

2024 Obsolete Equipment & Fuel Site Replacement Status Report

December 10, 2024



WSDOT Office:

Transportation Equipment Fund (TEF)

Contacts:

Ernie Sims, Fleet Administrator
Ernie.Sims@wsdot.wa.gov

Steve Jenkins, Assistant Fleet Administrator
Steve.Jenkins@wsdot.wa.gov

Charleen Emmons, TEF Budget & Finance
Charleen.Emmons@wsdot.wa.gov

Contents

Background	2
Progress on replacing outdated equipment and fuel sites	4
Program funding and progress toward level purchasing	5
Funding recommendations to address the growing backlog.....	5
Fuel site prioritization plan	9
Department practices to achieve sustained revenue (fuel)	9
Support zero emission vehicles	10
Appendix A – Fuel Site Prioritization Plan.....	12
Appendix B - Acronyms.....	15
Referenced studies / Comparisons or Websites	15



Background

Washington State Legislature ESHB 1125

Under ESHB 1125, the Washington State Legislature tasked the Washington State Department of Transportation (WSDOT) and its Transportation Equipment Fund (TEF) with modernizing equipment and fuel infrastructure. The provided resources and directives target several key objectives:

1. Equipment modernization

- Outdated equipment: Replacement of worn or outdated WSDOT-owned equipment and purchasing lower emission vehicles.
- Level purchasing: Advancement toward achieving a balanced purchasing cycle to sustain equipment performance and efficiency.

2. Fuel site prioritization and modernization

- Development of a prioritization plan for replacing and modernizing state-owned and maintained fuel sites which will support future alternative fuels.
- Evaluation of fuel sites based on their urgency of replacement to prevent an environmental spill from a worn failing tank and support critical operations such as snowplow deployment, incident response and Washington State Patrol services.

3. Sustainable revenue practices

- Recommendations for practices that establish sustained funding sources for capital repair and fuel site replacements.

4. Zero-emission vehicle support

- Examination of fuel site infrastructure's potential to support zero-emission vehicle operations, aligning with broader state environmental goals.
- The report outlines specific strategies, priorities and recommendations to ensure effective implementation of these objectives while supporting ongoing operational and environmental needs.
- These are requirements under Sections 212 (1 (a-c)).

(1) The entire move ahead WA account—state appropriation is provided solely for the department's costs related to replacing obsolete transportation equipment and replacing fuel sites. Beginning December 1, 2024, and annually thereafter, the department must provide a report to the office of financial management and the transportation committees of the legislature detailing the current progress on replacing obsolete equipment, progress towards reaching a level purchasing state, and the status of a fuel site replacement prioritization plan. The report must also include:

(a) A list of department owned and managed fuel sites prioritized by urgency of replacement;

(b) A discussion of department practices that would create a sustained revenue source for capital repair and replacement of fuel sites; and

(c) A discussion of to what extent the fuel site infrastructure can support zero emissions vehicles.

Transportation equipment fund: Key details and challenges

Funding structure and responsibilities

The Transportation Equipment Fund operates as a non-appropriated, revolving fund of a proprietary nature. Rather than adhering to an appropriated budget process, TEF functions under a business plan model, recovering costs primarily through rental charges assessed to the WSDOT programs and divisions utilizing its services. Its responsibilities include:

- Purchasing, maintaining, repairing, replacing, fueling and disposing of vehicles and equipment for the department.

Assets and scale

- TEF supports approximately 10,000 vehicles and pieces of equipment, with an estimated replacement value of \$725 million (2024 estimates).
- WSDOT owns 107 fuel sites across Washington. These serve critical operations, including snowplow deployments, incident response trucks and 16 fuel sites for Washington State Patrol.

Challenges and impacts to services

Revenue and budget constraints

- TEF rental rates were last increased in 2019-2021 biennium.
- Rising costs for equipment, labor and other operational expenses outpace revenues, creating a growing funding gap.
- TEF has not collected rental charges to align with level purchasing needs since the 2003-2005 biennium

Deferred equipment replacement

- Extended lifecycles: WSDOT equipment life cycles often exceed National Cooperative Highway Research Program (NCHRP) standards, increasing the likelihood of breakdowns and rendering equipment unavailable during critical operations.
- Higher maintenance costs for older equipment.
- Increased downtime, reducing operational efficiency.
- Elevated emissions from outdated equipment.
- Lower disposal proceeds from outdated asset sales.

Backlog under current funding

- At the start of the 2023-25 biennium: \$153 million.
- Projected for the 2031-33 biennium: \$349 million.

Aging fuel sites

- Most fuel sites were replaced between 1994-1996 and are now at or beyond their useful life.
- Our goal is to replace fuel sites on a level purchasing approach which occur over multiple bienniums.

Recent legislative support

Recognizing the operational risks posed by aging equipment and fuel infrastructure, the Legislature allocated an additional \$20 million in the 2023-25 biennium budget to begin addressing these shortfalls. While the additional funding enabled replacement of some equipment and fuel site infrastructure, available funding is not sufficient address all the agency's equipment and fleet needs across the state.

Implications

Without sustainable revenue and funded modernization plans, deferred replacements and infrastructure challenges will escalate, further straining WSDOT's operational capacity and environmental compliance.

Progress on replacing outdated equipment and fuel sites

Obsolete equipment refers to assets that have surpassed their lowest operational cost lifecycle, based on criteria like years of service, mileage and meter hours. This equipment is prone to critical, costly failures (ex. engine or transmission), potentially disrupting WSDOT's ability to maintain Washington's multimodal transportation system.

2024 Move Ahead Washington proviso funding progress

Equipment replacement

Proviso funding: \$10.4 million was obligated to vendors for 184 pieces of outdated equipment out of the \$20 million in fiscal year 2024. The remaining balance of funding is obligated in fiscal year 2025.

Fuel site replacement

- Proviso implications: Enabled the replacement of two outdated fuel sites that would have been unfunded otherwise.
- Future-proofing infrastructure:
- Transition to above-ground tanks to reduce excavation needs and support evolving fuel types.
- Integration of electric vehicle charging stations during construction to accommodate zero-emission vehicles.

Program funding and progress toward level purchasing

Move Ahead Washington benefits

\$20 million in Move Ahead Washington funding contributed to reducing the program's significant backlog of outdated equipment. This transfer of funds reduced our department's overall backlog from \$173 million to \$153 million.

Recommended funding structure

- Non-appropriated funding aligns with the program's structure and is preferred to ensure operational flexibility.
- To achieve sustainable funding:
- Additional appropriations provided to WSDOT programs to cover the full cost of rental charges; or
- A cash transfer into TEF, which is "Program E", could also bridge the funding gap.

Funding recommendations to address the growing backlog

To implement level purchasing and eliminate outdated equipment over a 20-year period, WSDOT requires a sustained increase in revenue:

- Biennial revenue needs
 - Total Increase: Approximately \$50 million per biennium.
 - \$46 million: To be sourced from WSDOT programs through equipment rental charges or cash transfers.
 - \$4 million: To be generated from proceeds from the sale of disposed equipment.

- Duration of funding: Sustained funding is needed for *20 years* to gradually reduce the backlog while maintaining consistent replacement cycles.

Example

For a fleet of 100 dump trucks with a 10-year lifecycle:

- Replacement cycle: Replace 10 dump trucks annually to ensure a sustainable, healthy and operational fleet.
- Aligning this strategy across all equipment categories supports operational efficiency, reduces maintenance costs and minimizes unplanned downtime.

Long-Term Benefits

- Backlog reduction: Eliminate the backlog over the next 20 years of obsolete equipment while avoiding future accumulations.
- Fleet modernization: Consistently refresh the fleet to meet operational and environmental standards.
- Financial sustainability: Stable and predictable funding ensures the program’s ability to align costs with equipment lifecycle needs.

This funding plan offers a structured pathway to achieve operational readiness and fiscal sustainability over the long term. This chart shows how much each program’s rent needs to be increased to support level purchasing.

23-25 Biennium Rent Needs to Fund at Level Purchasing				
Pgm.	Description	What Programs Should be Paying to Achieve Level Purchasing Rent	Current Rent Being Paid by Programs	Additional Funding Needed for Programs to Achieve Level Purchasing
B	Toll Oper. & Maint.	\$34,000	\$30,000	\$4,000
C	Info. Tech.	\$376,000	\$341,000	\$35,000
D	Facilities	\$1,851,000	\$1,553,000	\$298,000
F	Aviation	\$96,000	\$79,000	\$17,000
H	Pgm Delivery	\$495,000	\$448,000	\$47,000
I	Improvements	\$2,192,000	\$1,867,000	\$325,000
K	Public/Private Partnership	\$0	\$0	\$0
M	Highway Maint & Oper.	\$156,887,000	\$118,153,000	\$38,734,000
P	Preservation	\$20,058,000	\$15,658,000	\$4,400,000
Q	Traffic Operations	\$6,098,000	\$4,989,000	\$1,109,000
S	Trans. Mgmt.	\$58,000	\$55,000	\$3,000
T	Planning, Data, Rsrch.	\$631,000	\$531,000	\$100,000
V	Public Transportation	\$8,000	\$8,000	\$0
W	Ferries Construction	\$181,000	\$152,000	\$29,000
X	Ferries Operations	\$1,927,000	\$1,434,000	\$493,000
Y	Rail Programs	\$74,000	\$72,000	\$2,000
Z	Local Programs	\$92,000	\$89,000	\$3,000
Total		\$191,058,000	\$145,459,000	\$45,599,000

Importance of properly functioning equipment and ongoing funding needs

Highway maintenance: Largest customer

- Represents **81% of the fleet**.
- Essential for delivering critical missions, including:
 - **Mountain pass clearing:** Snowplows, snow blowers and loaders ensure roads remain safe and passable.
 - **Weather-related events:** Rapid response to storms, landslides, ice and other hazards to maintain highway safety.
 - **Road work:** Supporting ongoing repairs and construction projects critical to public safety and commerce.

Other WSDOT programs relying on TEF

- **Engineering, Local Programs and Construction Offices:** Depend on reliable, well-maintained equipment to support multimodal transportation initiatives and community services.

Operational backbone

- Equipment in good working order is essential for WSDOT to fulfill its mission efficiently and safely. Aging or obsolete equipment undermines this effort.

Why can't WSDOT just make do with outdated equipment?

- Increased failures: Major component failures (ex. engines or transmissions) are more frequent.
- Higher costs: Maintenance costs rise as aging equipment requires more repairs.
- Downtime: Reduced availability hampers the agency's response to maintain the state's transportation system. This is particularly felt during a winter storm or massive collision involving several vehicles or semi-trucks.
- Environmental concerns: Older equipment produces higher levels of pollution, conflicting with the agency's sustainability goals.
- Reduced sale proceeds: Outdated assets result in lesser returns on investments upon disposal.

Funding Challenges

Current cost recovery rate

- TEF rates have not increased to meet the programs full cost recovery level purchasing needs since the 2003-2005 biennium. Current rental charges are sized appropriately to the agency's operating budget capacity and recover approximately 81% of costs. This limits the department's ability to replace equipment and maintain a reliable fleet.

Revenue needs

- TEF needs sustainable revenues to:
 - Replace outdated, obsolete equipment.
 - Implement level purchasing and maintain a healthy fleet lifecycle for the safety of our crews and the traveling public.

Equipment backlog of outdated equipment

**Equipment is still in use and is eligible for replacement, however not funded for replacement based on 7/31/24 data/Asset Management Plan*

Equipment Class Description	Count of Units	Sum of Budgeted Allocation
PASSENGER VEHICLE	81	\$3,084,000
HIGHWAY MAINTENANCE WORK VAN	33	\$1,831,900
INCIDENT RESPONSE VEHICLE	15	\$1,743,800
WORK TRUCK WITH SPECIAL BODY	52	\$5,723,000
HIGHWAY MAINTENANCE WORK TRUCK	249	\$12,724,300
DUMP TRUCK	91	\$22,507,600
MANLIFT / DIGGER DERRICK	10	\$3,994,300
HEAVY TRUCK WITH SPECIAL BODY	61	\$16,742,600
EARTH DRILLING EQUIPMENT	8	\$2,028,800
TRAILERS	80	\$8,553,200
MOTOR GRADERS	13	\$4,514,700
CRANES AND SHOVELS	10	\$2,051,900
FRONT END LOADERS	34	\$7,091,400
ROLLERS	11	\$1,174,700
ROAD SWEEPING EQUIPMENT	12	\$1,672,000
SELF-PROPELLED MOWERS/TRACTORS	24	\$2,030,900
TRACTOR ATTACHMENTS	39	\$1,457,400
ASPHALT EQUIPMENT	8	\$881,400
OTHER SELF-PROPELLED EQUIPMENT	52	\$5,360,800
OTHER NON-SELF PROPELLED EQUIP	227	\$6,227,400
SNOW BLOWERS	6	\$3,454,200
SNOW REMOVAL ATTACHMENTS	244	\$9,550,500
POWER GENERATION EQUIPMENT	100	\$5,236,300
REPRODUCTION EQUIPMENT	3	\$188,600
FIELD ENGINEERING EQUIPMENT	86	\$2,236,800
ATTACHED: GRADE, LOAD, EXCAV	25	\$821,400
FUEL SYSTEM INFRASTRUCTURE	62	\$20,100,000
Grand Total	1,636	\$152,983,900





Fuel site prioritization plan

WSDOT maintains and operates 124 fuel sites across the state. These fuel sites are available for WSDOT, the Washington State Patrol and others including federal entities, counties, fire departments and local municipalities. WSDOT uses 54% of the fuel, followed by WSP using 25% and all others using the remaining 21%. These fuel sites are part of the State's emergency management plan for supplying fuel during natural disasters and other catastrophic events.

WSDOT's priority is to replace single walled fuel tanks first as they present the most danger to the environment in the event of a leak. A single walled tank has no secondary containment around the main tank to capture fuel if a leak occurs.

See Appendix A for the Fuel Site Prioritization Plan.

Department practices to achieve sustained revenue (fuel)

Fuel site cost management and responsibilities

Fuel cost analysis

- Annual fuel analysis: WSDOT conducts an annual analysis of fuel site operations to assess operating costs, determine the markup per gallon to charge customers and ensure operational expenses are recovered fairly and sustainably.

Funding constraints for fuel sites

- Fuel site capital replacement dollars come from rent from all WSDOT assets that use fuel. Fuel sites are part of the obsolete equipment backlog and replacement funding is reflected in our funding shortage request shown on the above chart.
- Addressing this gap requires either direct appropriations or an adjustment to cost recovery to include capital costs, ensuring long-term sustainability of WSDOT's fuel infrastructure.

Discussion: Fuel site infrastructure and support for zero-emission vehicles (ZEVs)

WSDOT is taking proactive steps to modernize its fuel site infrastructure to support zero-emission vehicles (ZEVs) and align with future transportation needs.

Transitioning to above-ground fuel tanks

Future flexibility

- Above-ground tanks eliminate the need for significant earthwork during future transitions to alternative fuel storage systems.
- This approach supports a smoother shift to ZEV-compatible fuels such as hydrogen.

Support zero emission vehicles

Expansion of Electric Vehicle Infrastructure

EV Charging Stations (EVSE)

- WSDOT is installing EVSE and associated electrical infrastructure at various locations, prioritizing areas with limited EV charging availability.
- This effort supports agency fleet electrification while addressing regional charging gaps.
- WSDOT is exploring EVSE capable of monitoring kilowatt-hour usage to track fuel data for electric vehicles effectively.

Piloting EVSE billing for external customers

WSDOT plans to test billing external users for EVSE electricity, addressing a key operational challenge:

- **Cost Variability:** Electricity costs fluctuate throughout the day, complicating billing and cost recovery processes.
- A networked EVSE pilot will evaluate the feasibility of customer billing and operational cost management.

Piloting hydrogen fuel technology

Hydrogen fuel cell vehicles

- WSDOT is piloting a small fleet of hydrogen fuel cell sedans, showcasing its commitment to exploring alternative ZEV technologies.
- Collaboration with Lewis County Transit for hydrogen fuel purchases demonstrates an effective partnership model for scaling hydrogen infrastructure.

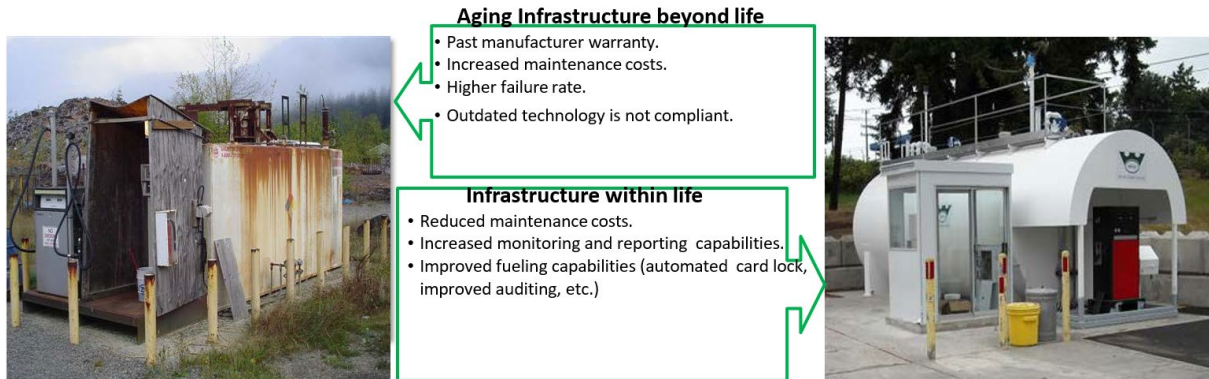
Challenges and opportunities

- **Electricity billing:** Addressing cost variability will require advanced pricing strategies or real-time cost tracking mechanisms.
- **Scalability:** Widespread adoption of ZEV infrastructure will depend on piloting results and the ability to balance cost, technology and operational demands.

- Hydrogen expansion: While promising, hydrogen infrastructure development requires further investment and partnerships to expand access and cost efficiency.

Conclusion

WSDOT’s strategic initiatives—including above-ground fuel tanks, EVSE deployment and hydrogen fuel pilots—position the agency to support ZEV adoption effectively. Continued evaluation and innovation will ensure infrastructure readiness for a zero-emission future.



Aging Infrastructure beyond life

- Past manufacturer warranty.
- Increased maintenance costs.
- Higher failure rate.
- Outdated technology is not compliant.

Infrastructure within life

- Reduced maintenance costs.
- Increased monitoring and reporting capabilities.
- Improved fueling capabilities (automated card lock, improved auditing, etc.)

Appendix A – Fuel Site Prioritization Plan

Site Name	Date asset was placed in service	Asset Retirement Date	Est Remaining Life of Asset	WSDOT Responsible to Replace or Maintain	Priority	Reason Site is Priority	Above Ground Tanks (AST) or Below Ground Tanks (UST)
Ephrata	11/23/1994	11/23/2024	3 months scheduled for FY25	Responsible for both	1	Single Wall Tank	Ust
Colville	12/9/1994	12/9/2024	Overdue scheduled for FY25	Responsible for both	2	Single Wall Tank	Ust
UnionGap	11/23/1995	11/23/2025	1.2 years scheduled for FY25	Responsible for both	3	Single Wall Tank	Ust
Skykomish	11/23/1994	11/23/2024	3 months scheduled for FY25	Responsible for both	4	Single Wall Tank	Ust
Ellensburg	11/23/1994	11/23/2024	3 months	Responsible for both	5	Single Wall Tank	Ust
Kelso	11/23/1994	11/23/2024	3 months	Responsible for both	6	Single Wall Tank	Ust
Hyak	11/23/1994	11/23/2024	3 months	Responsible for both	7	Single Wall Tank	Ust
Pasco	11/23/1994	11/23/2024	3 months	Responsible for both	8	Dependability Single Wall	Ust
Leavenworth	11/23/1994	11/23/2024	3 months	Responsible for both	9	Single Wall Tank	Ust
Vancouver	12/9/1994	12/9/2024	4 months	Responsible for both	10	Single Wall Tank	Ust
Lakeview	10/29/1996	10/29/2026	2.2 years	Responsible for both	11	age, sump issues, ancillary equipment	Ust
AmandaPark	5/27/1994	5/27/2024	Overdue	Responsible for both	12	age and tank condition. Tank bottom submerged during winter.	Ast
MapleFalls	8/31/1995	8/31/2025	1 year	Responsible for both	13	age and tank condition. Tank bottom submerged during winter.	Ast
PortAngeles	9/30/1992	9/30/2022	Overdue	Responsible for both	14	age, ancillary equipment	Ust
BlewettPass	2/16/1993	2/16/2023	Overdue	Responsible for both	15	Double Wall Fiberglass	Ust
Alder	11/1/1993	11/1/2023	Overdue	Responsible for both	16	age, ancillary equipment	Ust
Lofall	11/1/1993	11/1/2023	Overdue	Responsible for both	17	age, ancillary equipment	Ust
Raymond	11/2/1993	11/21/2023	Overdue	Responsible for both	18	under double	Ust
Okanogan	1/26/1994	1/26/2024	Overdue	Responsible for both	19		Ust
ElectricCity	6/30/1994	6/30/2024	Overdue	Responsible for both	20		Ust
WallaWalla	8/1/1994	8/1/2024	Overdue	Responsible for both	21		Ust
Mt.Vernon	11/23/1994	11/23/2024	3 months	Responsible for both	23	Age	Ust
Everett	11/23/1994	11/23/2024	3 months	Responsible for both	24	Age	Ust
Kent	11/23/1994	11/23/2024	3 months	Responsible for both	25	Age	Ust
BellevueWSDOT	11/23/1994	11/23/2024	3 months	Responsible for both	26	Age	Ust
Berne	11/23/1994	11/23/2024	3 months	Responsible for both	27		Ust
Mayfair	11/23/1994	11/23/2024	3 months	Responsible for both	28		Ust
Geiger	11/23/1994	11/23/2024	3 months	Responsible for both	29		Ust
Preston	12/9/1994	12/9/2024	4 months	Responsible for both	30	Damaged pad	Ust
Rimrock	12/9/1994	12/9/2024	4 months	Responsible for both	31		Ust
Pines	12/9/1994	12/9/2024	4 months	Responsible for both	32		Ust
Davenport	12/9/1994	12/9/2024	4 months	Responsible for both	33		Ust
MosesLake	3/9/1995	3/9/2025	7 months	Responsible for both	34	Double Wall Fiberglass	Ust
Shuksan	10/2/1995	10/21/2025	1.2 years	Responsible for both	35	Age	Ust
Chehalis	10/9/1998	10/9/2028	4.1 years	Responsible for both	36	under double	Ust
Aces	3/24/2005	3/24/2035	10.5 years	Responsible for both	37	under double	Ust
Cottonwood	9/9/1993	9/9/2023	Overdue	Responsible for both	38		Ast
Connell	9/9/1993	9/9/2023	Overdue	Responsible for both	39	Age	Ast
Clarkston	9/9/1993	9/9/2023	Overdue	Responsible for both	40	Age	Ast
Dayton	9/9/1993	9/9/2023	Overdue	Responsible for both	41	Age	Ast
Mt.St.Helens	10/19/1993	10/19/2023	Overdue	Responsible for both	42		Ast
Washougal	11/2/1993	11/2/2023	Overdue	Responsible for both	43		Ast
Toledo	11/2/1993	11/21/2023	Overdue	Responsible for both	44		Ast
Cathlamet	11/2/1993	11/21/2023	Overdue	Responsible for both	45		Ast
George	12/28/1993	12/28/2023	Overdue	Responsible for both	46		Ast
Othello	12/28/1993	12/28/2023	Overdue	Responsible for both	47		Ast
CouleeCity	12/28/1993	12/28/2023	Overdue	Responsible for both	48		Ast
CampMason	1/4/1994	1/4/2024	Overdue	Responsible for both	49		Ast
Chelan	4/28/1994	4/28/2024	Overdue	Responsible for both	50		Ast

Appendix A Continued

Site Name	Date asset was placed in service	Asset Retirement Date	Est Remaining Life of Asset	WSDOT Responsible to Replace or Maintain	Priority	Reason Site is Priority	Above Ground Tanks (AST) or Below Ground Tanks (UST)
Waterville	4/28/1994	4/28/2024	Overdue	Responsible for both	51		Ast
Twisp	4/28/1994	4/28/2024	Overdue	Responsible for both	52		Ast
Tonasket	4/28/1994	4/28/2024	Overdue	Responsible for both	53		Ast
Brewster	4/28/1994	4/28/2024	Overdue	Responsible for both	54		Ast
Mansfield	4/28/1994	4/28/2024	Overdue	Responsible for both	55		Ast
Republic	4/28/1994	4/28/2024	Overdue	Responsible for both	56		Ast
DiscoveryBay	5/27/1994	5/27/2024	Overdue	Responsible for both	57	age, ancillary equipment	Ast
Mt. Walker	6/1/1994	6/1/2024	Overdue	Responsible for both	58	age, ancillary equipment	Ast
Sekiu	6/1/1994	6/1/2024	Overdue	Responsible for both	59	age, ancillary equipment	Ast
Willows	6/30/1994	6/30/2024	Overdue	Responsible for both	60	age, ancillary equipment	Ast
Oakesdale	8/30/1994	8/30/2024	Overdue	Responsible for both	61		Ast
Ritzville	9/8/1994	9/8/2024	1 month	Responsible for both	62		Ast
Monroe	10/4/1994	10/4/2024	1 month	Responsible for both	63	Age	Ast
Pomeroy	11/17/1994	11/17/2024	3 months	Responsible for both	64		Ast
Anatone	11/23/1994	11/23/2024	3 months	Responsible for both	65	Age	Ast
Yelm	1/10/1995	1/10/2025	5 months	Responsible for both	66	age, ancillary equipment	Ast
CoalCreek	2/16/1995	2/16/2025	6 months	Responsible for both	67	Age	Ast
Newport	4/11/1995	4/11/2025	8 months	Responsible for both	68		Ast
Wandermere	4/11/1995	4/11/2025	8 months	Responsible for both	69	Need additional diesel capacity	Ast
Wilbur	4/12/1995	4/12/2025	8 months	Responsible for both	70		Ast
Hunters	4/13/1995	4/13/2025	8 months	Responsible for both	71		Ast
Northport	4/14/1995	4/14/2025	8 months	Responsible for both	72		Ast
Odessa	5/12/1995	5/12/2025	9 months	Responsible for both	73		Ast
Ione	5/12/1995	5/12/2025	9 months	Responsible for both	74		Ast
LoonLake	5/12/1995	5/12/2025	9 months	Responsible for both	75		Ast
Orient	5/12/1995	5/12/2025	9 months	Responsible for both	76		Ast
Sprague	5/12/1995	5/12/2025	9 months	Responsible for both	77		Ast
Washtucna	5/3/1995	5/31/2025	9 months	Responsible for both	78		Ast
Arlington	8/31/1995	8/31/2025	1 year	Responsible for both	79	Age	Ast
Hazel	8/31/1995	8/31/2025	1 year	Responsible for both	80	Age	Ast
Greenwater	8/31/1995	8/31/2025	1 year	Responsible for both	81	Age	Ast
Renton	9/1/1995	9/1/2025	1 month	Responsible for both	82	Age	Ast
Pullman	11/1/1995	11/1/2025	1.3 years	Responsible for both	83		Ast
Forks	1/26/2007	1/26/2037	12.3 years	Responsible for both	84	age, ancillary equipment	Ast
Ballinger	9/29/2011	9/29/2041	17 years	Responsible for both	85		Ast
Toppenish	12/31/2012	12/31/2042	18.2 years	Responsible for both	86		Ast
Naselle	8/1/2013	8/1/2043	19 years	Responsible for both	87	New 2013	Ast
Bingen	8/1/2013	8/1/2043	19 years	Responsible for both	88	New 2013	Ast
Mullinex/PortOrchard	3/24/2015	3/24/2045	11.1 years	Responsible for both	89	New 2015	Ast
LakeGeneva	3/15/2016	3/15/2046	21.4 years	Responsible for both	90	New 2016	Ast
EastSelah	12/1/2016	12/1/2046	22.2 years	Responsible for both	91	New 2016	Ast
Goldendale	1/1/2017	1/1/2047	22.3 years	Responsible for both	92	New 2016	Ast
Elma	2/1/2017	2/1/2047	22.4 years	Responsible for both	93	New 2017	Ast
Mottman	8/7/2017	8/7/2047	22.9 years	Responsible for both	94	New 2017	Ast
Prosser	11/1/2017	11/1/2047	23.2 years	Responsible for both	95	New 2017	Ast
Corson	2/1/2018	2/1/2048	23.4 years	Responsible for both	96	New 2018	Ast
Bellingham	5/30/2018	5/30/2048	23.7 years	Responsible for both	97	New 2018	Ast
Aberdeen	7/26/2018	7/26/2048	23.8 years	Responsible for both	98	New 2019	Ast
Wenatchee	10/23/2018	10/23/2048	24.1 years	Responsible for both	99	New 2019	Ast

Appendix A Continued

Site Name	Date asset was placed in service	Asset Retirement Date	Est Remaining Life of Asset	WSDOT Responsible to Replace or Maintain	Priority	Reason Site is Priority	Above Ground Tanks (AST) or Below Ground Tanks (UST)
Shelton	9/23/2019	9/23/2049	25 years	Responsible for both	100	New 2019	Ast
Morton	6/8/2021	6/8/2051	27 years	Responsible for both	101	New FY21	Ast
WhitePass	7/14/2021	7/14/2051	26.8 years	Responsible for both	102	New FY22	Ast
Tumwater ORMAF	6/30/2023	6/20/2053	28.8 years	Responsible for both	103	New FY23	Ast
Colfax	7/1/2023	7/1/2053	28.8 years	Responsible for both	104	New FY24	Ast
Easton	7/1/2024	7/1/2054	29.9 years	Responsible for both	105	New FY25	Ast
NewHalem	8/31/2024	8/31/2054	30 year	Responsible for both	106	New FY25	Ast
Bullfrog	10/8/2024	10/8/2054	30 years	Responsible for both	107	New FY25	Ast
Bellevue WSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	under single	Ust
S.SeattleWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	Age	Ust
MarysvilleWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	Age	Ust
BurlingtonWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	Corrosion	Ust
MosesLakeWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	Age	Ast
TacomaWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	age, ancillary equipment	Ust
BremertonWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	New 1011	Ust
PoulsboWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	site problem ground water	Ust
PortAngelesWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	under single	Ust
TumwaterWSP	7/1/2003	7/1/2033		Maintain only WSP responsible for rest	WSP	age, ancillary equipment	Ast
ChehalisWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	under double	Ust
KennewickWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP	New 1012	Ust
SpokaneWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP		Ust
RitzvilleWSP	8/28/1998	8/28/2028		Maintain only WSP responsible for rest	WSP		Ust

Appendix B - Acronyms

AASHTO	American Association of State Highway and Transportation Officials
EV	Electric Vehicle
EVSE	Electric Vehicle Service Equipment
KWH	Kilowatt Hours
MAW	Move Ahead Washington
NCHRP	National Cooperative Highway Research Program
ORMAF	Olympic Region Maintenance and Administration Facility
TEF	Transportation Equipment Fund
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
ZEV	Zero Emission Vehicles



Referenced studies / Comparisons or Websites

National Cooperative Highway Research Program (NCHRP) project 13-04

<https://www.trb.org/NCHRP/NCHRPProjects.aspx>

TEF was established in 1935 and governed by **RCW 47.08.120**.