction thereof, for which the vessel is chartered;

(2) Adding labor costs, mileage and per diem expenses to determine the total actual costs if the particular charter requires a crew callout; and

(3) Increasing the total actual costs calculated pursuant to subsections (1) and (2) of this section by an appropriate profit margin based on market conditions, and rounding to the nearest fifty dollars.

In the case of charters for the transport of hazardous materials, the transporter is required to pay for all legs necessary to complete the charter, even if the vessel is simultaneously engaged in an operational voyage on behalf of the Washington state ferry system.

[Statutory Authority: RCW 47.56.030 and 47.60.326. 09-19-044, § 468-300-220, filed 9/10/09, effective 10/11/09; 07-08-064, § 468-300-220, filed 3/29/07, effective 5/1/07; 06-08-036, § 468-300-220, filed 3/29/06, effective 5/1/06; 05-10-041, § 468-300-220, filed 4/28/05, effective 6/1/05; 03-08-072, § 468-300-220, filed 4/1/03, effective 5/2/03; 02-09-010, § 468-300-220, filed 4/5/02, effective 5/6/02; 01-11-010, § 468-300-220, filed 5/3/01,

effective 6/3/01; 99-08-066, § 468-300-220, filed 4/5/99, effective 5/6/99; 98-08-051, § 468-300-220, filed 3/27/98, effective 4/27/98. Statutory Authority: RCW 47.01.061, 47.56.032 and 1997 c 323. 97-15-110 (Order 83), § 468-300-220, filed 7/22/97, effective 8/22/97.]

Chapter 468-700 WAC

ROUTE JURISDICTION TRANSFER RULES AND REGULATIONS

WAC

468-700-010	Purpose and authority.
468-700-100	Definitions.
468-700-150	Criteria for rural highway routes.
468-700-200	Criteria for urban highway routes.
468-700-250	Interpretation and application of criteria to specific routes.
468-700-300	Administration costs.
468-700-350	Board review of route jurisdiction transfer requests.
468-700-400	Reports to legislative transportation committee.

WAC 468-700-010 Purpose and authority. Section 62, chapter 342, Laws of 1991, provides that the transportation improvement board shall utilize the criteria established in RCW 47.17.001 in evaluating petitions and to adopt rules for implementation of the process, and being a multijurisdictional body, is directed to receive and review petitions from cities, counties, or the department of transportation requesting any addition or deletion from the state highway system.

[09-19-145, recodified as § 468-700-010, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-010, filed 11/19/91, effective 12/20/91.]

WAC 468-700-100 Definitions. For purposes of implementing the requirements of section 62, chapter 342, Laws of 1991, relative to the transportation improvement board, the following definitions shall apply:

(1) Board - When board is used in this chapter, it refers to the transportation improvement board.

(2) Connecting link - Connecting links should provide system continuity, including needed alternate routing of regionally oriented through-traffic or access to major regional-based public facilities or traffic generators. Generally, links bypass the central business district and/or the central city and form loops and beltways.

(3) Connection to places - Places may be considered connected if they are within approximately two miles of a state highway.

(4) Corridor - A corridor may vary depending on the characteristics of a region and the use of the facilities. The corridor limits used by the board to analyze a state highway route will be as described by the metropolitan planning organization (MPO) or regional transportation planning organization (RTPO) for the area where the route is located.

(5) Parallel highway route - Parallel route consideration is used to analyze alternative routes within the same corridor. Outside a corridor, a route should be considered a viable highway route if it meets the other criteria in this chapter.

(6) Population equivalency of one thousand or more - To determine the equivalent population of a recreation area, refer to the WSDOT publication, "Guidelines for Amending Urban Boundaries, Functional Classifications, and Federal-Aid Systems."

(7) Rural highway route - A rural highway route is the portion of a route that lies outside a federal urban area boundary.

(8) Urban highway route - An urban highway route is the portion of a route that is within a federal urban area boundary.

[09-19-145, recodified as § 468-700-100, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-100, filed 11/19/91, effective 12/20/91.]

WAC 468-700-150 Criteria for rural highway routes.

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. The following criteria will be used to assess the merits of a proposed change to a rural route:

(1) A rural highway route should be designated as a state highway if it meets any of the following criteria:

(a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or

(b) Is designated as part of the system of numbered United States routes; or

(c) Contains an international border crossing that is open twelve or more hours each day.

(2) A rural highway route may be designated as a state highway if it is part of an integrated system of roads and:

(a) Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;

(b) Provides a major cross-connection between existing state highways; or

(c) Connects places exhibiting one or more of the following characteristics:

(i) A population center of one thousand or greater;

(ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;

(iii) A county seat;

(iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater.

[09-19-145, recodified as § 468-700-150, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-150, filed 11/19/91, effective 12/20/91.]

WAC 468-700-200 Criteria for urban highway routes. In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

(1) Is designated as part of the interstate system;

(2) Is designated as part of the system of numbered United States routes;

(3) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

(4) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

[09-19-145, recodified as § 468-700-200, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-200, filed 11/19/91, effective 12/20/91.]

WAC 468-700-250 Interpretation and application of criteria to specific routes. These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes.

(1) For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

(2) State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

(3) Public facilities may be considered to be served if they are within approximately two miles of a state highway.

(4) Exceptions may be made to include:

(a) Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

(b) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

(c) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

(5) In urban and urbanized areas:

(a) Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment of a state highway; and

(b) There may be no more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

(6) When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

(a) The ability to handle higher traffic volumes;

(b) The higher ability to accommodate further development or expansion along the existing alignment;

(c) The most direct route and the lowest travel time;

(d) The route that serves traffic with the most interstate, statewide, and interregional significance;

(e) The route that provides the optimal spacing between other state routes; and

(f) The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

[09-19-145, recodified as § 468-700-250, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-250, filed 11/19/91, effective 12/20/91.]

WAC 468-700-300 Administration costs. The board costs for necessary staff services and facilities that are attributable to the route jurisdiction transfer program shall be paid from the urban arterial trust account in the motor vehicle fund.

[09-19-145, recodified as § 468-700-300, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-300, filed 11/19/91, effective 12/20/91.]

WAC 468-700-350 Board review of route jurisdiction transfer requests. The chairman will appoint a subcommittee that will review a route jurisdiction transfer request. The subcommittee should consist of at least two city, two county and one department of transportation board members.

[09-19-145, recodified as § 468-700-350, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-350, filed 11/19/91, effective 12/20/91.]

WAC 468-700-400 Reports to legislative transportation committee. In addition to the implementation report due August 1, 1991, the board shall forward to the legislative transportation committee by November 15 each year any recommended jurisdictional transfers.

[09-19-145, recodified as § 468-700-400, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-400, filed 11/19/91, effective 12/20/91.]

Chapter 468-705 WAC

REQUIREMENTS FOR ROUTE JURISDICTION TRANSFER REQUESTS

WAC

468-705-010	Contents of request for jurisdiction transfer.
468-705-050	Annual cutoff date for jurisdiction transfer requests.
468-705-100	Additional public testimony for consideration of jurisdiction transfer requests.
468-705-150	Notice of solicitation for public testimony.
468-705-200	Notice of preliminary finding.
468-705-250	Comment period.
468-705-300	Notice of final finding.
468-705-350	Contents of report to legislative transportation committee.

WAC 468-705-010 Contents of request for jurisdiction transfer. The agency initiating a route jurisdiction transfer request shall do so using forms provided by the board and utilizing the criteria specified in RCW 47.17.001, and chapter 479-210 WAC. The request shall be signed by the agencies chief executive officer.

[09-19-145, recodified as § 468-705-010, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-010, filed 11/19/91, effective 12/20/91.]

WAC 468-705-050 Annual cutoff date for jurisdiction transfer requests. Prior to February 1, yearly, cities, counties or the department of transportation shall submit requests for jurisdiction transfer to the board using forms pro-

vided by the board. The request shall be in conformance with the procedures established in this chapter.

[09-19-145, recodified as § 468-705-050, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-216-050, filed 1/30/95, effective 3/2/95. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-050, filed 11/19/91, effective 12/20/91.]

WAC 468-705-100 Additional public testimony for consideration of jurisdiction transfer requests. At the discretion of the board, and in addition to a regularly scheduled board meeting, public testimony may be solicited relative to a specific jurisdiction transfer request. The board will record public testimony and develop summary minutes of the meeting.

[09-19-145, recodified as § 468-705-100, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-100, filed 11/19/91, effective 12/20/91.]

WAC 468-705-150 Notice of solicitation for public testimony. If public testimony is solicited, the board will provide written notice to each agency involved in the transfer, legislators whose districts are impacted by the proposed route transfer and any others who have specifically requested in writing to be provided notice.

[09-19-145, recodified as § 468-705-150, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-150, filed 11/19/91, effective 12/20/91.]

WAC 468-705-200 Notice of preliminary finding. The board shall prepare preliminary finding for all jurisdiction transfer requests and provide written notice to the interested parties indicated in WAC 479-216-150.

[09-19-145, recodified as § 468-705-200, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-200, filed 11/19/91, effective 12/20/91.]

WAC 468-705-250 Comment period. For preliminary findings after January 1, 1992, the board will provide thirty calendar days from the date the notice is mailed for interested parties to provide written comments on the preliminary finding. The individuals giving comment must provide their name and address and the comments must address the criteria specified in RCW 47.17.001 and chapter 479-210 WAC.

[09-19-145, recodified as § 468-705-250, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-250, filed 11/19/91, effective 12/20/91.]

WAC 468-705-300 Notice of final finding. At the next scheduled board meeting after the comment period, the board will prepare a final finding and recommendation for submittal to the LTC. The board will give consideration to any comments or additional information and provide written notice of the final finding to the interested parties indicated in WAC 479-216-150.

[09-19-145, recodified as § 468-705-300, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-300, filed 11/19/91, effective 12/20/91.]

WAC 468-705-350 Contents of report to legislative transportation committee. The contents of the report should include:

- (1) Name of agency submitting the request for transfer,
- (2) Route being considered for transfer,
- (3) A map,
- (4) Comparison against the criteria specified in RCW 47.17.001 and chapter 479-210 WAC,
- (5) Findings,
- (6) Board's recommendation, and
- (7) Supplemental information, such as:
 - (a) Summary minutes of meetings,
 - (b) Comments received,
 - (c) Board reply on the comments, and
 - (d) Other appropriate information.

[09-19-145, recodified as § 468-705-350, filed 9/23/09, effective 9/23/09. Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-216-350, filed 11/19/91, effective 12/20/91.]