

2025 Obsolete Equipment & Fuel Site Replacement Status Report

December 2025



WSDOT Office

Transportation Equipment Fund (TEF)

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Washington State Legislature ESSB 5161, Section 212

This report provides the agency's response to the reporting requirement under the [2025-27 Transportation budget, Section 212](#):

Beginning December 1, 2025, 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:

- (1) A list of department-owned and managed fuel sites prioritized by urgency of replacement;*
- (2) A status report on the installation and use of fuel site infrastructure that can support zero emission vehicles; and*
- (3) A description of action steps taken in the use of non-appropriated transportation equipment fund resources to maximize the replacement of obsolete equipment and reduce the growing fund balance, including specific modifications to equipment purchasing behavior to increase deployment in the field.*

The report outlines specific strategies, priorities and recommendations to ensure effective implementation of these objectives while supporting ongoing operational and environmental needs.

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.

Zero-emission vehicle support:

- Examination of fuel site infrastructure's potential to support zero-emission vehicle operations, aligning with broader state environmental goals (Executive Order 21-04).

Sustainable revenue practices:

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

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- Outdated equipment: Replacement of worn or outdated WSDOT-owned equipment and purchasing lower emission vehicles.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.

Background

The Transportation Equipment Fund (TEF) operates as a non-appropriated, revolving fund of a proprietary nature per RCW 47.08.120. 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 9,700 vehicles and pieces of equipment, with an estimated replacement value of \$827 million.

WSDOT maintains and operates 122 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.

Importance of properly functioning equipment and ongoing funding needs

- Highway maintenance: Largest TEF customer representing 78% of the fleet. Maintenance fleet is 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.

Challenges and impacts to services

Revenue and budget constraints: Current rental charges are sized proportionately to the agency's operating budget capacity, which only provides for approximately 81% of total costs. This limits the department's ability to replace equipment and maintain a reliable fleet. TEF rental rates paid by using programs have not increased since the 2019-2021 biennium. TEF is unable to replace obsolete equipment at a sustainable rate due to lack of rent revenue. Appropriated budget programs that rent equipment do not have the funding to absorb the needed increases to cover the rising costs for equipment, labor and other operational expenses, taking away the ability to purchase new replacement equipment. The TEF program also has not been able to fully collect rental charges to align with level purchasing needs since the 2003-2005 biennium. The program defers

approximately \$50 million of equipment replacement each biennium which is increasing the backlog of obsolete equipment not funded to replace. This has created a backlog under current funding for the 2025-27 biennium of \$240 million and projected to grow to \$349 million by 2031-33 (2024 estimate).

Deferred equipment replacement: To combat the budget constraints, the agency implemented extended equipment lifecycles. Currently, WSDOT equipment life cycles exceed the National Cooperative Highway Research Program (NCHRP) standards, which increases the likelihood of breakdowns and equipment inoperable during critical operations. Additional impacts include:

- Higher maintenance costs and increase of major component failure due to older equipment
- Increased downtime, reducing operational efficiency
- Elevated emissions from outdated equipment
- Lower disposal proceeds from outdated asset sales further reducing revenues

Aging fuel sites: The majority of the WSDOT owned fuel sites were replaced between 1994-1996 and are now at or beyond their useful life. Based on strategic asset management principles, our goal is to replace fuel sites with a level purchasing approach which would spread the replacements across over multiple biennia.

Recent legislative support

During the 2023-25 biennium, the Legislature directly appropriated \$20 million to Program E to begin addressing some of these shortfalls. While the additional funding enabled replacement of some equipment and fuel site infrastructure, available funding is not sufficient to address all the agency's equipment and fleet needs across the state. Without predictable and sustainable funding, deferred replacements and infrastructure challenges will escalate, further straining WSDOT's overall operational capacity and environmental compliance.

Reporting Requirements

(1) Status of replacing obsolete equipment

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. 30% of the fleet is in poor condition which means the unit is over its expected lifecycle. Units that have reached overuse status (hours or miles) and over-age are the highest priority and next is overuse or over-age are selected for replacement by HQ TEF. The lists are sent to region to review for condition and select what units are the worst.

Since the last report published in December 2024, a total of 198 pieces of obsolete equipment were replaced utilizing Move Ahead Washington funding totaling \$13 million for FY-2025. 241 pieces of equipment were replaced using non-appropriated funds totaling \$26 million in FY-2025. A total of \$48.8 million was spent on equipment replacement for 2023-25 biennium utilizing the non-appropriated funding.

See 2023-25 Equipment Replacement Chart in Supplemental Information Section.

A total of 224 of the 580 units selected for replacement have been ordered for FY-2026. 122 of these units are from non-appropriated funds. A total of \$67 million of non-appropriated funding has been allocated towards

replacing obsolete equipment in the 2025-27 biennium. There is \$26.6 million in carryforwards for equipment ordered but not received in previous biennia.

(2) Status on fuel site replacement prioritization plan

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. The funding provided directly to Program E enabled the replacement of three fuel sites that would have been unfunded otherwise. The fuel sites' approximate costs were as follows: New Halem was \$975,000, Easton was \$630,000, and Bullfrog was \$1.2 million. 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.

See Appendix A for the Fuel Site Prioritization Plan.

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

See Appendix A for the Fuel Site Prioritization Plan.

(4) Progress towards reaching a level purchasing state

The \$20 million of Move Ahead Washington funding contributed to reducing the program's significant backlog which includes obsolete equipment and fuel sites. This transfer of funds reduced our department's overall backlog from \$260 million to \$240 million.

(5) A status report on the installation and use of fuel site infrastructure that can support zero emission vehicles; and

Electric Vehicle Supply Equipment (EVSE):

WSDOT is installing EVSE and associated electrical infrastructure at various locations, prioritizing areas with limited electric vehicle (EV) charging availability. WSDOT purchased 38 level two chargers and 10 direct current fast charging (DCFC) chargers in 2025 utilizing Non-appropriated transportation equipment funds in the amount of \$1.17 million which was primarily the Ecology Grant matching dollars. 20 of the level two chargers and five DCFC chargers were installed and commissioned for WSDOT Fleet use across the state. WSDOT applied for three grants in FY-2026, however our projects were not selected.

Non-appropriated transportation equipment funds are being utilized to add 10 level two chargers in Olympic region and to finish the 18 level two chargers and five DCFC charger installations for EVSE purchased last biennium.

WSDOT's TEF program does not receive Climate Commitment Act funds or any other funding for EVSE.

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 of 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.

See EVSE chart for locations in Supplemental Information Section.

(6) A description of action steps taken in the use of non-appropriated transportation equipment fund resources to maximize the replacement of obsolete equipment and reduce the growing fund balance, including specific modifications to equipment purchasing behavior to increase deployment in the field.

- The agency continues to look at equipment with zero utilization and manage our assets. Ensure equipment is being used.
- Standardizing builds to reduce production delays and shortening order to active status. Examples include turnkey/industry standard dump trucks, striper truck and road warriors.
- Proactively look at equipment that is on the upcoming replacement list to create contracts for bid early when a DES contract does not exist for equipment with long lead times.
- Implemented statewide equipment work groups to evaluate industry standard specifications needed to accomplish the mission.
- Short turn around obsolete equipment is being replaced with the \$20 million Move Ahead Washington funding.
- The non-appropriated fund is being used on the longer lead-time obsolete equipment which is resulting in the fund balance growth as TEF is able to purchase and replace more obsolete equipment.
- TEF is strategizing on how to get the obsolete equipment ordered and received sooner while continuing to ensure the cash in the bank is available as rent is collected monthly.

Recommendations

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

- 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.
- 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

Supplemental Information

23-25 Equipment Replacement			
Class Description	Count of New Unit	Sum of Non-Appropriated Funding	Sum of MAW funding
PASSENGER VEHICLE	18	434,943	469,072
HIGHWAY MAINTENANCE WORK VAN	16	601,427	1,137,929
INCIDENT RESPONSE VEHICLE	33	285,595	1,539,138
WORK TRUCK WITH SPECIAL BODY	52	1,525,549	3,784,723
HIGHWAY MAINTENANCE WORK TRUCK	95	2,067,357	3,132,486
DUMP TRUCK	80	17,802,041	780,321
MANLIFT / DIGGER DERRICK	13	3,876,466	444,255
HEAVY TRUCK WITH SPECIAL BODY	32	10,320,279	-
EARTH DRILLING EQUIPMENT	3	845,600	228,900
TRAILERS	12	448,707	475,015
MOTOR GRADERS	1	360	396,618
CRANES AND SHOVELS	3		286,596
FRONT END LOADERS	8	157,856	1,666,227
ROLLERS	1	59,541	-
ROAD SWEEPING EQUIPMENT	3	1,258,871	-
SELF-PROPELLED MOWERS/TRACTORS	1	24	32,044
ASPHALT EQUIPMENT	6	1,169,725	-
OTHER SELF-PROPELLED EQUIPMENT	4	116,249	71,352
OTHER NON-SELF PROPELLED EQUIP	113	1,327,767	533,201
SNOW REMOVAL ATTACHMENTS	103	1,684,182	654,356
POWER GENERATION EQUIPMENT	13	390,101	92,434
FIELD ENGINEERING EQUIPMENT	70	23,104	1,461,238
ATTACHED: GRADE, LOAD, EXCAV	6	99,601	20,739
SHOP EQUIPMENT	152	610,706	-
FUEL SYSTEM INFRASTRUCTURE	6	1,556,642	2,792,856
GRAND TOTAL	844	46,662,694	19,999,500

FY2025 EVSE Purchases			
Location	Level 2	DCFC	Grand Total
BELLINGHAM	2	1	3
COLVILLE	2	1	3
EPHRATA		1	1
EVERETT	4		4
LACEY		1	1
MOSES LAKE	2	1	3
MOUNT VERNON	4	1	5
PASCO	2		2
PORT ANGELES	2	1	3
PORT ORCHARD	4	1	5
RICHLAND	2		2
SEATTLE	2		2
TACOMA	8		8
UNION GAP	2	1	3
VANCOUVER	2		2
WALLA WALLA		1	1
Grand Total	38	10	48

2025-27 Biennium Backlog		
Equipment Class Description	Count of Units	Sum of Budgeted Allocation
ASPHALT EQUIPMENT	13	\$1,652,300
ATTACHED: GRADE, LOAD, EXCAV	45	\$1,186,600
CRANES AND SHOVELS	13	\$2,300,300
DUMP TRUCK	100	\$31,376,400
EARTH DRILLING EQUIPMENT	9	\$2,634,300
FIELD ENGINEERING EQUIPMENT	80	\$2,006,700
FRONT END LOADERS	47	\$11,326,000
FUEL SYSTEM INFRASTRUCTURE	112	\$63,505,000
HEAVY TRUCK WITH SPECIAL BODY	92	\$27,365,200
HIGHWAY MAINTENANCE WORK TRUCK	241	\$13,233,300
HIGHWAY MAINTENANCE WORK VAN	33	\$2,230,900
INCIDENT RESPONSE VEHICLE	20	\$3,245,300
MANLIFT / DIGGER DERRICK	17	\$5,544,800
MOTOR GRADERS	17	\$6,596,700
OTHER NON-SELF PROPELLED EQUIP	288	\$8,206,700
OTHER SELF-PROPELLED EQUIPMENT	64	\$5,265,400
PASSENGER VEHICLE	84	\$3,200,300
POWER GENERATION EQUIPMENT	104	\$3,188,500
REPRODUCTION EQUIPMENT	6	\$136,100
ROAD SWEEPING EQUIPMENT	23	\$5,743,300
ROLLERS	8	\$904,900
SELF-PROPELLED MOWERS/TRACTORS	25	\$2,086,100
SNOW BLOWERS	6	\$4,482,400
SNOW REMOVAL ATTACHMENTS	275	\$10,945,600
TRACTOR ATTACHMENTS	44	\$1,049,300
TRAILERS	121	\$10,980,000
WORK TRUCK WITH SPECIAL BODY	81	\$9,930,900
Grand Total	1,968	\$240,323,300





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

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)
Union Gap	11/23/1995	11/23/2025	1 month scheduled for FY25	Responsible for both	1	Single Wall Tank	Ust
Skykomish	11/23/1994	11/23/2024	overdue scheduled for FY25	Responsible for both	2	Single Wall Tank	Ust
Amanda Park	5/27/1994	5/27/2024	Overdue	Responsible for both	3	age and tank condition. Tank bottom submerged during winter. Pad needs to be upgraded.	Ast
Maple Falls	8/31/1995	8/31/2025	Overdue	Responsible for both	4	age and tank condition. Tank bottom submerged during winter.	Ast
Kent	11/23/1994	11/23/2024	Overdue	Responsible for both	5	Age	Ust
Ellensburg	11/23/1994	11/23/2024	Overdue	Responsible for both	6	Single Wall Tank	Ust
Kelso	11/23/1994	11/23/2024	Overdue	Responsible for both	7	Single Wall Tank	Ust
Hyak	11/23/1994	11/23/2024	Overdue	Responsible for both	8	Single Wall Tank	Ust
Pasco	11/23/1994	11/23/2024	Overdue	Responsible for both	9	Dependability Single Wall	Ust
Leavenworth	11/23/1994	11/23/2024	Overdue	Responsible for both	10	Single Wall Tank	Ust
Vancouver	12/9/1994	12/9/2024	Overdue	Responsible for both	11	Single Wall Tank	Ust
Lakeview	10/29/1996	10/29/2026	1 years	Responsible for both	12	age, sump issues, ancillary equipment	Ust
Port Angeles	9/30/1992	9/30/2022	Overdue	Responsible for both	13	age, ancillary equipment	Ust
Blewett Pass	2/16/1993	2/16/2023	Overdue	Responsible for both	14	Double Wall Fiberglass	Ust
Alder	11/1/1993	11/1/2023	Overdue	Responsible for both	15	age, ancillary equipment	Ust
Lofall	11/1/1993	11/1/2023	Overdue	Responsible for both	16	age, ancillary equipment	Ust
Raymond	11/2/1993	11/21/2023	Overdue	Responsible for both	17	under double	Ust
Okanogan	1/26/1994	1/26/2024	Overdue	Responsible for both	18		Ust
Electric City	6/30/1994	6/30/2024	Overdue	Responsible for both	19		Ust
Walla Walla	8/1/1994	8/1/2024	Overdue	Responsible for both	20		Ust
Mt. Vernon	11/23/1994	11/23/2024	Overdue	Responsible for both	21	Age	Ust
Everett	11/23/1994	11/23/2024	Overdue	Responsible for both	22	Age	Ust
Bellevue WSDOT	11/23/1994	11/23/2024	Overdue	Responsible for both	23	Age	Ust
Berne	11/23/1994	11/23/2024	Overdue	Responsible for both	24		Ust
Mayfair	11/23/1994	11/23/2024	Overdue	Responsible for both	25		Ust
Geiger	11/23/1994	11/23/2024	Overdue	Responsible for both	26		Ust
Preston	12/9/1994	12/9/2024	Overdue	Responsible for both	27	Damaged pad	Ust
Rimrock	12/9/1994	12/9/2024	Overdue	Responsible for both	28		Ust
Pines	12/9/1994	12/9/2024	Overdue	Responsible for both	29		Ust
Davenport	12/9/1994	12/9/2024	Overdue	Responsible for both	30		Ust
Moses Lake	3/9/1995	3/9/2025	Overdue	Responsible for both	31	Double Wall Fiberglass	Ust
Shuksan	10/2/1995	10/21/2025	Overdue	Responsible for both	32	Age	Ust
Chehalis	10/9/1998	10/9/2028	3 years	Responsible for both	33	under double	Ust
Vancouver-Aces	3/24/2005	3/24/2035	9 years	Responsible for both	34	under double	Ust
Cottonwood	9/9/1993	9/9/2023	Overdue	Responsible for both	35		Ast
Connell	9/9/1993	9/9/2023	Overdue	Responsible for both	36	Age	Ast
Clarkston	9/9/1993	9/9/2023	Overdue	Responsible for both	37	Age	Ast
Dayton	9/9/1993	9/9/2023	Overdue	Responsible for both	38	Age	Ast
Mt. St. Helens	10/19/1993	10/19/2023	Overdue	Responsible for both	39		Ast
Washougal	11/2/1993	11/2/2023	Overdue	Responsible for both	40		Ast
Toledo	11/2/1993	11/21/2023	Overdue	Responsible for both	41		Ast
Cathlamet	11/2/1993	11/21/2023	Overdue	Responsible for both	42		Ast
George	12/28/1993	12/28/2023	Overdue	Responsible for both	43		Ast
Othello	12/28/1993	12/28/2023	Overdue	Responsible for both	44		Ast
Coulee City	12/28/1993	12/28/2023	Overdue	Responsible for both	45		Ast
Camp Mason	1/4/1994	1/4/2024	Overdue	Responsible for both	46		Ast
Chelan	4/28/1994	4/28/2024	Overdue	Responsible for both	47		Ast
Waterville	4/28/1994	4/28/2024	Overdue	Responsible for both	48		Ast
Twisp	4/28/1994	4/28/2024	Overdue	Responsible for both	49		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)
Tonasket	4/28/1994	4/28/2024	Overdue	Responsible for both	50		Ast
Brewster	4/28/1994	4/28/2024	Overdue	Responsible for both	51		Ast
Mansfield	4/28/1994	4/28/2024	Overdue	Responsible for both	52		Ast
Republic	4/28/1994	4/28/2024	Overdue	Responsible for both	53		Ast
Discovery Bay	5/27/1994	5/27/2024	Overdue	Responsible for both	54	age,ancillary equipment	Ast
Mt. Walker	6/1/1994	6/1/2024	Overdue	Responsible for both	55	age,ancillary equipment	Ast
Sekiu	6/1/1994	6/1/2024	Overdue	Responsible for both	56	age,ancillary equipment	Ast
Willows	6/30/1994	6/30/2024	Overdue	Responsible for both	57	age,ancillary equipment	Ast
Oakesdale	8/30/1994	8/30/2024	Overdue	Responsible for both	58		Ast
Ritzville	9/8/1994	9/8/2024	Overdue	Responsible for both	59		Ast
Monroe	10/4/1994	10/4/2024	Overdue	Responsible for both	60	Age	Ast
Pomeroy	11/17/1994	11/17/2024	Overdue	Responsible for both	61		Ast
Anatone	11/23/1994	11/23/2024	Overdue	Responsible for both	62	Age	Ast
Yelm	1/10/1995	1/10/2025	Overdue	Responsible for both	63	age,ancillary equipment	Ast
Coal Creek	2/16/1995	2/16/2025	Overdue	Responsible for both	64	Age	Ast
Newport	4/11/1995	4/11/2025	Overdue	Responsible for both	65		Ast
Wandermere	4/11/1995	4/11/2025	Overdue	Responsible for both	66	Need additional diesel capacity	Ast
Wilbur	4/12/1995	4/12/2025	Overdue	Responsible for both	67		Ast
Hunters	4/13/1995	4/13/2025	Overdue	Responsible for both	68		Ast
Northport	4/14/1995	4/14/2025	Overdue	Responsible for both	69		Ast
Odessa	5/12/1995	5/12/2025	Overdue	Responsible for both	70		Ast
Ione	5/12/1995	5/12/2025	Overdue	Responsible for both	71		Ast
Loon Lake/Grouse Cr	5/12/1995	5/12/2025	Overdue	Responsible for both	72		Ast
Orient	5/12/1995	5/12/2025	Overdue	Responsible for both	73		Ast
Sprague	5/12/1995	5/12/2025	Overdue	Responsible for both	74		Ast
Washtucna	5/3/1995	5/31/2025	Overdue	Responsible for both	75		Ast
Arlington	8/31/1995	8/31/2025	Overdue	Responsible for both	76	Age	Ast
Hazel	8/31/1995	8/31/2025	Overdue	Responsible for both	77	Age	Ast
Greenwater	8/31/1995	8/31/2025	Overdue	Responsible for both	78	Age	Ast
Renton	9/1/1995	9/1/2025	Overdue	Responsible for both	79	Age	Ast
Pullman	11/1/1995	11/1/2025	1 month	Responsible for both	80		Ast
Forks	1/26/2007	1/26/2037	11 years	Responsible for both	81	age,ancillary equipment	Ast
Ballinger	9/29/2011	9/29/2041	16 years	Responsible for both	82		Ast
Toppenish	12/31/2012	12/31/2042	17 years	Responsible for both	83		Ast
Naselle	8/1/2013	8/1/2043	18 years	Responsible for both	84	New 2013	Ast
Bingen	8/1/2013	8/1/2043	18 years	Responsible for both	85	New 2013	Ast
Mullinex/PortOrchard	3/24/2015	3/24/2045	19 years	Responsible for both	86	New 2015	Ast
Lake Geneva	3/15/2016	3/15/2046	20 years	Responsible for both	87	New 2016	Ast
East Selah	12/1/2016	12/1/2046	21 years	Responsible for both	88	New 2016	Ast
Goldendale	1/1/2017	1/1/2047	22 years	Responsible for both	89	New 2016	Ast
Elma	2/1/2017	2/1/2047	22 years	Responsible for both	90	New 2017	Ast
Mottman	8/7/2017	8/7/2047	22 years	Responsible for both	91	New 2017	Ast
Prosser	11/1/2017	11/1/2047	22 years	Responsible for both	92	New 2017	Ast
Corson	2/1/2018	2/1/2048	22 years	Responsible for both	93	New 2018	Ast
Bellingham	5/30/2018	5/30/2048	23 years	Responsible for both	94	New 2018	Ast
Aberdeen	7/26/2018	7/26/2048	23 years	Responsible for both	95	New 2019	Ast
Wenatchee	10/23/2018	10/23/2048	23 years	Responsible for both	96	New 2019	Ast
Shelton	9/23/2019	9/23/2049	24 years	Responsible for both	97	New 2019	Ast
Morton	6/8/2021	6/8/2051	26 years	Responsible for both	98	New FY21	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)
White Pass	7/14/2021	7/14/2051	26 years	Responsible for both	99	New FY22	Ast
OR, ORMAF	6/30/2023	6/20/2053	28 years	Responsible for both	100	New FY23	Ast
Colfax	7/1/2023	7/1/2053	28 years	Responsible for both	101	New FY24	Ast
Easton	7/1/2024	7/1/2054	29 years	Responsible for both	102	New FY25	Ast
New Halem	8/31/2024	8/31/2054	29 year	Responsible for both	103	New FY25	Ast
Bullfrog	10/8/2024	10/8/2054	29 years	Responsible for both	104	New FY25	Ast
Ephrata	7/21/2025	7/21/2055	30 years	Responsible for both	105	New FY26	Ast
Colville	7/21/2025	7/21/2055	30 years	Responsible for both	106	New FY26	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
Ellensburg WSP	2/18/1998	2/18/2028		Maintain only WSP responsible for rest	WSP		Ust

Appendix B

ACRONYMS:

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



REFERENCED STUDIES / COMPARISONS, WEBSITES OR DEFINITIONS

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**

Level 2

Level 2 equipment offers higher-rate AC charging through 240V (in residential applications) or 280V (in commercial applications) electrical service, and is common for home, workplace, and public charging. Level 2 can charge a BEV to 80 percent from empty in 4-10 hours and a PHEV in 1-2 hours.

Direct Current Fast Charging (DCFC)

Direct current fast charging equipment offers rapid charging along heavy-traffic corridors at installed stations. DCFC equipment can charge a BEV to 80 percent in just 20 minutes to 1 hour. Most PHEV currently on the market do not work with fast chargers.