

State Profiles for “Bang for the Buck: How states and MPOs are striving to be more accountable and transparent”



CALIFORNIA



OREGON



WASHINGTON

Statewide Transportation System Statistics

Census Data	2010 Census Population	37,253,956 (1 st)	3,831,074 (27 th)	6,724,540 (13 th)
	Land Area	155,779.2 square miles (3 rd)	95,988 square miles (10 th)	66,455.5 square miles (20 th)
	Density	239.1 persons per square mile (11 th)	39.9 persons per square mile (39 th)	101.2 persons per square mile (25 th)
Roads and Bridges	Total lane miles	478,377 (235,354 rural, 243,023 urban)	150,973 (118,690 rural, 32,283 urban)	166,908 (114,100 rural, 52,808 urban)
	Bridges	25,318	8,037	7,353
	Toll facilities?	Yes (roads: 134.8 miles; bridges: 8)	Yes (bridges: 2)	Yes (roads: 28.0 miles; bridges: 4 within state boundaries, 2 of which are bi-state bridges operated by the state of Oregon)
	High-occupancy toll (HOT) lanes?	Yes	No	Yes
Public Transit	Transit modes	Bus, heavy rail, light rail, commuter rail, cable car, ferry boat, streetcar, vanpool, demand response	Bus, light rail, streetcar, vanpool, demand response	Bus, light rail, commuter rail, ferry boat, monorail, streetcar, vanpool, demand response
	Urban transit trips in 2013	1.4 billion	124.6 million	250.1 million
Rail	Freight rail route miles	5,295	2,396	3,069
Aviation	Total airports	515	323	351
	Public-use airports	247	97	135
	Passengers boarded in 2013	89.1 million	8.5 million	22.8 million
Ports and Waterways	Waterborne cargo tonnage in 2014	230.2 million	32.1 million	119.2 million

Note: These statistics refer to all transportation facilities and services in the state, not just those under state jurisdiction. Airport statistics only include airports, not heliports or other types of landing facilities. Bridges include all public bridges, but not tunnels or culverts, that are over 20 feet long and carry vehicular traffic. All statistics were first drawn from Federal or other sources (see references), and then presented to survey respondents to verify or amend.

Organizational Facts

Legislature

Name	California Legislature	Oregon Legislative Assembly	Washington Legislature
Structure	Bicameral, partisan	Bicameral, partisan	Bicameral, partisan
Chambers	Senate (40 members), Assembly (80 members)	Chambers Senate (30 members), House of Representatives (60 members)	Chambers Senate (49 members), House of Representatives (98 members)
Type	Professional/full-time	Hybrid	Hybrid
Session	Annual, approx. Jan. to Sept. (odd years), Jan. to Aug. (even years)	Session Annual, approx. Feb. to July (odd years), Feb. to Mar. (even years)	Annual, approx. Jan. to Apr. (odd years), Jan. to Mar. (even years)

Note: “Type” refers to categories that were developed at the National Conference of State Legislatures to illustrate degrees of legislative professionalization, based on legislators’ time on the job, legislator compensation, and legislative staff sizes (Kurtz and Erickson, 2013).

**Department of
Transportation****CALIFORNIA****OREGON****WASHINGTON**

Name	California Department of Transportation (Caltrans)	Oregon Department of Transportation (ODOT)	Washington State Department of Transportation (WSDOT)
Structure	Organized mainly by functional activity	Organized by both functional activity and transportation mode. Some of ODOT's divisions are dedicated to functional activities, and others are dedicated to specific transportation modes (highways, public transit, and rail).	Organized mainly by functional activity
Leadership	Secretary of the California State Transportation Agency (CalSTA, serves on governor's cabinet), Caltrans Director, California Transportation Commission (CTC, independent body). CTC is one of several state entities under CalSTA, and is structurally separate from Caltrans.	Director of Transportation (does not serve on governor's cabinet; Oregon has no formal cabinet system), Oregon Transportation Commission (OTC, independent body). In Oregon, the governor employs a liaison who maintains active communication with ODOT about transportation issues.	Secretary of Transportation (serves on governor's cabinet), Washington State Transportation Commission (WSTC, independent body, governor serves ex officio). WSTC is separate from WSDOT, and does not have direct control over the agency. Rather, its role is to set ferry fares and toll rates, and to develop the four-year policy plan.
Staff Size in Full-Time Equivalents (FTEs)	19,044	4,441	6,957.8
Modes Over Which the DOT Has Jurisdiction	Roads/bridges, public transit, passenger rail, aviation, ports/waterways, pedestrian/bicycle	Roads/bridges, public transit, freight and passenger rail, pedestrian/bicycle	Roads/bridges, public transit, freight and passenger rail, aviation, ports/waterways, pedestrian/bicycle, Washington State Ferries. WSDOT has Federal safety oversight responsibility for public transit and funds some intercity bus service.
Includes DMV?	No. The Department of Motor Vehicles is a separate state entity that is also under CalSTA. It is funded by vehicle registration and driver's license fees, not out of Caltrans' budget.	Yes. The Driver and Motor Vehicle Services Division is a division of ODOT. It is funded by the State Highway Fund as part of ODOT's budget.	No. The Washington State Department of Licensing performs driver's licensing and vehicle registration functions. It is funded by fee revenues, not out of WSDOT's budget.
Includes Highway Patrol?	No. The California Highway Patrol is a separate state entity that is also under CalSTA. It is funded by vehicle registration and driver's license fees, not out of Caltrans' budget.	No. The Oregon State Police, an independent state agency, carries out highway patrol functions. It is funded by any fund other than the State Highway Fund, usually by general funds and other sources. It is not funded out of ODOT's budget, except for reimbursements from ODOT for acting as weighmasters.	No. The Washington State Patrol is an independent state agency. It is funded by fees, grants, contracts, and other revenues, not out of WSDOT's budget.
Jurisdiction Over Toll Facilities?	Yes. Caltrans owns and operates seven toll bridges.	No. The only toll facilities in Oregon are two bridges over the Columbia River to Washington, neither of which is state-operated. State statute grants the authority to approve new toll proposals and rulemaking authority for toll collection systems and photo enforcement to OTC, not ODOT.	Yes. WSDOT is responsible for designing, constructing, and operating all toll facilities on the state system. Toll rates, however, are set by WSTC. WSDOT is also responsible for setting the statewide standards and protocols for all toll facilities in the state.

Other	CALIFORNIA	OREGON	WASHINGTON
Other State-Level Transportation Entities	<ul style="list-style-type: none"> • Board of Pilot Commissioners • California High-Speed Rail Authority • Office of Traffic Safety 	<ul style="list-style-type: none"> • Oregon Department of Aviation • Oregon State Marine Board 	<ul style="list-style-type: none"> • Utilities and Transportation Commission • Washington State Traffic Safety Commission • Freight Mobility Strategic Investment Board • Transportation Improvement Board • County Road Administration Board • Board of Pilotage Commissioners
Regional Entities	26 Regional Transportation Planning Agencies (RTPAs), including 21 outside of MPOs, responsible for planning, coordinating and administering federal, state and local funds that enhance the interregional transportation network	12 Area Commissions on Transportation (ACTs), which advise the OTC on the development of the STIP	15 Regional Transportation Planning Organizations (RTPOs), covering 37 of the 39 counties in Washington, authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans
Metropolitan Planning Organizations (MPOs)	17 within state boundaries, including the 4 largest: Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), San Diego Association of Governments (SANDAG), and Sacramento Area COG (SACOG). 2 bi-state.	8 within state boundaries, including Portland METRO. 1 bi-state.	10 within state boundaries, including Puget Sound Regional Council (PSRC). 2 bi-state.

Communication and Collaboration

Overall Communication and Collaboration	Formal and informal. Through the budget process, legislators and legislative staff make formal requests to Caltrans for information and discuss budget issues in committee hearings. The Legislative Analyst's Office works with Caltrans to understand its budget each year, and then publishes its budget recommendations for the Legislature. Members of relevant legislative committees and other legislators frequently communicate directly with Caltrans about specific issues of interest. Caltrans' Office of External Affairs analyzes bills and can request bill proposals through the governor's office.	Formal and informal. ODOT's Government Relations Section guides the department's participation in state legislative efforts. This includes doing fiscal and policy analyses of transportation-related legislation, coordinating regular ODOT testimony before legislative committees, and sometimes providing technical support to legislative offices for bill and amendment drafting. Regular communication takes place between legislative leadership and the chairs of relevant legislative committees (on the legislative side) and the ODOT director's office and government relations staff (on the department side).	Formal and informal, extensive. WSDOT executive management and legislative committee members interact frequently (daily during the legislative session) about transportation policy and budgetary matters. This includes regular WSDOT testimony before the Legislature's transportation committees. Significant and consistent interaction occurs at the staff level as well. WSDOT's Intergovernmental and Tribal Relations Office conducts policy research and analysis, tracks relevant bills, prepares presentations for legislative bodies, coordinates the agency's requests for legislation through the governor's office, and answers requests for information from legislators and legislative staff.
DOT Legislative Liaison	The assistant deputy director of legislative affairs in Caltrans' Office of External Affairs, among other duties, is the main point of contact between the department and the Legislature.	The legislative liaison in ODOT's Government Relations Section is the main point of contact between the department and the Legislative Assembly.	WSDOT's Intergovernmental and Tribal Relations Office is the main point of contact between the department and the Legislature. Various WSDOT officials and staff also engage with, and provide information and testimony to, legislators and legislative staff.

Transportation Governance

Laws and Legislation

CALIFORNIA

OREGON

WASHINGTON

Transportation Laws		CALIFORNIA	OREGON	WASHINGTON
Transportation Laws		Cal. Streets and Highways Code; Cal. Vehicle Code; portions of Cal. Public Utilities Code and Cal. Government Code; Cal. Const. art. XIX, §2 and §3 (revenue restrictions), art. XIXa (Public Transportation Account), and art. XIXb (Transportation Investment Fund); portions of Cal. Revenue and Taxation Code (revenues); numerous other state statutes and portions of the state constitution	Or. Rev. Stat. §§184.610 et seq.; Or. Rev. Stat. tit. 31 and 58 to 62; portions of Or. Rev. Stat. tit. 57; Or. Const. art. XI, §7 (bonding); Or. Const. art. IX, §3a (revenue restrictions); portions of Or. Rev. Stat. tit. 29 (revenues)	Wash. Rev. Code Ann. tit. 14, 46, 47, 80, 81, 88, and 91; Wash. Rev. Code Ann. §§43.146.010 et seq. and §§43.59.010 et seq.; Wash. Const. art. II, §40 (revenue restrictions); portions of Wash. Rev. Code Ann. tit. 82 (revenues)
DOT Role in the Legislative Process	Legislative Proposals	Occasional role. In California, the governor’s office can submit “administrative proposals” to the Legislature. Caltrans’ Office of External Affairs can request such proposals through the governor’s office. Bills must be sponsored and introduced by legislators.	Active role. ODOT and other executive agencies submit proposed legislative measures through the governor’s office. By law, the governor must approve all state agency proposals. The Legislative Counsel may draft these bills, and the governor introduces them. ODOT agency bills are introduced at the beginning of every session.	Active role. Washington executive agencies, including WSDOT, submit legislative proposals known as “agency request bills” to the governor’s office for approval. Once a proposal is approved, the agency requests a legislative bill draft. The agency also must find a legislative sponsor for each bill, as only legislators can sponsor and introduce legislation for consideration. Agency request bills indicate after the sponsor’s name that they are “by request” of the relevant agency.
	Advocacy and Lobbying	[No data]	ODOT has registered lobbyists within the agency that focus on providing neutral, factual information to the Legislative Assembly about policy implications, fiscal impacts, revenue projections, and agency operations. Support and opposition for legislation is directed by the office of the governor.	WSDOT advocates for its “agency request bills” and testifies regularly on other bills that impact the agency to indicate support, express concerns, or provide information.
	Fiscal Notes or Policy Impact Statements for Legislative Use	[No data]	ODOT provides information to the Legislative Fiscal Office and the Legislative Revenue Office, which develop fiscal and revenue impact statements for proposed bills.	WSDOT prepares fiscal notes in coordination with the Office of Financial Management. By law, the state Office of Financial Management must coordinate the development of fiscal notes with all affected state agencies.

Legislative Oversight

	CALIFORNIA	OREGON	WASHINGTON
Appointment of DOT Leadership	Nine of the 13 members of CTC are appointed by the governor, with the advice and consent of the Senate. The governor must “make every effort” to ensure geographic representation among the members he appoints, but all members represent the state at large. The remaining four members are appointed by the Speaker of the Assembly and the Senate Committee on Rules, each of whom appoints one voting citizen member and one ex officio legislator member. All but ex officio members are appointed to staggered four-year terms and may not hold simultaneous elected office or serve on a public board or commission with business before the commission. The Caltrans director is appointed by the governor, subject to confirmation by the Senate. Caltrans is one of several entities that make up CalSTA, under the oversight of a cabinet-level secretary. The secretary is appointed by the governor, subject to confirmation by the Senate.	The five members of OTC are appointed to four-year terms by the governor, subject to confirmation by the Senate and within statutory requirements for geographic representation and partisan balance. The director of transportation is appointed by the governor, subject to confirmation by the Senate.	The secretary of transportation is appointed by the governor, with the advice and consent of the Senate, and serves at the pleasure of the governor. The seven voting members of WSTC are appointed to up to two consecutive six-year terms by the governor, with the consent of the Senate and within statutory requirements for geographic representation. Members should reflect a “wide range of transportation interests” and cannot otherwise be state officials or employees. The governor or governor’s designee and the secretary of transportation serve as ex officio, non-voting members.
Legislature Able to Remove DOT Leaders?	No. The Caltrans director and secretary of CalSTA hold office at the pleasure of the governor. No process is specified for removing members of CTC before the end of their respective terms of office.	No. The director of transportation holds office at the pleasure of the governor. No process is specified for removing members of OTC before the end of their respective terms of office.	Once confirmed by the Senate, no. In Washington, the secretary of transportation may start serving upon appointment even without a Senate confirmation vote, unless and until voted down by a majority vote of the Senate. (An example of the secretary of transportation being removed in this way took place during the 2016 legislative session.) However, a secretary that has been confirmed by a majority vote of the Senate may then only be removed at the governor’s pleasure. The same general rule applies to members of WSTC, except that a commissioner that has been confirmed by the Senate may only be removed by the governor for cause.
Legislative Review of Administrative Rules	No. The executive Office of Administrative Law reviews proposed and existing rules. This office may sometimes be asked to submit reports to the Legislature, however, and the Legislature may also study and make recommendations regarding existing or proposed rules.	Yes. The Office of Legislative Counsel reviews all new rules and rule amendments. The role of the office is mainly advisory, and its determinations are submitted to the relevant interim committees. Either the Office of Legislative Counsel or the Joint Committee on Legislative Counsel may review any other rule.	Yes (optional). The Joint Administrative Rules Review Committee selectively reviews proposed and existing rules. In general, the committee reviews only those rules that raise a question about whether they follow legislative intent. The role of the committee is mainly advisory.

Legislative Audits or Sunset Reviews	Legislative audits only. Caltrans is subject to audits conducted by the State Auditor’s Office which, although not a legislative entity, generally conducts audits at the request of the Joint Legislative Audit Committee. The state conducts sunset reviews, but not of Caltrans.	Neither. Audits are generally conducted by the Office of the Secretary of State, which is not a legislative entity. Oregon does not conduct sunset reviews of state agencies or programs.	Legislative audits only. The Joint Legislative Audit and Review Committee conducts performance audits of WSDOT. The state conducts sunset reviews, but not of WSDOT.
Required DOT Reports to the Legislature	Caltrans is required to submit annual performance reports to the Legislature concerning State Transportation Improvement Program (STIP) project costs and delivery, business signs near rural freeway exits, safety roadside rest areas, non-motorized transportation facilities, and any active design-build projects. The California Transportation Commission submits an annual report of transportation capital outlay appropriations and transportation issues facing the state. It must include materials with this report that address bond-funded projects, the California Transportation Financing Authority, the Transportation Facilities Account, and local transportation construction. Every year, the commission must also submit reports concerning Federal GARVEE bonds and, every six months, a report concerning the Trade Corridors Improvement Fund. The secretary of transportation must submit a report every four years concerning transportation fees. A number of other reports are required intermittently or one-time as needed.	ODOT is required to submit reports every other year to the Legislative Assembly concerning audits of the department, highway construction workforce diversity, use of photo radar in highway work zones, and flat fee adjustments for trucks carrying certain commodities. The department must report quarterly on passenger rail performance and make regular reports about hazardous materials transportation. OTC must submit a report every other year about emerging small business assistance. ODOT must also submit an Annual Performance Progress Report, a quarterly report on revenues resulting from the Jobs and Transportation Act of 2009, and a number of other one-time or ongoing reports.	WSDOT is required to submit many legislatively mandated studies and reports. In addition to ongoing statutory reports, WSDOT is also often directed to submit various reports to the Legislature by the biennial state transportation budget. WSDOT must submit a comprehensive biennial report that includes operational and construction activities in the previous biennium and recommendations for future operations. As of Oct. 1, 2016, WSDOT also must submit a biennial attainment report to assess progress toward transportation policy goals and objectives. Other required biennial reports concern small business participation and commute trip reduction. Required annual reports concern the Freight Rail Investment Bank, public transit, bicycle, and pedestrian projects, public transit systems, toll nonpayment adjudication, highway construction workforce development, local permit applications that take more than 90 days, reimbursable expenditures, the miscellaneous transportation programs account, progress on the state public transportation plan, the SR167 high-occupancy toll (HOT) lane pilot project, Interstate 405 express toll lanes, ferry system performance, rural mobility grants, transit coordination grants, regional mobility grants, and, from 2017 to 2020, use of recycled materials. WSDOT must also submit periodic reports on highway classification and ferry fuel cost reduction; quarterly reports on various aspects of toll operations and penalties; and semi-annual reports on Connecting Washington project savings. The secretary of transportation must submit an annual report concerning private contracting.

Legislative Role in DOT Performance Management	In addition to the reporting requirements and legislative audits listed above, the Legislature has enacted some requirements for Caltrans performance measurement in state law and occasionally determines specific targets or goals for Caltrans to achieve.	In addition to the reporting requirements listed above, state statute requires state agencies to develop and use performance measures, and to review them with the appropriate legislative committee every other year. ODOT proposes its biennial performance measures and targets in the documentation it submits to the Department of Administrative Services and the Legislative Fiscal Office as part of the budget process. The Legislative Assembly approves, denies, or modifies these proposed measures. Once the measures are approved, they are reported upon until eliminated or modified by the Legislative Assembly. ODOT reports to the Legislative Assembly on its progress through testimony before legislative committees and in formal reports (including the Annual Performance Progress Report listed above).	In addition to the reporting requirements and legislative audits listed above, the Legislature established performance measurement requirements for all state agencies, including that state agencies must include performance measures in their biennial budget requests. The Legislature also created six overall state transportation policy goals in state statute. The Office of Financial Management, in consultation with WSTC, oversees the establishment of objectives and performance measures for each state transportation agency based on the statutory policy goals and is required to submit a biennial “attainment report” measuring statewide progress toward those goals. Although not required, WSDOT also produces its own performance publications that are tied to the statutory goals, such as the Gray Notebook and the Corridor Capacity Report, and provides them to the Legislature.
Other Legislative Oversight Mechanisms	Legislative oversight of Caltrans occurs mainly through the budget committee process, which includes public hearings and an annual budget review, conducted by the California Legislative Analyst’s Office. The Legislative Analyst’s Office also periodically reviews Caltrans programs in depth, informs the Legislature of any concerns, and makes recommendations. In addition, policy committees often hold oversight hearings related to specific issues.	Although the Legislative Assembly does not itself conduct audits, ODOT is required to appear before the Joint Committee on Legislative Audits at least once every two years to report on internal audits and Federal audits of the department. Also, between legislative sessions, legislative leaders appoint members to interim committees and assign them topics to study, which can include transportation-related topics. In addition, legislative leadership and chairs of relevant committees occasionally request background information from ODOT about its programs, procedures, and past legislation. Individual legislators may also request information from ODOT.	The State Auditor’s Office in the executive branch conducts financial and performance audits of WSDOT, and must submit them to the Joint Legislative Audit and Review Committee and other appropriate legislative committees. By law, the relevant legislative body must hold a public hearing to consider the findings of each performance audit conducted by the State Auditor’s Office. Other legislative committees may ask for presentations of the State Auditor’s performance audit results as well. Legislative members and staff also at times ask for copies of audits performed by WSDOT’s Internal Audit Office. In addition, the interim Joint Transportation Committee performs a number of studies and evaluations of WSDOT expenditures and activities between legislative sessions. In 2015, for example, the Legislature directed the committee to study WSDOT’s implementation of design-build project delivery and weigh stations. The committee also chose to review several other transportation topics during the interim. Other oversight mechanisms include legislative requests for information from WSDOT, as well as committee work sessions on particular projects and programs during the legislative session.

Resources Provided to DOT to Support Compliance with Oversight Requirements?	No.	Yes. Funds have been allocated to ODOT to support its compliance with legislative oversight requirements.	Yes. Some funds have been allocated to WSDOT to support its compliance with legislative oversight requirements. Many reports are required to be completed within existing agency resources.
---	-----	---	---

Transportation Funding and Finance

Budgeting and Appropriations

	CALIFORNIA	OREGON	WASHINGTON
Budgeting and Appropriations Overview	Annual budget; fiscal year begins July 1. Transportation programs receive state funding from several dedicated revenue sources. The Legislature can make some changes to the mix of transportation programs that are funded, but within various formulas, requirements, and restrictions on funding certain programs or the uses of certain revenues.	Biennial enactment of one 24-month budget; fiscal year begins July 1. ODOT prepares a two-year budget request, which is approved by OTC, then by the governor. The governor submits the proposed ODOT budget to the Legislative Assembly for approval. The proposed budget must include expenditures for each program or item specifically listed in the previously enacted budget bill. The Legislative Assembly modifies the budget based on legislative priorities and adopts it as an appropriations bill, subject to the governor’s approval or veto.	Biennial enactment of one 24-month budget; fiscal year begins July 1. Supplemental transportation budgets frequently are enacted in each of the two years following the adoption of the biennial budget to account for technical and workload updates, make corrections, or address emerging issues.
Allocation of Transportation Revenues to the DOT	Federal Revenues Legislative appropriation. Although Federal transportation funds flow directly to Caltrans, the department needs a budget appropriation in order to have the authority to spend the funds. Appropriation authority is given in the state budget act under broad categories (e.g., support, local assistance, capital outlay, and others).	Legislative appropriation and application approval. Federal formula funds for transportation flow directly to ODOT from the U.S. DOT with no state legislative involvement. However, ODOT is subject to an expenditure limit on those funds that is set by the Legislative Assembly as part of the biennial appropriations bill. Legislative approval also is required for ODOT to apply for non-formula Federal grants.	Partial legislative appropriation. Federal transportation funds are mostly allocated to WSDOT as state legislative appropriations to departmental programs or broad spending categories. Some funds flow directly to WSDOT from the U.S. DOT with no state legislative involvement. Legislative staff must review, but need not approve, any Federal funding that is received for operating purposes outside of existing appropriations.
	State Revenues Legislative appropriation. As with Federal funds, state transportation funds essentially flow directly to Caltrans, but authority to spend the funds is given in the state budget act under broad categories. The governor and Legislature typically include some more specific budget bill language each year regarding the use of some state funds.	Legislative appropriation. As with Federal funds, state transportation funds flow directly from the revenue source to ODOT but are subject to the biennial expenditure limit. Some state funds are appropriated to specific projects in special legislation.	Legislative appropriation. State transportation funds are allocated to WSDOT as legislative appropriations to departmental programs and broad spending categories, and as project-specific earmarks.

State Transportation Budget

	CALIFORNIA		OREGON		WASHINGTON	
Most Recently Enacted Transportation Budget	Annual budget, FY 2017 (enacted)		Biennial budget, 2015–17 fiscal biennium (enacted)		Biennial budget, 2015–17 fiscal biennium (enacted and revised by a supplemental budget)	
Authorized Expenditures	Aeronautics	\$7,524,000	Non-limited programs	\$18,158,214	Aviation	\$12,788,000
	Capital outlay support	\$1,772,543,000	Capital improvement and construction	\$52,438,165	Charges from other agencies	\$78,281,000
	Capital outlay projects	\$2,881,169,000	Highways	\$2,040,568,172	Economic partnerships	\$1,600,000
	Local assistance	\$2,244,032,000	Driver and motor vehicles services	\$209,397,660	Facilities	\$49,962,000
	Program development	\$81,349,000	Motor carrier transportation	\$65,423,763	Highway maintenance	\$431,207,000
	Legal	\$128,029,000	Transportation program development	\$177,379,941	Improvements	\$2,450,660,000
	Operations	\$258,347,000	Public transit	\$95,572,166	Information technology	\$75,357,000
	Maintenance	\$1,567,599,000	Rail	\$77,916,495	Local programs	\$140,030,000
	State and Federal mass transit	\$151,538,000	Transportation safety	\$36,297,561	Marine	\$484,348,000
	Intercity rail passenger program	\$394,491,000	Debt service	\$580,538,676	Preservation	\$678,552,000
	Statewide planning	\$139,857,000	Central services	\$207,455,609	Program delivery management and support	\$54,661,000
	Regional planning	\$92,718,000			Public transportation	\$172,686,000
					Rail	\$597,553,000
					Toll operations and maintenance	\$90,920,000
					Traffic operations	\$74,909,000
					Transportation management and support	\$31,961,000
					Transportation planning, data, and research	\$52,630,000
					Washington State Ferries	\$406,035,000
	Total	\$9,719,196,000	Total	\$3,561,146,422	Total	\$5,884,140,000
Revenue Sources	State Transportation Fund (various accounts)	\$3,270,584,000	General fund	\$27,827,995	State appropriations	\$4,060,146,000
	Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (various accounts)	\$133,041,000	Lottery funds	\$107,484,140	Federal appropriations	\$1,633,819,000
	Traffic Congestion Relief Fund	\$234,293,000	Other funds	\$3,294,101,872	Private/local appropriations	\$190,175,000
	Other state funds	\$108,692,000	Federal funds	\$131,732,415		
	Federal trust fund	\$4,811,888,000				
	Reimbursements	\$1,160,698,000				
	Total	\$9,719,196,000	Total	\$3,561,146,422	Total	\$5,884,140,000

Note: The California State Transportation Agency (CalSTA) oversees and coordinates the activities of several state entities, including Caltrans, the California Transportation Commission (CTC), the High-Speed Rail Authority, the Department of Motor Vehicles, the California Highway Patrol, and the Board of Pilot Commissioners. Each entity has its own detailed budget. This chart shows the budget for Caltrans only.

Note: Washington's transportation budget bill makes appropriations to many state agencies including WSDOT, the Washington State Patrol, the Department of Licensing, the Washington State Transportation Commission (WSTC), and others. This chart shows the budget for WSDOT only.

Planning and Projects

CALIFORNIA

OREGON

WASHINGTON

Transportation Planning and Capital Project Selection Process	<p>Caltrans develops the long-range plan for state highway repairs and expansion of the state's interregional network—and selects projects for the State Highway Operation Protection Program (SHOPP) and interregional projects for the State Transportation Improvement Program (STIP)—with input from local agencies (counties and MPOs). Local agencies develop long-range plans for their regions and select projects for the regional portion of the STIP with input from transit operators, other local governments, and sometimes Caltrans. Caltrans selects all state highway repair and rehabilitation projects and 25 percent of capacity expansion projects; county transportation agencies select 75 percent of capacity expansion projects. CTC is responsible for approving an entire program of projects, but cannot approve or reject individual projects. Occasionally, the governor's office or the secretary of transportation will request that Caltrans select certain projects.</p>	<p>OTC selects projects for the four-year Statewide Transportation Improvement Program (STIP). ODOT's primary responsibility in the process is to provide staff support for the commission. Other entities that participate in the STIP process include ODOT divisions and regions, Area Commissions on Transportation (ACTs), the Oregon Freight Advisory Committee, tribal and local governments, MPOs, and transportation management areas. ODOT prepares, publishes, and presents the draft STIP for review and comment in public hearings across the state. ODOT also staffs some of the ACTs that organize stakeholder input for regional transportation planning.</p>	<p>In general, WSTC conducts statewide and long-range planning activities, while WSDOT is charged with project identification and prioritization. WSDOT takes the lead in developing the state's several modal plans and the annually updated four-year Statewide Transportation Improvement Program (STIP). The governor's office also plays a significant role in identifying, selecting, and prioritizing projects through the budget process. MPOs, transit agencies, port authorities and local governments are solely responsible for local programming, but play only a minor role in state projects, mainly through lobbying. The Legislature approves the budget and also selects, approves, and funds specific projects.</p>
Legislative Role in the Planning Process	<p>Limited legislative role. Funds are appropriated on a program rather than project basis, so the Legislature has no role in planning or selecting specific projects. In some cases, the Legislature has had an indirect role by enacting policies that guide the transportation planning process.</p>	<p>Moderate legislative role. The Legislative Assembly does not approve the STIP, but does modify and approve the two-year budget for transportation projects. The Legislative Assembly has at times enacted separate legislation that identified and provided revenues for specific multimodal or highway projects.</p>	<p>Substantial legislative role. The Legislature approves the overall WSDOT budget and regularly earmarks Federal and state funds for specific projects. The Legislature must authorize any bond financing in legislation that identifies the projects for which the bonds can be used. WSDOT sometimes seeks input from legislative transportation committee chairs about how to allocate certain Federal funds for capital purposes.</p>

Sources: Most of the information contained herein is excerpted from *Transportation Governance & Finance: A 50-State Review of State Legislatures and Departments of Transportation*, http://www.financingtransportation.org/pdf/50_state_review_nov16.pdf. Additional information is taken from *Guide to State and Local Census Geography*, <http://www.census.gov/geo/reference/geoguide.html>, Metropolitan Planning Organization (MPO) Database, <http://www.planning.dot.gov/mpo.asp>, California's 18 Metropolitan Planning Organizations, <http://www.ca-ilg.org/post/californias-18-metropolitan-planning-organizations>, Area Commissions on Transportation, http://www.oregon.gov/ODOT/Get-Involved/Pages/Area_Commissions.aspx, and Regional Transportation Planning, <http://www.wsdot.wa.gov/planning/Regional/Default.htm>.