CONNECTING WASHINGTON

STRATEGIC TRANSPORTATION INVESTMENTS TO STRENGTHEN WASHINGTON’S ECONOMY AND CREATE JOBS

January 6, 2012
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See the Connecting Washington Task Force page on the Governor’s Office web site for an electronic version of this report, and the Task Force meeting materials and summaries: http://www.governor.wa.gov/priorities/transportation/connectwa.asp

The authors of this report wish to acknowledge that many fine studies have been developed in the past regarding Washington’s transportation needs and funding alternatives. See the Bibliography on page 29 for studies used in this report.
Connecting Washington

Executive Summary

In July 2011 Governor Christine Gregoire convened the Connecting Washington Task Force, a diverse group of thirty-one members representing business, local government, labor, and environmental interests, with the purpose of creating a ten-year strategy to maintain and improve the state’s transportation system. This Executive Summary contains the key findings and recommendations that emerged from their work.

Findings

The transportation system is the backbone of Washington’s economy, providing the vital connections that link our homes to our work places and carry our products to market. State highways and ferries, county and tribal roads and city streets, transit systems, rail networks, airports and seaports, must all be well-coordinated and well-maintained to enable people and goods to move safely and efficiently throughout the state.

Our state’s population is projected to grow by more than 28 percent during the next decade, placing greater demands upon our transportation system. The number of vehicle miles traveled each year in Washington is projected to reach 60 billion by 2020; annual freight volumes are expected to triple by 2035; and the number of passengers using transit across the state is expected to increase; and transit ridership in the central Puget Sound region alone is expected to grow by 90 percent by 2040.

At the same time the demands on our transportation system are growing, we are losing the purchasing power we need to maintain and improve the system.

- Fuel tax revenue, which accounts for the largest share of state transportation funding, is declining. Washington residents are driving fewer miles per capita, vehicles are becoming more fuel efficient, and new federal efficiency requirements and the emergence of electric vehicles will accelerate this trend. Between March 2007 and 2023, fuel tax revenues are projected to fall by more than $5 billion.

- The elimination of the Motor Vehicle Excise Tax cut revenue by $750 million annually, much of which had been dedicated to public transportation.

- The sales tax, which provides 70 percent of the funding for local transit agencies, plummeted during the 2008 recession, and has left many transit agencies severely short of funds.
• The purchasing power of fees and charges that help to fund the transportation system is steadily declining because they are not indexed to inflation or adjusted annually.

Past actions by the Legislature have provided funding to finance critical construction projects, but there is not enough ongoing funding for maintenance and operations, or for future improvements. Fuel tax increases in 2003 and 2005 made it possible to issue bonds to pay for 421 transportation projects throughout the state. That means the funding generated by those increases is fully committed to debt service, and the remaining revenue is not sufficient to meet current needs. Since 2001, real funding for maintenance and operations of the system has declined by 49 percent while construction costs have risen 77 percent.

Without additional funding, the quality of our transportation system will decline.

• The State Department of Transportation will not be able to preserve the state’s highways and bridges, and maintain ferry service at current levels.

• Counties will not have enough money to maintain county roads, fix unsound bridges, and address storm-water problems.

• Cities will not have sufficient funds to maintain streets and bridges, and pavement conditions will continue to decline.

• Washington’s public transit systems, which have already been faced with severe budget cuts, will be forced to cut services even more at a time when demand for transit services is increasing dramatically.

Recommendations

1. The Task Force recommends the Legislature adopt a ten-year strategy to make transportation investments that will strengthen our economy and protect and create jobs. The investments should be guided by the following principles:

• Preserve existing transportation systems and services.

• Improve mobility for people and commerce.

• Enhance the safety and efficiency of the transportation system.

• Provide community and environmental improvements that help attract, keep, and expand private businesses and a highly skilled work force.
2. The Task Force recommends that the Governor and Legislature select specific investments to meet the following performance objectives:

- **System Preservation** – Investments to repair and maintain our statewide system of roads, streets and bridges, and to operate and maintain ferries and transit services.

- **Strategic Mobility Improvements** – Investments in projects and services that will relieve congestion in specific corridors, improving the movement of people and goods.

- **System Efficiency** – Investments that improve connections among modes (e.g., rail-truck, ferry-transit, car-transit), enhance speed and reliability, and improve the cost effectiveness of our existing transportation system.

- **Safety** – Investments that reduce fatalities and serious injuries across all modes.

3. The Task Force recommends an investment of $21 billion in state funding during the next ten years to preserve the transportation system and make strategic investments in the corridors that hold the key to job creation and economic growth. The Task Force estimates the amount needed to fully address the objectives is approximately $50 billion. In recognition of the difficult economic conditions our state is facing, the Task Force proposes a lower level of investment, but one that will prioritize preserving the system, and then provide funds for strategic investments to strengthen Washington’s economy and create jobs.

4. The Task Force recommends that the Legislature consider the potential funding options identified in Figure 9 on page 22 to pay for the needed investments. The options fall into two categories: fee increases that could be enacted by the legislature by a simple majority vote; and increases in taxes that require either a two-thirds vote of the legislature or a majority vote of the people.

5. The Task Force recommends that the Legislature expand the funding options that can be enacted at the local level to support the transportation system. A list of potential local options is shown in Figure 10 on page 26 of the full report.

6. The Task Force recommends that the State begin planning now for a transition to more sustainable funding sources for transportation. This could include mechanisms such as a direct user fee that is based on miles traveled, wear-and-tear on the roadways, or other direct impact upon the transportation system, allowing the system to be managed and funded as a statewide transportation utility, with rates based upon use.
7. The Task Force recommends that State and local transportation agencies ensure accountability for their performance in meeting these objectives by:

- Improving coordination.

- Developing performance management systems that improve the functioning of the transportation system, streamline decision-making, and reduce costs.

- Tying resource allocations and grant programs to quality standards.

- Developing clear and concise metrics to measure progress and provide the Legislature and the public with the means to monitor the performance of the transportation system as a whole.

8. The Task Force urges the Legislature to act now on these recommendations. The needs of our transportation system are urgent. If we delay making the needed investments, costs will rise, our citizens will lose more time in traffic congestion, and our products will take longer to get to market, making our enterprises less competitive in world markets. If we act boldly, as earlier generations have, to invest in our transportation system, we can lift our economy, create jobs and help to build the future prosperity of Washington. The members of the Task Force stand ready to help in that effort.
Connecting Washington

Strategic Transportation Investments to Strengthen Washington’s Economy and Create Jobs

The Charge

In July 2011 Governor Christine Gregoire convened the Connecting Washington Task Force, comprised of key leaders of the Legislature, local and tribal governments, port authorities, transit agencies, business, labor, and the environmental community. The Task Force was charged with creating a ten-year strategy to maintain and improve the state’s transportation system, with the goal of having that strategy ready for action by the 2012 Legislature. The Task Force met in five full-day sessions between July and December 2011 to review estimates of the needs of the various components of the transportation system, develop consensus on investment principles, identify a package of essential investments, and provide the Legislature with options to pay for those investments. As part of the process, public comments were made during each meeting, and more than 400 comments were received through the project website. A summary of those comments can be found in Appendix A. This report contains the findings and recommendations that emerged from the work of the Task Force.

Background

The transportation system is the backbone of Washington’s economy. It provides the vital connections that link our homes to our work places and carry the goods we produce to markets, here and across the globe. The system is comprised of state highways and ferries, county and tribal roads and city streets, local and regional transit systems, rail networks, airports and seaports that are operated by multiple government agencies and private companies. When these components are well-maintained and effectively coordinated, they strengthen our economy and improve our quality of life, providing the means for people and goods to move safely and efficiently throughout the state.

Historically Washington’s transportation system has been a tremendous public asset that has provided competitive advantages in the global economy. It has enabled the state’s agricultural producers and manufacturers to compete in global markets, and workers in all sectors to move to and from their jobs. However, as the population of our state continues to grow, and the global economy becomes even more competitive, ever greater demands
are being placed upon the system. Our investments in the system must keep pace if our communities are to thrive.

The Governor and the legislature have taken action during the past decade to improve the transportation system. In 2003 and again in 2005, the Legislature approved increases in the fuel tax and transportation-related fees to provide funding for significant improvements in the transportation system. The 2003 “Nickel Package” funded 160 specific transportation projects with a five cent per gallon increase, and the 2005 Transportation Partnership Package provided a nine and one-half cent increase to complete 261 additional projects. Figure 1 shows the distribution of these improvements across the state. (For a complete list of the projects, see Appendix B.)

Figure 1
Both of these improvement packages were financed by issuing bonds to secure the necessary capital, with fuel tax revenue providing the funds to service the debt. This financing strategy enabled the state to move forward with critical improvements during a time when construction costs were relatively low, saving taxpayers millions of dollars.

The Department of Transportation has a solid track record of delivering projects on time and on budget. To date, more than 300 of the 421 projects funded by the 2003 and 2005 investment packages have been completed. More than 90 percent of those projects were finished on time and within or below budget. These investments have produced substantial benefits for the public: reducing traffic fatalities by 6 percent from 2008 and 2009, and cutting travel delays 21 percent between 2007 and 2009. Since these goals were achieved by bonding the revenue generated by the 2003 and 2005 gas tax increases, that revenue is fully committed to debt service until the bonds are retired. This means the state must identify additional resources to maintain the system, and to make additional improvements.

Population and economic growth will continue to drive demand for investment in our transportation system. Within the next ten years, the population of Washington state is projected to grow by more than 28 percent, and employment is expected to increase by 25 percent, placing growing demands on our transportation system.

- Statewide, the number of Vehicle Miles Traveled (VMT) is projected to increase by 4 billion, reaching 60 billion by 2020.
- The number of passengers using transit in the central Puget Sound region is expected to grow by 90 percent between now and 2040.
- Freight volumes are expected to triple to 975 million tons annually by 2035.

These trends are already evident in the traffic congestion in some areas of the state, costing businesses and travelers millions of dollars in lost time and productivity.

The Challenge: Growing Needs and Shrinking Resources

While population and economic growth are placing greater demands on the transportation system, we are losing the purchasing power needed to maintain and improve the system. The State of Washington has traditionally built and maintained the transportation system with taxes and fees that directly or indirectly charge those who use the system to pay for maintenance and improvements. These funding sources have included a fuel tax, a motor vehicle excise tax, passenger fares for ferries and transit, and a variety of smaller fees and charges. In recent years, the purchasing power of these sources has diminished significantly.

- In 1999, voters approved Initiative 695, which reduced the revenue collected through the Motor
Vehicle Excise Tax (MVET) by more than $750 million annually. Although the Initiative was later ruled unconstitutional, the Legislature subsequently enacted one of its major provisions, eliminating the statewide MVET. The loss of MVET revenue, which had been partly allocated to transit agencies and local governments, has meant that those agencies have become more dependent on sales taxes and other local revenues to pay for transit services, street maintenance, and bridge repair. Since a portion of the MVET had also been used to support the state ferries, the loss of that funding source has also made the ferry system more dependent on passenger fares and transfers from other transportation accounts.

- With the loss of the MVET, nearly 75 percent of the funding for local transit agencies now comes from the sales tax, which is especially sensitive to changes in the economy. Sales tax revenues plummeted during the 2008 recession and have yet to fully recover. This trend has markedly reduced funding for transit agencies at the very time demand for service is increasing throughout the state. In addition, federal mandates to provide alternative transportation options for populations with special needs are placing an added strain on the budgets of transit agencies as Washington’s population ages and more people require those services.

- The purchasing power of the various fees and charges that help to fund the transportation system is also declining because the fees are not indexed to inflation and many have not been adjusted for several years.

- Most importantly, the fuel tax, which accounts for the largest share of all state transportation funding, is trending downward due to greater vehicle fuel efficiency, rising fuel prices, the introduction of hybrid and all-electric vehicles, and a decline in vehicle miles traveled per capita. These trends have already caused the state to reduce its projected estimates of future gas tax revenue, and the trend is likely to accelerate as automakers respond to the new federal fuel efficiency requirements recently approved by Congress.
Increased fuel efficiency and changes in driving habits have reduced forecasts of future state fuel tax revenue.
The decline in fuel tax revenue is a problem for government at all levels.

- 76 percent of all state transportation investments are financed by the state fuel tax.
- On average, 27 percent of county transportation revenues and 16 percent of city transportation funds are derived from the fuel tax.
- The fuel tax is also the primary source of allocations from the federal government. Federal aid for transportation projects through the American Recovery and Reinvestment Act is nearing an end, and Congressional action on new transportation funding is stalled.

As it is currently structured, the fuel tax is a flat tax on each gallon sold. It is not indexed to inflation, and does not rise as the price of fuel goes up. Between March 2007 and 2023, fuel tax revenues are projected to fall by more than $5 billion, as shown in Figure 2. This sharp decrease in projected revenues is especially problematic for the state’s balance sheet because debt payments are now due for bonds sold to pay for the 2003 and 2005 transportation construction projects. While the fuel tax rate increases in 2003 and 2005 made it possible to fund specific transportation improvement projects, the amount of fuel tax revenues available to support highway preservation, maintenance, and operations has remained relatively flat. In fact, when considering inflation, the state’s purchasing power is actually declining significantly, as illustrated in Figure 3. Since 2001, real funding for transportation maintenance and operations has declined by 49 percent while construction costs have risen 77 percent.
Figure 3
The purchasing power of the state fuel tax is declining.

Actual dollars in millions

$300
$250
$200
$150
$100
$0


State gas tax revenues received*

(-10% change since 2001)

State gas tax revenues adjusted for inflation

(When adjusted for inflation based on a 77% increase in the Construction Cost Index since 2001, the purchasing power of state fuel tax revenues has dropped sharply.)

(-49% change since 2001)

Of the state’s current 37½-cent fuel tax, approximately 8 cents* per gallon is available for maintenance, operations and debt service of state highways, bridges, ferry vessels and terminals.

* Includes maintenance, preservation, safety improvements, and other department operations. Less Debt Service.
The immediate challenge, then, is to restore the purchasing power of Washington’s transportation revenues and focus that purchasing power on investments that will preserve and improve the system for the benefit of Washington’s citizens. In the longer term, the challenge will be to find new ways to fund the transportation system that are fair to all users and more stable over time.

The Dimensions of the Need

The Task Force began its work to meet that challenge with a review of the needs of each component of the transportation system. The Task Force felt it was important to understand the needs of the state, local governments, transit agencies, ports, and tribes so that those needs could be fully integrated in planning a funding strategy for the system as a whole. The review revealed the following key facts.

Without additional funding, the Washington State Department of Transportation cannot preserve the state’s highways and bridges and maintain ferry service at current levels. During the next ten years, $3.1 billion in additional funding will be needed to keep at least 90 percent of the state’s roadways in good or fair condition and operate the ferry system at current levels. This estimate does not include the additional funding that would be required to complete essential improvement projects that have not yet been funded.

Counties lack the resources to maintain county roads, fix unsound bridges, and address stormwater problems. County roads comprise 46 percent of the total lane miles in Washington, and account for 16 percent of the miles traveled. Counties own and maintain just over 3,300 bridges, and one-fifth of those bridges are either structurally deficient or functionally obsolete. More than 200 county bridges currently have a sufficiency rating low enough to qualify for federal funding, but at the current level of federal funding, it would take twenty years to replace them. New stormwater and fish passage requirements pose added challenges on county road projects. Counties will need $1.5 billion in the next decade to address these needs.

Cities are not able to keep up with the need to repair streets and bridges, and pavement conditions in urban areas are declining. The number of lane miles in cities has increased 47 percent since 1990, due to urban growth and annexations. Today, 27 percent of all trips in the state occur on city streets. With the loss of the MVET, cities have had to rely more heavily on their general fund dollars for transportation, and there is fierce competition for those dollars from other essential services, such as fire and police. As a result, pavement conditions in most cities are deteriorating, and the number of lane miles that will require expensive reconstruction is increasing statewide. Cities will need an estimated $3.4 billion in the next ten years to maintain and repair city streets and bridges.
Washington’s public transit systems have been forced to cut services while demand for service is increasing dramatically. Washington’s thirty-one public transit systems (regional, urban, small urban, and rural systems) currently reach 85 percent of the state’s population and provide more than 215 million passenger trips annually, including nearly five million trips by individuals with special needs. Seventy-three percent of revenue for transit comes from the sales tax, and as sales tax revenues have plummeted following the 2008 recession, transit systems have been forced to increase fares, defer or cancel capital projects, cut service, lay off workers, and eliminate options for some transit-dependent people. For example, Pierce Transit reduced service by 35 percent in 2011. Community Transit cuts will approach 37 percent by 2012. King County Metro Transit has increased fares by 80 percent in the past four years. It will take an estimated $2 billion in funding during the next ten years to restore transit services to pre-recession levels.

These needs are displayed in Figure 4. It should be noted that the estimates included in Figure 4 are the amounts required to maintain the components of the transportation system during the coming decade. They do not include the amounts required to make improvements in the system to relieve congestion; improve freight mobility; replace obsolete roads, bridges, ferry terminals, and transit vehicles; and increase transit services to meet the demands of a growing population. The total amount of additional funding required to meet that more comprehensive assessment of the need is illustrated in Figure 5. This estimate totals approximately $50 billion over ten years.
Estimated 10-Year Maintenance and Operations Transportation System Needs

Maintaining & Operating the Current System:
Amounts represent the unfunded 10-year maintenance and operations needs of Washington’s transportation system. Funding is assumed to come from all sources: state, city, county and special-purpose district taxes and fees. Additional assumptions include:

- Maintain all state and county roads at a standard of 90% fair and good condition.
- Address the backlog for state and county federally classified bridges.
- Maintain all city arterials at a standard of 80% in fair and good condition and provide $1.3 billion in bridge preservation.
- Complete remaining replacement vessels for the state ferry system, conduct terminal repairs and maintain current levels of service.
- Provide operating subsidy for existing passenger rail routes and provide continuation of existing service on state-owned freight rail facilities.
- Comply with current storm water environmental permit requirements, as well as county fish barrier requirements.
- Restore the 10-year operating and maintenance revenue shortfall for transit agencies to maintain and preserve 2008 levels of service.

- Public Transit Services $2 B
  - City Streets & Bridges $3.4 B
  - County Roadways & Bridges $1.5 B
  - State-owned Highways, Bridges, Rail & Ferries $2.9 B + $200 M

Legend:
- Flexible Transportation Funding
- 18th Amendment-restricted
- Environmental Permit Compliance
Figure 5

Estimated 10-Year Transportation System Needs

- City & County Improvement Projects
- State Improvement Projects
- 18th Amendment-restricted Maintenance and Operations
- Flexible Transportation Funding Maintenance and Operations
- Public Transit Improvement Projects
- Stormwater Retrofit
- Fish Passage Barriers
Charting a Course of Action

In the context of these needs, the Task Force developed a set of principles and performance objectives to guide the state’s transportation investments during the coming decade.

Investment Principles
The ten-year strategy must focus on transportation investments that strengthen the economy, protect and create jobs, and provide lasting community benefits throughout the entire state. It will:

1. Preserve existing transportation systems and services.
2. Improve mobility for people and commerce.
3. Enhance the safety and efficiency of the transportation system.
4. Provide community and environmental improvements that help attract, keep, and expand private businesses and a highly skilled work force.

Performance Objectives
Investments selected by the Governor and Legislature will fall into one of the following categories:

1. System Preservation – Investments to repair and maintain our statewide system of roads and bridges, and to operate and maintain ferries and transit services.
2. Strategic Mobility Improvements – Investments in projects and services that will relieve congestion in specific corridors, improving the movement of people and goods.
3. System Efficiency – Investments that improve connections among modes (e.g., rail-truck, ferry-transit, car-transit), enhance speed and reliability, and improve the cost effectiveness of our existing transportation system.
4. Safety – Investments that reduce fatalities and serious injuries across all modes.

In applying these principles and objectives, it should be recognized that safety should be a pre-eminent goal for all components of the transportation system, and measures to improve safety should be incorporated in all maintenance and improvement projects. In a similar vein, system efficiency, and community and environmental benefits must be integral to any proposed improvement projects if they are to receive public support to move forward. With that understanding, the Task Force developed a strategy to meet two major goals: first, and foremost, to preserve, maintain, and operate the transportation system, and second, to make strategic investments to improve the system’s performance.

The amount of funding required to carry out all of the potential improvements identified in the needs estimate ($50 billion) is likely well beyond what Washington residents will be
willing and able to support under the current economic conditions. In light of that reality, the Task Force worked to identify and prioritize investments that will do the most to strengthen Washington’s economy, and to protect and create jobs.

To that end, the Task Force focused on the transportation needs of the “economic clusters” that provide the majority of jobs in Washington’s economy: aerospace and manufacturing; agriculture and food processing; construction; research, health, and life sciences; information technology, software, and e-commerce; trade, transportation, and logistics; the military; professional and retail services; and tourism and recreation.

These economic clusters have different needs. For example, agriculture and international trade rely on the efficient movement of freight across the state to ports on Puget Sound or the Columbia River. Figure 6 illustrates the key freight corridors that meet the needs of those sectors.

Other clusters, such as information technology, research, health care and life sciences, depend on the transportation system to enable employees and clients to move to and from their facilities each day without losing time (and productivity) in traffic jams.

In light of the rugged topography of our state, where only a few roads cross the Cascade Mountains, and bridges and ferries are required to travel across the Columbia River, Lake Washington, and Puget Sound, it is not surprising that the diverse needs of the major economic clusters often converge within the same corridors. It is the performance of those “key economic corridors” that holds the key to our future economic competitiveness and quality of life. Figure 7 shows the key economic corridors, including both the primary corridors and the key connectors that reach into the rural areas of Washington.
Figure 6

Economic corridors and freight-dependent jobs by region

LEGEND
- Primary freight corridor: Freight corridors carrying more than 10 billion ton-miles per year
- Connector freight corridors: Freight corridors carrying 4 million to 10 billion ton-miles per year, also includes corridors serving major freight centers
- Freight corridors outside Washington: Major out-of-state truck corridors serving the multi-state region
- Other state roads
- County line

Major marina port
Major air cargo port
--- Boundary of freight-dependent regions

December 2011

Source: 2009 Freight and Goods Transportation Systems; Total Jobs and Regional Domestic Product (RDP) figures from 2009 Washington state INPPLAN data. Total Jobs and RDP numbers are for freight-dependent industries, only.
Figure 7

Economic corridors and total employment by region

- **NORTHWEST**: Total employment 175,440
- **CENTRAL**: Total employment 380,801
- **PUGET SOUND**: Total employment 2,563,128
- **SPOKANE**: Total employment 257,352
- **SOUTHEAST**: Total employment 113,430
- **COASTAL**: Total employment 90,126

**Legend**:
- Primary freight corridors: Freight corridors carrying more than 10 million ton-miles per year.
- Connector freight corridors: Freight corridors carrying 4 million to 10 million ton-miles per year. Also includes corridors serving as alternatives to primary freight routes.
- Freight corridors outside Washington: Major out-of-state truck corridors serving the state.
- Other state roads
- County line
- Major marine port
- Major air cargo airport
- Boundary of freight-dependent regions
- Employers with 100+ employees (EcoGroup, June 2010 data)

Sources:
- 2009 Freight and Goods Transportation System
- Total Jobs and Regional Domestic Product (RDP) figures from 2009 Washington state IMPLAN data.

Note: Total Jobs and RDP numbers are for freight-dependent industries, only.
Improving mobility within these key corridors will require teamwork. The challenge of improving the performance of the key corridors can only be met through the combined efforts of the state, local governments, transit agencies, port authorities, and other partners. While adding lanes to state highways makes sense in certain areas of the state, that strategy is not viable in many sections of these corridors because the costs and community impact of that approach are simply too great. We can often do more to improve mobility at less cost in those areas by increasing transit service, encouraging transit-oriented development, adding transportation management technology, and/or by implementing variable tolling. To implement that new approach, the state, local governments, and transit agencies must work together more effectively, across jurisdictions and across modes, to find and implement the best strategies to enable people and goods to move safely and swiftly to their destinations.

Today, there are major freight corridors that pass through several local communities, with each of those communities responsible for maintenance of its section of the road. Freight mobility in those corridors will not improve unless all of those communities are able to keep their sections of the road in good repair. In other corridors, mobility could be improved with more transit service, but the local transit agencies are cutting service levels because sales tax revenues have plummeted. Transit providers will need new revenue if they are to play their part in improving mobility. In each of the key economic corridors, the responsible agencies must work together to bring state and local objectives into alignment, secure the resources to achieve those objectives, and hold each agency accountable for doing its part to improve performance.

Task Force Recommendations

Recommendation 1: The Task Force recommends the Legislature adopt a ten-year strategy to make transportation investments that will strengthen our economy and protect and create jobs. As discussed above, the investments should be guided by the following principles:

- Preserve existing transportation systems and services.
- Improve mobility for people and commerce.
- Enhance the safety and efficiency of the transportation system.
- Provide community and environmental improvements that help attract, keep, and expand private businesses and a highly skilled work force.
Recommendation 2: The Task Force recommends that the Governor and Legislature select specific investments to meet four performance objectives (as discussed above):

- System Preservation
- Strategic Mobility Improvements
- System Efficiency
- Safety

Recommendation 3: The Task Force recommends an investment of $21 billion in state funding during the next ten years to preserve the transportation system and make strategic investments in the corridors that hold the key to job creation and economic growth. The proposed $21 billion in funding is intended to support a comprehensive package comprised of the components shown in Figure 8.

*Figure 8*

Transportation System Investments

*(Please note that the allocation amounts shown are for illustrative purposes only. The Task Force did not attempt to reach a consensus on the amounts allocated to each component.)*

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<th>Potential State Investments</th>
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<th>Bond Eligible (Yes/No/Some)</th>
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</tr>
<tr>
<td>Stormwater and Culvert Investments</td>
<td>$0.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobility Improvements in Key Economic Corridors</td>
<td>$11</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Total to WSDOT</strong></td>
<td><strong>$14</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total State Investments</strong></td>
<td><strong>$21</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Task Force recognizes that the state is facing tough economic times, and that the amount of public investment we are recommending is very significant. However, these investments are certainly no greater, in terms of real dollars, than those that have been made in previous decades to create the system we benefit from today. We firmly believe that the investment level proposed is urgently needed if we are to preserve our transportation system, and improve mobility in the key corridors that are the major arteries of our economy.

**Recommendation 4:** The Task Force recommends that the Legislature consider the following potential funding options to pay for the needed investments. The options fall into two categories: fee increases that could be enacted by the Legislature by a simple majority vote; and increases in taxes that require either a two-thirds vote of the Legislature or a majority vote of the people. See Figure 9.

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**Figure 9**

**Potential Funding Sources**

<table>
<thead>
<tr>
<th>Sources Authorized by legislature without 2/3 Majority Vote Flexible Funding Sources</th>
<th>10-year estimate (2014-2023)</th>
<th>Background and Considerations</th>
</tr>
</thead>
</table>
| Tolling | Depends on individual facility | • Available as a tool to generate revenue and manage traffic.  
• Decisions to toll one part of the system potentially have operational impacts on other parts of the system.  
• May not be an effective revenue source for all projects. |
| Driver Record Abstract Fees (fee increase of $2 based on 2011 SHB 2053) | $ 65 m | • Currently $10.00.  
• Does not keep up with inflation without regular increases. |
| Vehicle Title Fees (fee increase of $10 based on 2011 SHB 2053) | $ 237 m | • Currently $30.00.  
• Does not keep up with inflation without regular increases. |
| Drivers License Fees (originals increase by $20 and renewals increase by $15) | $ 185 m | • Currently $45.00 for an original license and $25.00 for renewals. Drivers must renew every 5 years. |
### Sources

<table>
<thead>
<tr>
<th>Sources</th>
<th>10-year estimate (2014-2023)</th>
<th>Background and Considerations</th>
</tr>
</thead>
</table>
| Studded Snow Tire Fee ($5 per tire fee at the time of purchase only) | $7 m | • Does not keep up with inflation without regular increases.  
• Currently fee of $1.00 for the retail sale of new replacement tires.  
• There is a relationship between the use of studded snow tires and impacts on pavement in the existing system. This source may not have long-term benefits based on developments in all-weather tire technology.  
• An alternative suggestion from the task force is a permit for the use of studded tires. Off-road vehicle use permits were provided as an example. Those permits are forecast to generate $3.5 million in 2009-11. |
| Electric Vehicle Fee ($100 annually) | $10 m | • This source may be more useful over time if the use of electric vehicles increases.  
• Task force suggested exploring application to both electric and hybrid vehicles. |
| Gross Vehicle Weight Fee (10% increase)  
Existing fee varies based on the vehicle | $130 m | • Paid by trucks with gross weight of 4,000 pounds or more and commercial trailers.  
• There is a strong relationship between the weight of the vehicle and the impact on the existing system. |
| State Impact Fees or Tax Increment Financing | | • The task force suggested exploring ways for the state to receive some economic benefit from state transportation investments. For instance, if the state builds an interchange to accommodate local development, the state should either receive impact fees or a portion of the expanded tax revenue resulting from the construction. |
| Passenger Weight Fee ($50 increase) | $ 2.5 b | • Currently $10/$20/$30.  
• There is a strong relationship between the weight of the vehicle and the impact on the existing system. |
| Passenger Weight Fee ($30 increase) | $ 1.514 b |  
| Passenger Weight Fee ($15 increase) | $757 m |  

#### Sources that Require a Two-Thirds Vote of the Legislature or Voter Approval

<table>
<thead>
<tr>
<th>Sources</th>
<th></th>
<th>Background and Considerations</th>
</tr>
</thead>
</table>
| Tax Increase Deposited in Dedicated Fund for Maintenance | Depends on source of funds | • Source of funds would be deposited in a dedicated account for operating and maintaining the system.  
• Evaluate whether some portion of existing funds could also be deposited |
<table>
<thead>
<tr>
<th>Sources</th>
<th>10-year estimate (2014-2023)</th>
<th>Background and Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>in a dedicated maintenance fund.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Any toll project must dedicate funds to operations and maintenance as part of the bond covenants.</td>
</tr>
<tr>
<td>Fuel Tax (20 cent total increase): 6 cent increase in 2014, 6 cents in 2015; penny per year starting in 2016—Cash only</td>
<td>$ 4.7 b</td>
<td>• 18th amendment restricted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Without regular increases, this is a flat revenue source that does not grow with inflation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bonding the full amount requires other sources of funds for operating and maintaining the system.</td>
</tr>
<tr>
<td>Fuel Tax (15 cent total increase): 5 cent increase in 2014, 5 cent increase in 2015, 5 cent increase in 2016—Cash Only</td>
<td>$ 4.3 b</td>
<td></td>
</tr>
<tr>
<td>Fuel Tax (15 cent total increase): 6 cent increase in 2014, penny per year starting in 2015—Cash Only</td>
<td>$ 3.3 b</td>
<td></td>
</tr>
<tr>
<td>Bond Proceeds (assumes 100% bonded and interest rates of 5%-6% for debt service)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$1 billion in bond proceeds (need additional tax rate of 2 cents to 2.3 cents per gallon)</td>
<td>$ 1.0 b</td>
<td>Flexible fund source.</td>
</tr>
<tr>
<td>$5 billion in bond proceeds (need additional fuel tax rate of 10.2 cents to 11.4 cents per gallon)</td>
<td>$ 5.0 b</td>
<td>Used as a source of funds for ferries, transit and local governments prior to elimination in 2000.</td>
</tr>
<tr>
<td>$10 billion in bond proceeds (need an additional fuel tax rate of 20.3 cents to 22.7 cents per gallon)</td>
<td>$ 10.0 b</td>
<td>Implementation would require review of the interaction with local option MVET.</td>
</tr>
<tr>
<td>Statewide Motor Vehicle Excise Tax (1% of value of the vehicle)</td>
<td>$ 4.0 b</td>
<td></td>
</tr>
<tr>
<td>Sources</td>
<td>10-year estimate (2014-2023)</td>
<td>Background and Considerations</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Barrel Tax ($0.5 per barrel tax on oil products refined in Washington) | $1.1 b                       | • A fee that can be assessed on a per barrel basis at the wholesale level.  
 • New infrastructure at the Department of Licensing would be necessary to collect.                                                                                                                                   |
| Hazardous Substance Tax (0.6% increase)                                | $1.8 b                       | • A tax on the first possession of hazardous substances. Funds are used to clean up and manage solid and hazardous waste. Use of funds for transportation purposes would have to compete with nontransportation purposes. |
| Sales Tax on Motor Vehicles Sales or Lease                             | Each 1% sales tax on the sale of vehicles generates $249 million per biennium. | • Currently there is a retail sales tax of 0.3% of the selling price of a vehicle for transportation purposes. The forecast for 09-11 is $54 million.                                                                 |
| Vehicle Miles Traveled Tax                                             | Framework is not in place to estimate. | • Flexible fund source.  
 • The VMT fee is a direct user charge based on actual system use, like other public utility charges (water, electricity).  
 • There would be a cost associated with establishing the infrastructure for a VMT fee and at least one significant pilot project is necessary. The estimated ramp-up time to full implementation is 8-10 years. |
| Emissions Tax (Representative Example Based on British Columbia Experience) | At B.C’s initial rate, could generate $433 million per year. | • An environmental tax levied on the carbon content of fuels.  
 • British Columbia introduced a carbon tax in 2008, with a $10 per ton charge, annually increasing by $5 per ton. In the first two years, the carbon tax generated $848 million.  
 • There would be a cost associated with establishing the infrastructure to assess the tax.  
 • Flexible fund source. |
Recommendation 5: The Task Force recommends that the Legislature expand the funding options that can be enacted at the local level to support the transportation system. Doing so would strengthen the ability of cities, counties and local transit agencies to play their essential roles in maintaining and improving the transportation system. Figure 10 lists options that could be authorized or expanded.

**Figure 10**

**Potential Local Option Funding Sources**

<table>
<thead>
<tr>
<th>Source</th>
<th>Background</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Option MVET</td>
<td>- Mix of transit service and local road maintenance investments.</td>
</tr>
</tbody>
</table>
| Local Option Fuel Tax | - Local Improvements on 2011 Top 20 list.  
- Local maintenance needs not addressed at state level.  
- Available in current law. Examples of changes to the existing authority include transitioning to a flat rate and granting councilmanic approval authority. |
| Local Property Tax | - Increase limit on county road property tax or pursue a city option for transportation purposes.  
- Available in current law. |
| Local Tolling | - Available for mix of street and transit investments.  
- Available in current law. |
| Parking Stall Fee | - Available for mix of street and transit investments. |
| City Street Utility Authority | - Available for maintenance. |
| Transportation Benefit District Vehicle License Fee | - Available in current law. Examples of changes to the existing authority include increasing the current $20 councilmanic authority to $40. |
| Expanded Use of Employee Tax—currently is $2 per employee per month | - Available in current law. |
| Local Emissions Fees | |
| Eliminate Exemption for Sales Tax on Gas | |
Recommendation 6: The Task Force recommends that the State begin planning now for a transition to more sustainable funding sources for transportation. Doing so would recognize the problems inherent in continuing to rely upon the fuel tax as the primary source of funding for transportation.

The investment strategy the Task Force has recommended, if implemented, will maintain the transportation system and enable the state to make strategic improvements to strengthen our economy in the near term. However in the longer term, higher standards of vehicle fuel efficiency, the emergence of electric vehicles, changes in development patterns and other factors will continue to erode the viability of the fuel tax as the primary source of funding for maintenance and improvement of the transportation system. Therefore, the Task Force urges the Legislature to support the exploration of alternative mechanisms that could provide more stable and predictable funding over the long term. This would include mechanisms such as a direct user fee that is based on miles traveled, wear-and-tear on the roadways, or other direct impact upon the transportation system, allowing the system to be managed and funded as a statewide transportation utility with rates based upon use.

The Task Force recognizes that federal action would be desirable before the state implements a revenue system based upon vehicle miles traveled. However, we believe Washington should begin to test alternative methods to implement such a system and prepare for the transition to an alternative of that kind. The state should also look for every opportunity to simplify tax and fee structures so that they are more understandable by the public and better match the ongoing needs of the transportation system.

Recommendation 7: The Task Force recommends that State and local transportation agencies ensure accountability for their performance in meeting the objectives we have outlined.

The investment strategy we are recommending represents an important step toward creating a more fully-integrated transportation system for our state. The strategy will require a new level of coordination, across jurisdictions and across modes, to improve mobility in the key economic corridors. To achieve that goal, all partners in the system must be transparent and accountable to one another, and to the public. This will require the State Department of Transportation to work with local jurisdictions, transit agencies, and port authorities to:

- Improve coordination.
- Develop performance management systems that improve the functioning of the transportation system, streamline decision-making, and reduce costs.
- Tie resource allocations and grant programs to quality standards.
- Develop clear and concise metrics to measure progress and provide the Legislature and the public with the means to monitor the performance of the transportation system as a whole.
Recommendation 8: The Task Force urges the Legislature to act now (in the 2012 session) on these recommendations.

The needs of our transportation system are urgent. If we delay making the needed investments, costs will rise, our citizens will lose more time in traffic congestion, and our products will take longer to get to market, making our enterprises less competitive in world markets. If we act boldly, as earlier generations have, to invest in our transportation system, we can lift our economy, create jobs and help to build the future prosperity of Washington. The members of the Task Force stand ready to help in that effort.
Bibliography


Pennsylvania Governor’s Transportation Funding Advisory Commission. “Executive Summary.” August 2011.


Executive Summary

In August, the Governor’s Office sent out requests for public comment on state transportation issues. These comments, which will be considered by the Connecting Washington Task Force, were collected from a web-based questionnaire that asked people to identify priorities for improving the state’s transportation system, based on *Transportation for Washington’s* three main principles: (1) maintain and preserve the existing infrastructure; (2) expand transit choices; (3) build healthy communities.

Three hundred and twenty-six people from across the state responded.

Seventy-five percent of the respondents live in King County. The next largest group of respondents is from San Juan County, representing nearly 12 percent. Comments came in from 18 of the 39 Washington counties; five from Eastern Washington counties.

Combining all comments, the priorities are:

1. Develop more mass transit options (41.5%)
2. Fund/maintain the Washington State Ferry System (large number of respondents from San Juan, Island, Kitsap, and Jefferson counties) (15%)
3. Maintain and improve the existing infrastructure (15%)
4. Develop a sustainable funding source for all transportation (8.5%)

Mass Transit Options:

- Additional light rail stretching north/south/east/west
- Additional buses and bus routes
- Larger and more park & ride lots
- Expanded train (Amtrak & Sounder) service
- More ride share/Zip Car options
- Streetcars/trams
- Passenger-only ferries; water taxis

Infrastructure Improvements:

- Fix existing roadways, bridges
- Upgrade ferry system
Suggestions for Sustainable Funding:

- Carbon tax
- Reinstating the Motor Vehicle Excise Tax; percent of valuation of car
- Tolling on highways/bridges
- Raise fuel tax; index to inflation
- Mileage-based assessments; user fees
- City-based Transportation Utility Fees
- State income tax
- Bicycle tab fees
- Bonds to finance projects
- City sales tax on all vehicle-related sales (tires, parts, service, etc.)

Statewide Interests

Respondents offered opinions that were often specific to their own interests or geographic areas. King, San Juan, and Pierce County residents provided the most comments. A summary of the priorities for those three counties follows. In the next section, summaries of comments from respondents from all counties are listed.

King County (243 comments)
Most of the respondents from King County cited the three Transportation for Washington principles (see above). In many instances, all three were mentioned in their comments, but priorities were established. Nearly half of the respondents listed mass transit as the most important issue facing the state’s transportation future.

The next most mentioned need was to preserve and maintain the existing infrastructure. While very few people listed “building healthy communities” as their priority, it was frequently mentioned in the comments.

Priorities were not limited to the three main principles. Several respondents (about 5%) listed developing a sustainable funding source as their main concern.

San Juan County (34 comments)
As the second highest group of respondents to the survey, residents of San Juan County were most concerned about the Washington State Ferry System. A majority of the respondents feel very strongly that the Washington State Ferry System is, by statute, part of the State Highway System and should be funded as such, by a sustainable funding source.

Pierce County (14 comments)
Mass transit and maintaining and preserving existing infrastructure received the same amount of support (5 each). Several comments concerned the City of Tacoma and rail connectivity.
Other Priorities:
- Inter-modal transportation system
- Bike paths/sidewalks
- Access for disabled
- Affordability for low-income
- Tourist-friendly modes of transportation

County-by-County Summary

Benton County (1 comment)
- Develop more mass transit
- Secure private funding for roads; use public funds for transit/rail
- Fix the existing infrastructure
- Expand transit
- Create healthy communities

Clark County (2 comments)
- Develop more light rail
- Fix the existing infrastructure
- Expand transit
- Create healthy communities

Cowlitz County (3 comments)
- Stop using the gas tax for anything but transportation; manage the state budget
- Develop an inter-modal system that supports economic development statewide
- Develop highway and rail systems that link to seaports to keep the economy vital

Grays Harbor County (1 comment)
- Raise fuel taxes; a gas tax user fee
- Develop a way to tax hybrid cars so owners pay their fare share for road use
- Invest in maintaining existing infrastructure

Jefferson County (7 comments)
- Recognize that the Washington State Ferry (WSF) system is part of the state highway system by statute
- Develop a regional transportation district with a combination of auto and passenger ferries
- Develop a statewide public/private transportation system with a universal fare system
- Create a 100 percent public transportation tax levy with dedicated capital going to the WSF system
- Create a 30 percent public transportation tax levy for operational funding of WSF and passenger-only ferries
- Create dedicated lanes for mass transit away from other traffic
- Reintroduce the “Mosquito Fleet”

King County (243 comments)
- More bus routes/buses
- Increased light rail running north/south/east/west
- Fix roadways
- Focus on building fewer roads, more mass transit options like light rail
• More bike paths; safety measures for non-vehicle commuters (i.e., sidewalk repair, signage, lights, etc.)
• More park and ride lots
• Tolls for people coming through Seattle
• Increase Sounder coverage
• Improve inter-modal transportation
• Improve freight transportation options
• Sustainable funding
• Healthy communities
• More streetcars/trams
• Disability/elderly/low-income considerations
• More programs like Zipcar/ride sharing
• Amtrak service to Eastern Washington
• Better communication between transit agencies

Kitsap County (10 comments)
• Develop a sustainable means of funding for state ferry system
• Loss of MVET has wasted a lot of time trying to patch together funding sources
• Increased fares will decrease ferry ridership
• Questions a ferry system that is only affordable to high income users
• Create a use tax on vehicles and earmark the funds for mass transit
• Streamline the management of the ferry system; cut fat
• Build bigger ferries

• If the ferry system can’t provide service to the Kitsap Peninsula, then build bridges to connect it to the east side

Kittitas County (1 comment)
• Maintain and improve existing infrastructure
• Transportation corridors, such as I-90, are important to state’s economic health. Too much funding goes instead to support commuter corridors

Mason County (1 comment)
• Complete major freight and commuter projects
• Raise the gas taxes or create a “miles traveled” tax
• Place tolls on highways
• Higher taxes for maintenance and capacity-building

Pierce County (14 comments)
• Fix the existing infrastructure
• Expand transit
• Create healthy communities
• Expand street car and light rail in Tacoma
• Run Sounder and Amtrak trains from Union Station to keep city core vital
• Implement progressive income tax to fund state services
• Develop high speed rail from Everett to Centralia
• Develop complete inter-modal system
• Develop east/west service on trains
• Improve freight mobility
- Add an HOV lane from Ft. Lewis to Fife

**San Juan County** (39 comments)
- Introduce passenger-only ferries in the San Juan Islands
- Eliminate summer surcharges
- Provide free parking in Anacortes for ferry riders
- Issue tourist passes; limit the number of visitors to the islands; use ferries as “tour boats”
- Find funding to build more energy efficient ferries
- Earmark sales tax revenues from San Juan County specifically for ferry funding
- Make sure staffing is efficient/cost-effective
- Use volunteers
- Increase the number of stops on Lopez
- Make commuter travel affordable
- Increase car tab rates; reinstate MVET
- Let ferries be built outside of Washington state

**Spokane County** (3 comments)
- Invest in highways that will help industries grow in the state
- Complete the I-90 corridor in Spokane; connect north/south for better access to Canada
- Provide better access to new areas of commerce in the Spokane Valley

**Stevens County** (2 comments)
- Develop more electric rail
- Develop inter-modal transportation system that supports agricultural interest and local economic development
- Raise the fuel tax

**Snohomish County** (5 comments)
- Start charging for road use the same way utilities charge for use; create a statewide Transportation Utility Fee program (use a GPS system per vehicle); distribute funds equitably around the state
- Develop more light rail
- Improve inter-modal system
- Develop more rail options connecting South King County to North King and the Eastside
- Develop more rail corridors throughout county; use old Burlington Northern lines

**Thurston County** (4 comments)
- Expand the “One Bus Away” program to include ferries, trains, ride share and other commuter options to encourage alternatives to driving

**Whatcom County** (2 comments)
- Extend Sounder train from Canadian border to Portland; make it affordable

**Yakima County** (1 comment)
- Develop more mass transit options within urban areas
2003 Nickel and 2005 Transportation Partnership Funding Packages Project List

**Projects included in the 2003 Nickel and 2005 Transportation Partnership Funding Packages**

[Diagram with details on the projects listed on the page]