

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

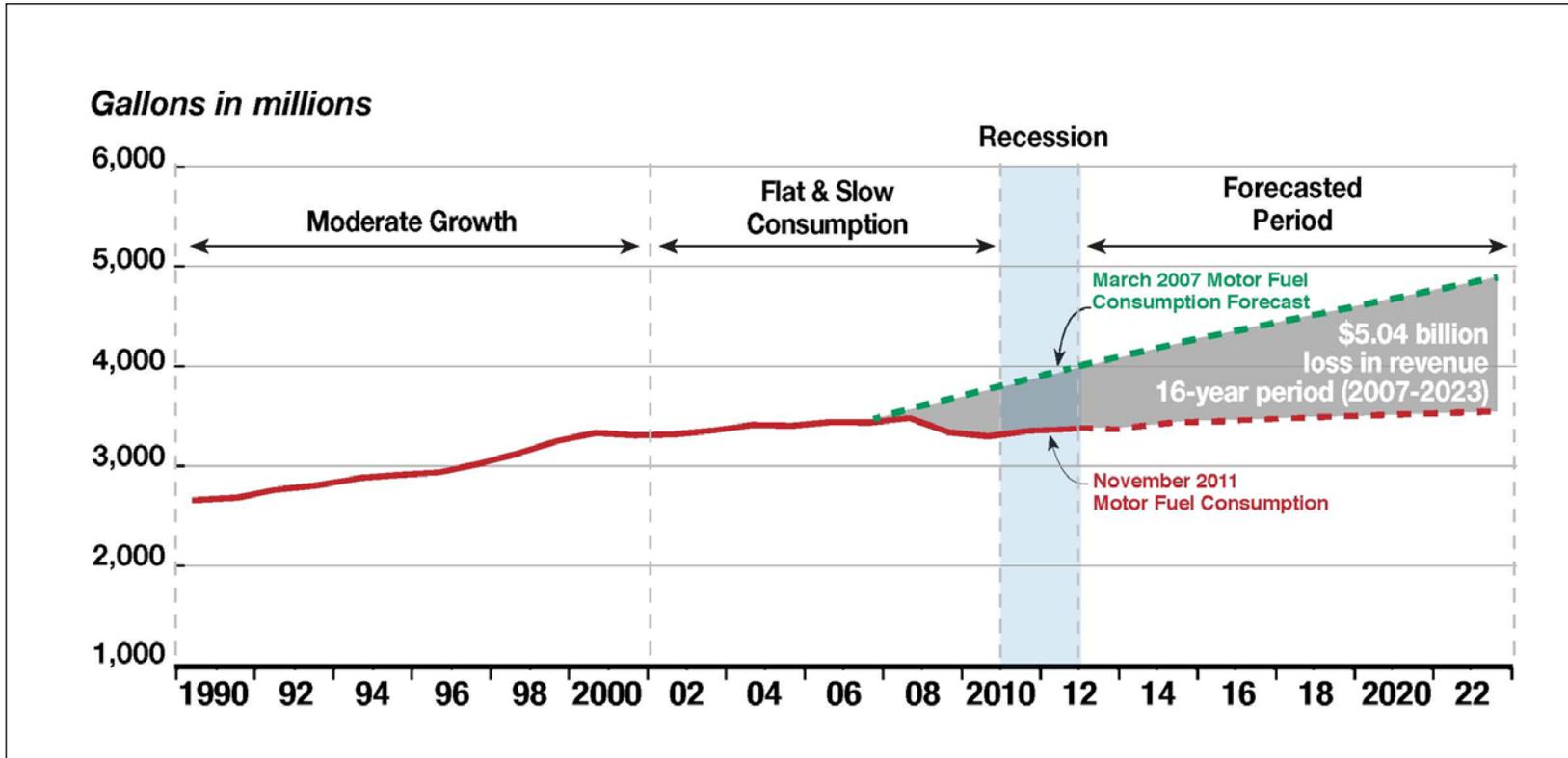
Vehicle Excise Tax (MVET) by more than \$750 million annually. Although the Initiative was later ruled unconstitutional, the Legislature subsequently enacted one of its major provisions, eliminating the statewide MVET. The loss of MVET revenue, which had been partly allocated to transit agencies and 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.

Figure 2

Increased fuel efficiency and changes in driving habits have reduced forecasts of future state fuel tax revenue.

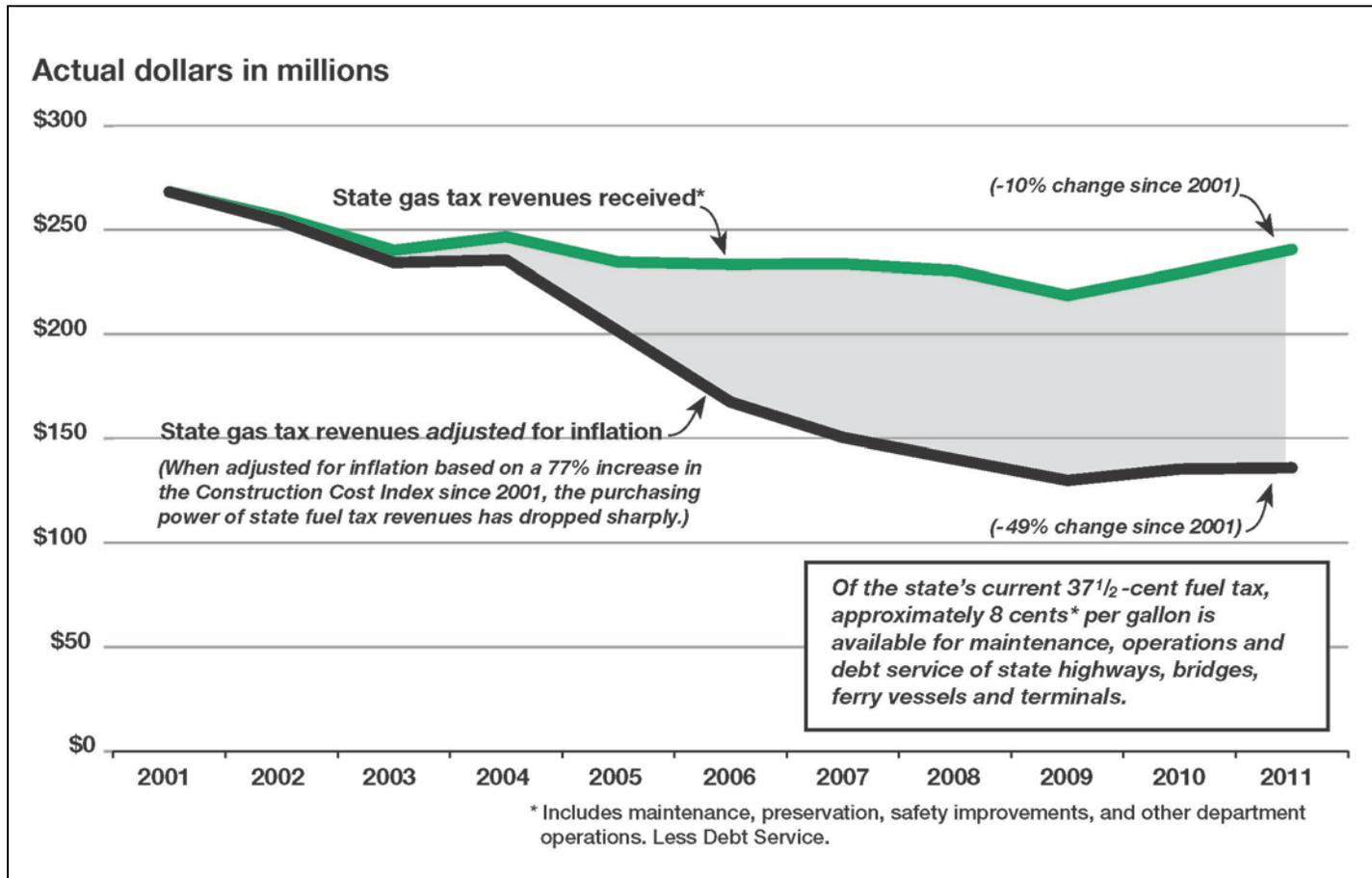


The decline in fuel tax revenue is a problem for government at all levels.

- 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.



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.

Figure 4

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.

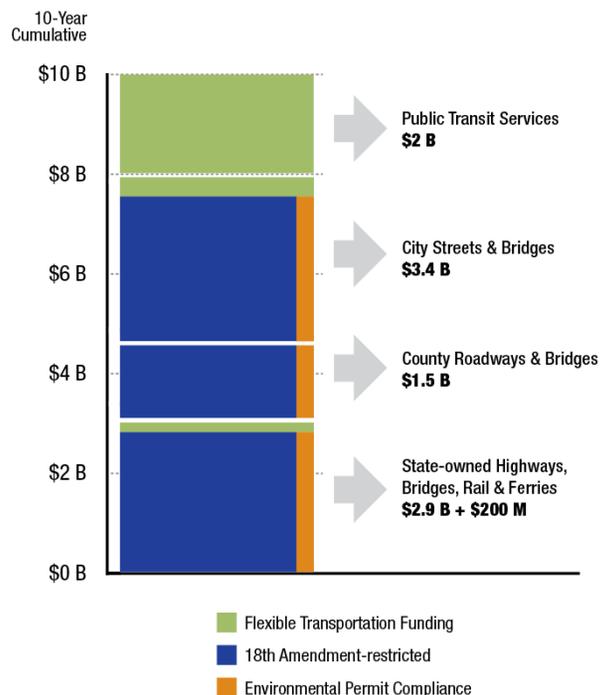
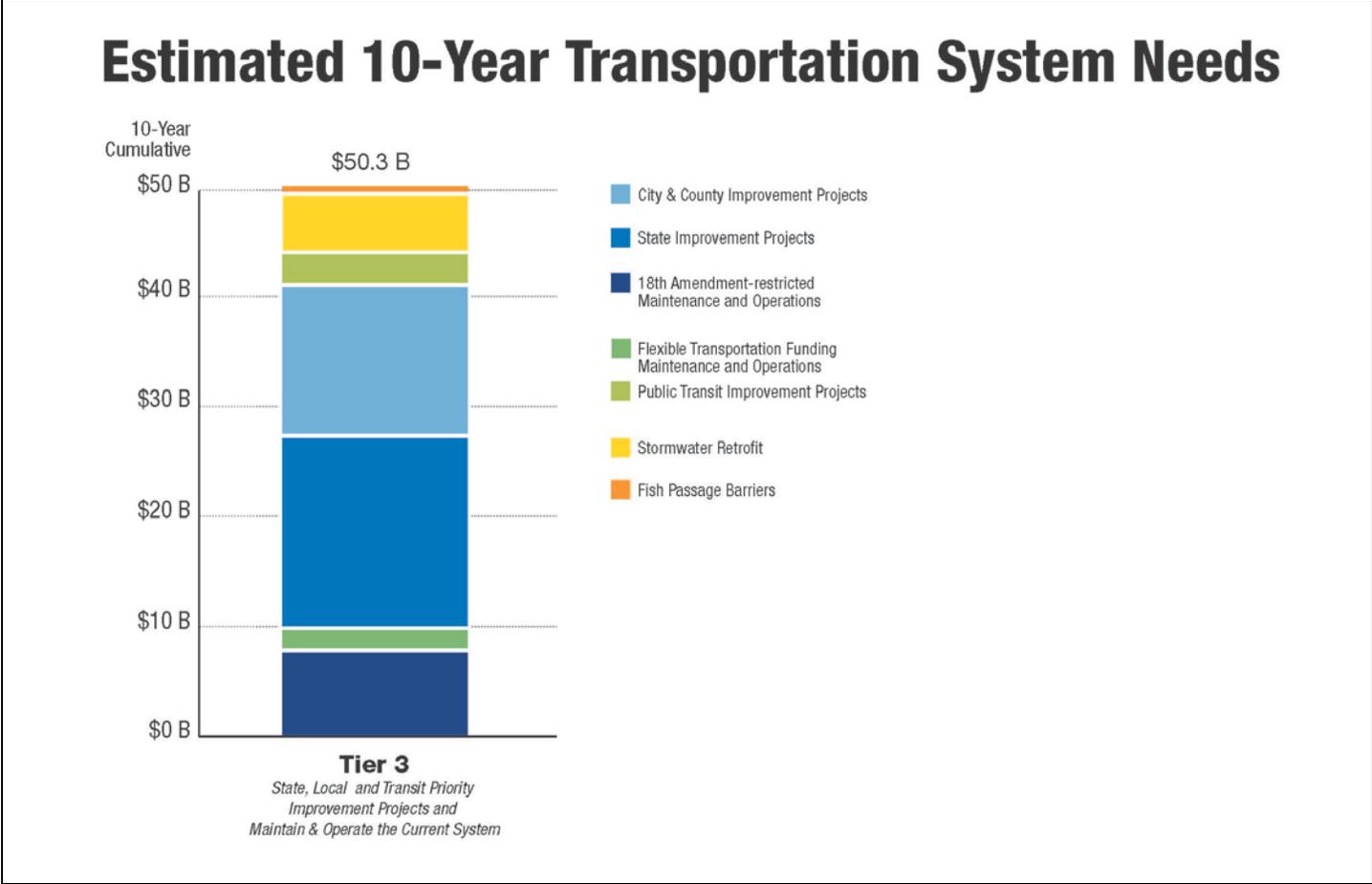


Figure 5



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

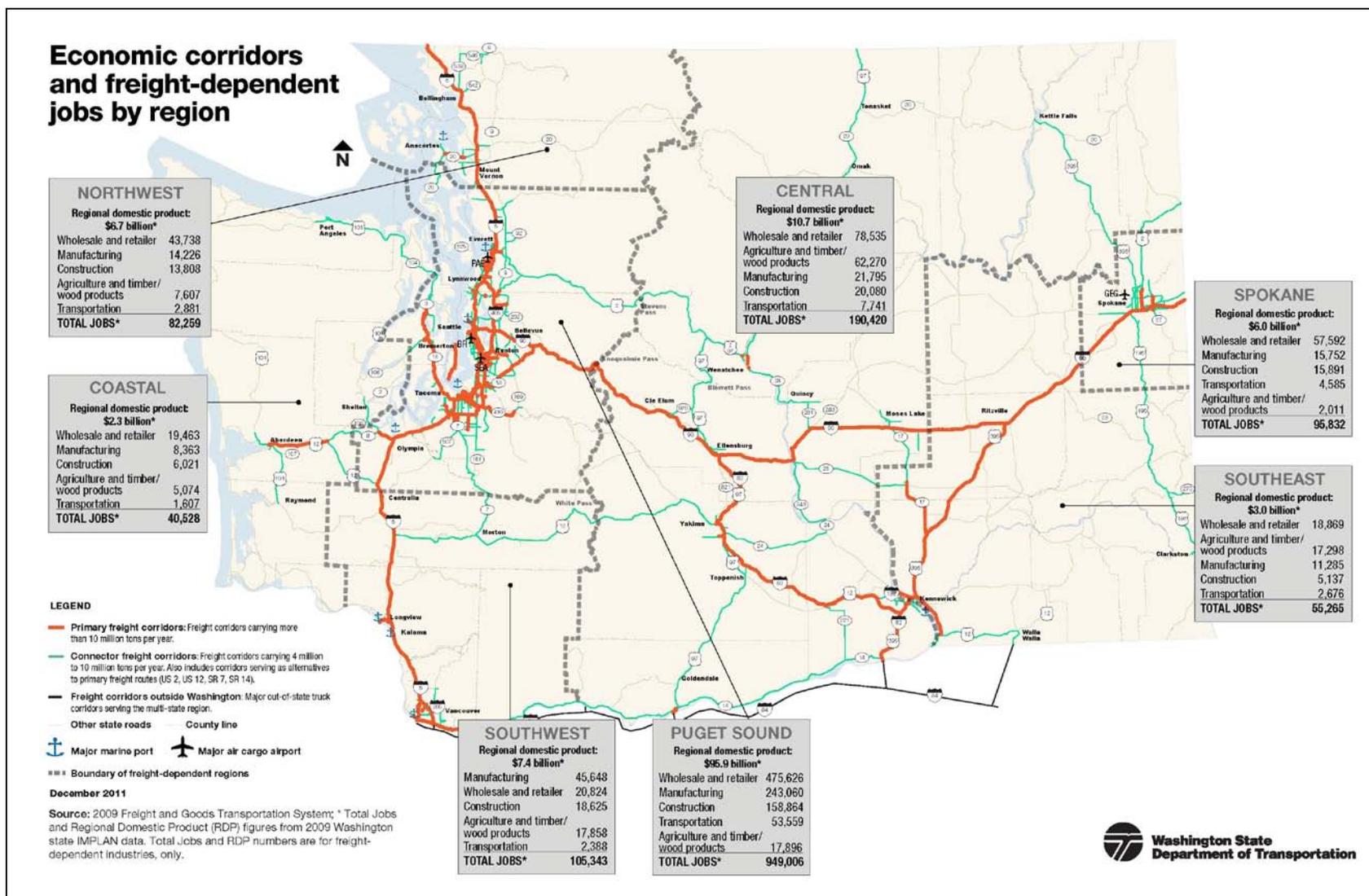
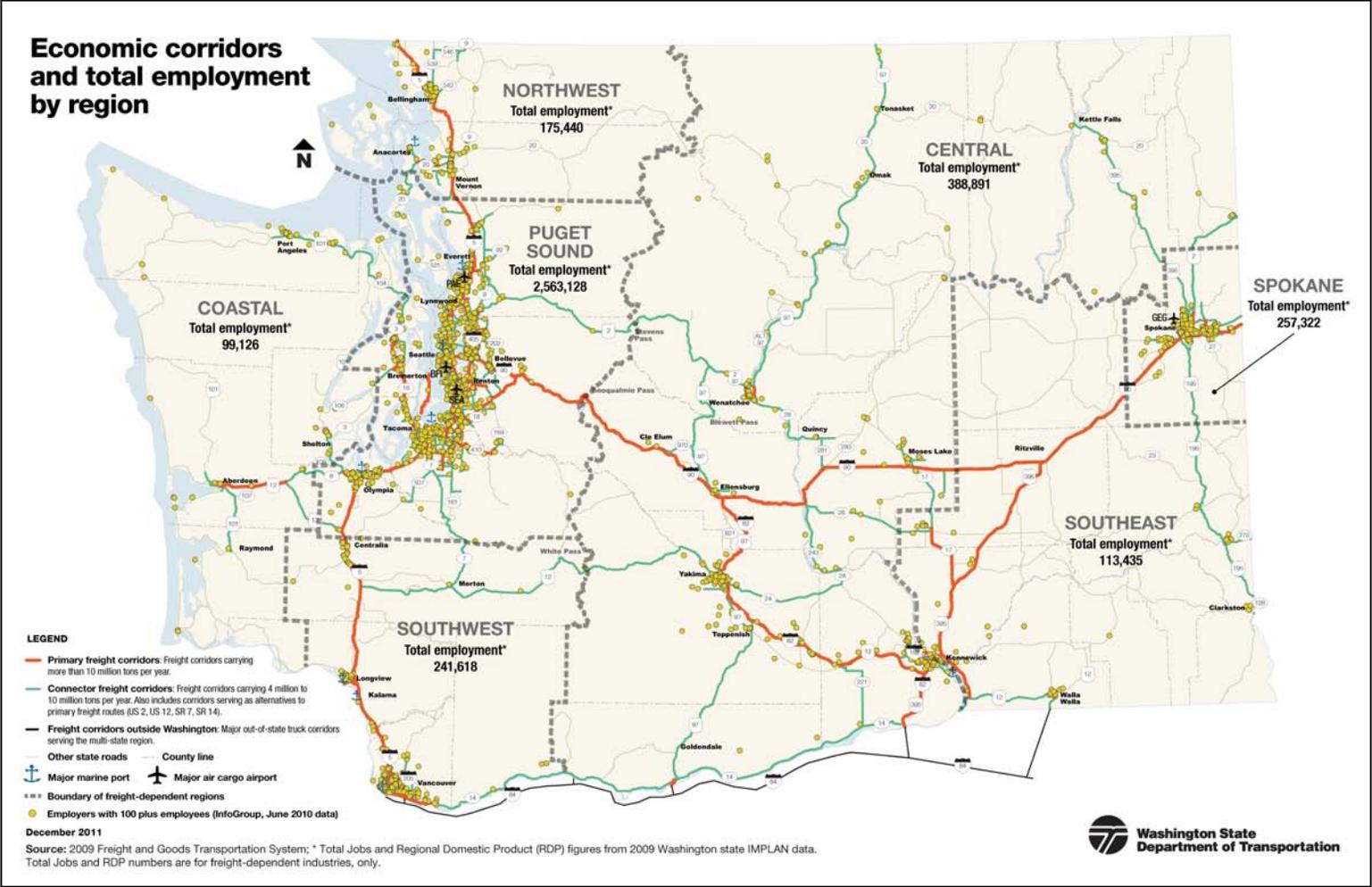


Figure 7



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.)*

	Dollars (in billions)	18th Amend Eligible (Yes/No)	Bond Eligible (Yes/No/Some)
Potential State Investments			
Public Transportation			
Operating Distribution for Special Needs Transportation	\$0.5	No	No
Strategic Investments to Improve Mobility in Key Economic Corridors	\$2.0	No	No
Total Public Transportation	\$2.5		
Cities and Counties			
Direct Distribution Dedicated to Maintenance	\$2.8	Yes	No
Grants Related to Improving Mobility in Key Economic Corridors	\$1.3	Yes	Some
Stormwater and Culvert Investments	\$0.5	Yes	Some
Total to Cities and Counties	\$4.5		
State			
Operations and Maintenance of State Highways and Ferries	\$3.0	Yes	No
Stormwater and Culvert Investments	\$0.6		
Mobility Improvements in Key Economic Corridors	\$11	Yes	Yes
Total to WSDOT	\$14		
Total State Investments	\$21		

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.

Figure 9
Potential Funding Sources

Sources	10-year estimate (2014-2023)	Background and Considerations
Sources Authorized by legislature without 2/3 Majority Vote Flexible Funding Sources)		
Tolling	Depends on individual facility	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Currently \$45.00 for an original license and \$25.00 for renewals. Drivers must renew every 5 years.

Sources	10-year estimate (2014-2023)	Background and Considerations
		<ul style="list-style-type: none"> Does not keep up with inflation without regular increases.
Studded Snow Tire Fee (\$5 per tire fee at the time of purchase only)	\$ 7 m	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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		
Tax Increase Deposited in Dedicated Fund for Maintenance	Depends on source of funds	<ul style="list-style-type: none"> 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

Sources	10-year estimate (2014-2023)	Background and Considerations
		<p>in a dedicated maintenance fund.</p> <ul style="list-style-type: none"> Any toll project must dedicate funds to operations and maintenance as part of the bond covenants.
Fuel Tax (20 cent total increase): 6 cent increase in 2014, 6 cents in 2015; penny per year starting in 2016—Cash only	\$ 4.7 b	<ul style="list-style-type: none"> 18th amendment restricted. Without regular increases, this is a flat revenue source that does not grow with inflation.
Fuel Tax (15 cent total increase): 5 cent increase in 2014, 5 cent increase in 2015, 5 cent increase in 2016—Cash Only	\$ 4.3 b	<ul style="list-style-type: none"> Bonding the full amount requires other sources of funds for operating and maintaining the system.
Fuel Tax (15 cent total increase): 6 cent increase in 2014, penny per year starting in 2015—Cash Only	\$ 3.3 b	
Bond Proceeds (assumes 100% bonded and interest rates of 5%-6% for debt service)		
\$1 billion in bond proceeds (need additional tax rate of 2 cents to 2.3 cents per gallon)	\$ 1.0 b	
\$5 billion in bond proceeds (need additional fuel tax rate of 10.2 cents to 11.4 cents per gallon)	\$ 5.0 b	
\$10 billion in bond proceeds (need an additional fuel tax rate of 20.3 cents to 22.7 cents per gallon)	\$ 10.0 b	
Statewide Motor Vehicle Excise Tax (1% of value of the vehicle)	\$ 4.0 b	<ul style="list-style-type: none"> Flexible fund source. Used as a source of funds for ferries, transit and local governments prior to elimination in 2000. Implementation would require review of the interaction with local option MVET.

Sources	10-year estimate (2014-2023)	Background and Considerations
Barrel Tax (\$0.5 per barrel tax on oil products refined in Washington)	\$ 1.1 b	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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

Source	Background
Potential Local Option Sources	
Local Option MVET	<ul style="list-style-type: none"> Mix of transit service and local road maintenance investments.
Local Option Fuel Tax	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Increase limit on county road property tax or pursue a city option for transportation purposes. Available in current law.
Local Tolling	<ul style="list-style-type: none"> Available for mix of street and transit investments. Available in current law.
Parking Stall Fee	<ul style="list-style-type: none"> Available for mix of street and transit investments.
City Street Utility Authority	<ul style="list-style-type: none"> Available for maintenance.
Transportation Benefit District Vehicle License Fee	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

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APPENDIX A

Public Comments for the Connecting Washington Task Force

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

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

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

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

APPENDIX B

2003 Nickel and 2005 Transportation Partnership Funding Packages Project List

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



2003 Nickel Funding Package Projects

Highway Projects

- Pickle Farm Road/Gunn Road
- I-5/SR 161 UC & SR 18 UC
- I-5/Pierce Co. Line to Tukwila I/C - HOV
- I-5/NE 175th St to NE 205th St - Northbound Auxiliary Lane
- I-5/SR 526 to SR 526 - SB Safety
- I-5/SR 526 to Marine View Drive - HOV Lanes
- I-5/SR 532 Northbound Interchange Ramps
- I-5/2nd Street Bridge - Replace Bridge
- SB Ramps at SR 11/Old Fairhaven Parkway
- I-5/Nakaview Rd to Nooksack R Br (Slater Rd I/C)-Safety Improv.
- SR 94/SR 522 to 228th St. SE - Widening
- SR 9/12th St SE to 176th St SE - Widen to Five Lanes, Stg 3
- SR 9/176th St SE Vic to SR 96 - Safety
- SR 9/228th St SE to 212th St SE (SR 524) - Widen to Five Lanes, Stg 2
- SR 9/108th Street NE (Lauck Road)
- SR 9/Schloman Road to 256th Street E
- SR 9/252nd St NE Vicinity - Rechannelize
- SR 9/268th Street Intersection
- SR 9/Nooksack Rd Vic to Cherry St
- SR 18/Covington Way to Maple Valley
- SR 18/Maple Valley to Issaquah/Hobart Rd
- SR 18/Issaquah/Hobart Road to Tigergate
- SR 18/Tigergate to I-90 - Widening
- SR 20/Duckan Road to Rossino Road
- SR 20/04et Cove Rd. Vic. to SR 20 Spur
- SR 20/Fredonia to I-5 - Widening
- I-90/Seattle to Mercer Island - Two Way Transit/HOV
- I-90/Eastbound Ramps to SR 18 - Signal
- I-90/EB Ramps to SR 202 - Roundabout
- SR 99/S. 284th to S. 272nd St - HOV
- SR 161/Jouita Blvd to S 360th St - Widen to Five Lanes, Stg 2
- SR 167/Ellington Rd I/C Nb Off Ramp
- SR 167/15th St SW to 15th St NW - HOV
- SR 202/244th Avenue NE Intersection
- SR 202/Jct 292nd Ave SE
- SR 202/Preston-Fall City Road & SR 203
- SR 203/NE 124th/Novelly Rd Vic
- SR 516/209th and 209th Ave. SE
- SR 519 Intermodal Access Project
- SR 520/W Lake Sammamish Pkwy to SR 202 - HOV and Interchange Stg 3
- SR 522/Snohomish River Bridge to US 2 - Widening and Safety
- SR 527/132nd St SE to 112th St SE - Widen to Five Lanes
- SR 539/Tenmile Road to SR 546 - Widening
- SR 543A-5 to International Boundary

- Guardrail Upgrade - Columbia, Garfield and Whitman Counties
- Guardrail Upgrade - Columbia, Garfield and Whitman Counties
- SR 240/I-182 to Richland Y - Add Lanes
- SR 240/Richland Y to Columbia Center I/C - Add Lanes
- Guardrail Upgrade - Benton, Franklin & Walla Walla Counties
- Guardrail Upgrade - Columbia, Garfield & Whitman Counties
- SR 397/Bridge Rail Retrofit-Columbia River Bridge West of Kennewick
- Guardrail Upgrade - Yakima County
- Guardrail Upgrade - South of Wallula
- Guardrail Upgrade - Selah Vicinity
- NSC-Franco Avenue to Farwell Road - Construct New Roadway
- NSC-US 2 to Wandermere and US 2 Lowering - Construct New Roadway
- SR 21, 23, 27, and 272 Guardrail Improvements
- SR 25/Spokane River Bridge - Three Beam Guardrail
- SR 25/Columbia River Bridge - Three Beam Guardrail
- SR 31/Metaline Falls to International Border
- I-90/Pines Road to Sullivan Road-Widen Roadway and Add Lanes
- I-90/Argonne Road to Pines Road-Widen Roadway and Add Lanes
- I-90/Three Beam Guardrail on two Bridges
- I-90/Sullivan - State Line Median Barrier
- SR 194/Guardrail Improvements
- SR 260, 263, and 278/Guardrail Improvements
- SR 270/Pulman to Idaho State Line - Widen Roadway and Add Lanes

Urban Corridors Projects

- I-5 Concrete Rehab. in Pierce, King, and Snohomish Counties
- I-5/Roanoke Vicinity Noise Wall
- Alaskan Way Viaduct - EIS
- Alaskan Way Viaduct - Row
- SR 99/Alaskan Way Viaduct - Design/Early RW
- SR 167/Corridor Study
- I-405/W Valley Highway to Maple Valley Highway
- I-405/SE 8th to I-90 (South Bellevue)
- I-405/SR 520 to SR 522
- SR 508 Design and Critical RW
- SR 520 Environmental Impact Statement
- I-5 Boasting Access Road to Northgate EIS
- SR 520 Early Row
- SR 520 Project Design

- SR530/Sauk River Cad Bank Erosion
- SR 531/Lakewood Schools Sidewalks
- SR 532-Casano Island to I-5 Corridor Improvements
- SR 532/Gen Mark W Clark Memorial Bridge
- SR 532/Fitchuck Creek Tributary
- SR 542/Everton Goshan Rd Vicinity to SR 9 Vicinity - Passing Shoulder
- SR 542 - Woburn to McLeod - Widening to Four Lanes
- SR 542/Boulder Creek Bridge - Replace Bridge
- Nooksack
- Toroda Creek Road Improvements
- US 2/Wenatchee - Pedestrian and Bike Trail Connection
- US 2/South of Orondo - Passing Lane
- US 2/East Wenatchee North - Access Control Purchase
- US 2/Wenatchee River Bridge
- US 2/Chiwaukum Creek Bridge
- US 2 Roadside Safety Improvements
- SR 17 Widening
- SR 17/ Intersection Illumination
- SR 17/ North of Moses Lake - Passing Lane
- SR 17/ Adams Co Line - Access Control Purchase
- SR 17/Pioneer Way to Stratford Road - Widen to Four Lane
- SR 20 & SR 525 Roadside Safety Improvements
- SR 20/Winthrop Area - Bike Path
- SR 26 Roadside Safety Improvements
- SR 26/ Intersection Illumination
- SR 26/ West of Othello - Passing Lane
- SR 28/Junction US 2/97 to 9th Street - Stage 1
- SR 28/East Wenatchee - Access Control Purchase
- I-90 /Silica Rd to east of Adams Rd - Median Cross Over Protection
- I-90/SR 17 to Grant/Adams County Line - Median Cross Over Protection
- I-90 Pola to Hill Bridge Bicycle and Pedestrian Bridge
- US 97 Kittitas, Chelan and Okanogan Counties Roadside Safety Improvements
- US 97/Browster - Pedestrian Lighting
- US 97/ Blewett Pass - Passing Lane
- US 97/ South of Chelan Falls - Passing Lane
- SR 150/ Intersection Illumination
- SR 243/ Intersection Illumination
- SR 285/George Sellar Bridge - Additional Eastbound Lane
- SR 285/W end of the George Sellar Bridge - Intersection Improvement
- SR 97/1/ Intersection Illumination
- SR 3/Beltair Bypass - New Alignment
- SR 3/Beltair Area Improvements
- SR 3/Fairmont Ave to Goldsborough Creek Bridge - Safety
- SR 3/Jct US 101 to Mill Creek - Widen Roadway

- SR 410 Rattlesnake Creek
- Wenas Corridor/SR 823 Improvements
- SR 823 Goodlander to Harrison Road Sidewalk Completion
- North Spokane Corridor
- US 2/Colbert Road Intersection Improvements
- US 2/North Glen-Elk Chatteroy Road
- SR 27/Pine Creek Bridge - Bridge Replacement
- I-90/Harvard Road Pedestrian Overcrossing
- SR 195/Spring Flat Creek
- SR 290/Spokane River
- SR 902 Medical Lake Interchange

Ferries Projects

- Fauntleroy Terminal

Rail Projects

- Geiger Spur Connection
- P1 Defiance (Lakewood) Bypass-Phase 1
- Swift Customs Facility/Blaine & White Rock Siding
- Bellingham Waterfront Restoration Project
- Snohomish Riverfront Redevelopment (Rail)
- King Street Station Track Improvements
- Stanwood Commuter Rail Station
- Mukilteo Temporary Sounder Station
- Wheeler to Soap Lake Rail Line Engineering
- Cosmopolis Bypass - Port of Gray's Harbor
- Cascades Trainsets Overhaul
- Chehalis Jct to Blakeslee Jct via Centralia - PS&P/TRMM
- High Speed Crossovers-Chehalis Jct
- High Speed Crossovers-Newaukum

Freight Projects

- East Everett Avenue Crossing
- E. Marine View Drive Widening
- Lander Street Overcrossing
- Duwamish Truck Mobility Improvement Project
- Strander Blvd. / SW 27th Street Connection
- S. 212th Street Grade Separation
- Wilks Street Grade Separation
- M Street SE Grade Separation Project
- East Marginal Way Ramps
- 41st Street/Riverfront Parkway (Phase 2)
- SR 202 Corridor - SR 522 to 127th Place NE
- Granite Falls Alternate Route
- 8th Street East UP Railroad Undercrossing
- 70th and Valley Avenue Widening/SR 167 Alternate
- Canyon Road Northerly Extension
- North Canyon Road Extension/BNSF Overcrossing
- Shaw Road Extension
- Lincoln Avenue Grade Separation

- SR 1434-5 to international boundary
- SR 900/SE 78th St Vic. to I-90 Vic. - Widening and HOV
- US2/97 Peshastin East - Interchange
- US 2/Dryden - Signal
- I-90/Moses Lake Area - Bridge Clearance
- SR 3/SR 303 WC (Waaga Way) - New Ramp
- I-5/Port of Tacoma Road to King Co. Line - HOV
- I-5/SR 16 (JC/38th Street) UC - Core HOV
- I-5/S 48th to Pacific Avenue - Core HOV
- I-5/Grand Mound to Maytown - Widening
- I-5/Ardana Road Overcrossing - Bridge Rail
- I-5/Capitol Boulevard Overcrossing - Bridge Rail
- SR 7/SR 507 to SR 512 - Safety
- US 12/Winochee River Bridge - Bridge Rail
- SR 16/Burley Daliata Interchange
- SR 16/5 to Tacoma Narrows Bridge - HOV
- SR 16/36th Street to Olympic Drive NW - Core HOV
- US 101/Dawley Road Vicinity to Blyn Highway - Climbing Lane
- US 101/Gardiner Vicinity - Climbing Lane
- US 101/Cornia Road Vicinity to Zaccardo Road
- US 101/Blyn Vicinity - Passing Lanes
- US 101/Quinault River Bridge - Bridge Rail
- US 101/Hoh River Bridge - Bridge Rail
- US 101/Esti Duc River Bridge East of Sappho - Bridge Rail
- US 101/Chehalis River Bridge in Aberdeen - Bridge Rail
- SR 105/Johns River Bridge - Bridge Rail
- SR 106/Skobob Creek - Fish Passage
- SR 107/Chehalis River Bridge - Bridge Rail
- SR 109/Copalis River Bridge - Bridge Rail
- SR 112/Hoko-Ozette Road - Safety
- SR 116/SR 19 to Indian Island - Bridge Rail
- SR 160/SR 16 to Longlake Road Vicinity
- SR 161/SR 167 Eastbound Ramp - Safety
- SR 161/204th Street to 176th Street - Widening
- SR 161/36th to Jovita - Widening
- SR 161/234th Street to 204th Street E - Widening
- SR 165/SR 165 Guardrail Upgrade - Guardrail
- SR 167/SR 509 to SR 161, EIS
- SR 167/5 to SR 161 - New Freeway
- SR 303/Port Washington Narrows Bridge - Bridge Rail
- SR 305/Agate Pass Bridge - Bridge Rail
- SR 4/Svensen's Curve - Realignment
- I-5/NE 134th St Interchange (I-5/I-205) - Rebuild to Relieve Congestion
- I-5/Chehalis River Flood Control
- I-5/Lexington Access - Construct New Bridge From I-5 to SR 411
- I-5/ Bush Road to 13th Street-Add Additional Lanes
- I-5/Salmon Creek to I-205 - Widening
- I-5/SR 502 Interchange
- SR 14/Two Bridge Rail Retrofits Vancouver East
- SR 14/Columbia River Gorge Guardrail Upgrade
- SR 105/Smith Creek Bridges - Bridge Rail Retrofit
- SR 105/Smith Creek Bridge to Napoleon Road Guardrail Upgrade
- SR 122/Cinebar Road to Jerrals Road - Guardrail Upgrade
- I-205/Mill Plain Exit(112th Connector) - Build Direct Ramp to 112th Ave
- SR 401/US 101 to East of Magler Rest Area Vicinity - Guardrail Upgrade
- Walla Walla to Wallula Planning Study
- US 12/SR 124 to McNary Pool - Add Lanes
- US 12/Atalia Vic. to US 730 - Add Lanes
- Guardrail Upgrade - Columbia, Garfield and Whitman Counties
- US 12/Old Naches Highway - Interchange
- US 12/Atalia Vic. - Add Lanes
- Guardrail Upgrade - Benton, Franklin & Walla Walla Counties
- Guardrail Upgrade - Benton, Franklin & Walla Walla Counties
- SR 227/82 to McDonald Road
- SR 241/82 to Kays Road - Add Lanes
- SR24/Vernita Bridge Rail Retrofit
- I-90/Columbia River Bridge - Bridge Rail Retrofit
- Guardrail Upgrade - Benton, Franklin and Walla Walla Counties

■ Also includes funds that pre-exist 2005 Transportation Partnership or 2003 Nickel Funding
 ■ Also includes 2003 Nickel Funding

2005 Transportation Partnership Projects

Highway Projects

- Island Transit Park and Ride Development
- US 2 & SR 92 Roadside Safety Improvement
- US2/Fern Bluff Road Vicinity to Sultan Startup Road Vicinity
- US2/10th St/US Vicinity
- I-5/South Seattle Northbound Viaduct
- I-5/Sth Avenue NE to NE 92nd Street -Noise Wall
- I-5 / SR 525 Interchange New Ramp Phase 1
- I-5 / 196th Street (SR 524) Interchange SB Braided Ramp
- I-5 / 41 Street Interchange Improvements
- I-5 / 116th Street Interchange
- I-5 / 172nd St Street (SR 531 Smokey Point) Interchange Improvement
- I-5/Fischer Creek Vicinity
- I-5/300th Street NW Vicinity to Anderson Rd Vicinity
- I-5/SR 11 Vicinity to Weigh Station Vicinity
- I-5/Southbound Viaduct, South Seattle Vicinity-Special Bridge Repair
- I-5/Chuckanut Creek Vicinity
- I-5/Padden Creek Vicinity
- I-5 /SR 11 to 36th Street - Median Cross Over Protection
- I-5/36th Street Vicinity to SR 542 Vicinity
- I-5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction
- I-5/SR 542 Vicinity to Bakerview Road
- I-5/Squalicum Creek Vicinity
- I-5 /Main Street to SR 548 - Median Cross Over Protection
- SR 534 Access Point Decision Report
- I-5/Dakota Creek Vicinity
- I-5/ SR 11 Interchange/ Josh Wilson Road Realignment
- I-5/SR 151 Interchange & SR 18 Interchange
- I-5 at 272nd Interchange Reconstruction
- I-5/Boston to Shabby, SB I-5, Westside
- I-5 Ship Canal Bridge Noise Mitigation
- SR 9 / Marsh Road Intersection Improvements
- SR 9 Corridor Improvements
- SR9/Plechnuck Creek
- Chuckanut Park and Ride
- SR 18 /SE 304th to SR 516 - Median Cross Over Protection
- SR 20/ Sharpes Corner Vicinity - Interchange
- SR 20/Hompson Road
- I-90/Eastgate to 465th Corridor Study
- I-90/Seattle to Mercer Island - Two Way Transit/HOV
- SR 99 /SR 599 to Holden Street - Median Cross Over Protection
- SR 99/Duwamish River/First Ave S. Bridge - New Southbound Bridge
- SR 99/Spokane Street DC Timber
- SR 99 / Aurora Avenue Improvements - Phase 2
- SR 99 N of Lincoln Way Sidewalks
- SR 99 - Alaskan Way Viaduct & Seawall Replacement Project
- SR 167 - Hot Lane Pilot Project
- SR 167 - SR 410 to 15th Street SW - HOV
- SR 167 /I-405 to SE 180th Street
- SR 169/SE 288th Street Vicinity - Safety
- SR 169/ SE 416th - Channelize Intersection
- SR 169 at 516 (Four Corners)
- SR 169/140th Way SE
- SR 202/Sahalee to Duthie Corridor Study
- SR 203/Tolt Hill Rd. NE Vicinity
- SR 203/268th to NE Big Rock
- I-405 / I-5 to SR 181
- I-405 / SR 167 to SR 169
- I-405 / SR 515 Interchange Improvements
- I-405 / 44th Street to 112th Avenue
- I-405 / 112th Avenue to I-90
- I-405 / NE 8th Street to SR 520 Braided Crossing
- I-405 / NE 10th Street Overcrossing
- I-405 / NE 124th Street to SR 522
- I-405 / NE 132nd Street Interchange
- I-405 / 195th Street to SR 527
- SR 410, White River
- SR 509/ I-5 - Freight & Congestion Relief Project
- SR 509/518 Interchange
- SR 515/SE 182nd Street to SE 176th Street Vicinity
- SR 518/Seatac Airport to I-5/I-405 Interchange
- SR 520 - Bridge Replacement & HOV Project
- SR 522/I-5 to I-405 Multi-modal Project
- SR 522/UMBCC Campus Access
- SR 522/North Creek Vicinity to Bear Creek Vicinity
- SR 529/Ebey Slough
- SR 530 Sauk River (Site #2)

- SR 530/Sauk River to Mill Creek - Median Roadway
- SR 3/Imperial Way to Sunnyridge - Safety
- SR 3/SR 106 South Balfair Signal - Safety
- Thurston Noise Walls
- I-5/SR 16 and SR 167/Tacoma HOV Improvements
- US 12/Olympia Road Vicinity - Intersection Improvements
- US 12/Vicinity Montesano to Elma - Median Crossover Protection
- SR 16/NW of Tacoma Narrows to SE of Burley/Daliata - Median Crossover Protection
- US 101/Lynch Road Safety Improvements
- US 101/SR 9 On-Ramp to US 101 Northbound - New Ramp
- US 101/MP 941 to Vicinity Lillwaup
- US 101/NW Fork Hoquiam River Bridge - Replacement
- US 101/NW Fork Hoquiam River Bridge - Replacement
- West Olympia Access Study
- US 101/Hoh River (Site #2)
- US 101/M Walker NB and SB Pasang/Truck Lane
- SR 104/Hood Canal Bridge East Half
- SR 109 Moolips River
- SR 112/Nash Bay to Seiku - Roadside Safety Improvements
- SR 112 Roadside Safety Improvements
- SR 112, Hoko/Pyant Rivers
- SR 161/Clear Lake North Road to Tanwax Creek - Realign Roadway
- Orting Bridge for Kids
- SR 162 Puyallup River Bridge
- SR 167/New Freeway
- SR 167/SR 410 to Pierce/King County Line - Median Crossover Protection
- SR 302/Drewiston to Furdy Vicinity - Widen Roadway
- SR 302/Establish New Corridor
- SR 307/SR 104 Safety Corridor Study
- SR 410/214th Avenue E to 234th - Widening
- SR 410/Traffic Avenue to 166th Ave E - Median Crossover Protection
- SR 9 / Marsh Road Intersection Improvements
- SR 9 Corridor Improvements
- SR9/Plechnuck Creek
- SR 4 / Abernathy Creek Bridge Replacement
- Columbia River Crossing/ Vancouver- EIS
- SR 501/ Ridgefield Interchange
- Woodland Industrial Area
- I-5/Mellen Street to Grand Mound
- I-5 SR 432 Talley Way Interchanges
- SR 6/Rock Creek (6/103)
- SR 6/Rock Creek (6/102)
- SR 6/Willapa River - Lily Wheaton
- SR 6/S. Fork Chehalis River Bridge- Replacement
- SR 7 Lewis County Roadside Safety Improvements
- SR 14/Leser Rd Interchange - Ramp Signalization
- SR 14/Camas/Washougal Widening & Interchange
- US 97 Klickitat County - Roadside Safety Improvements
- SR 101/Middle Nemah River Bridge
- SR 101/Bone River
- SR 105/Smith Creek
- SR 105/North River
- SR 142 Roadside Safety Improvements
- I-205/Mill Plain SB off-ramp Improvement
- I-205 / Mill Plain Interchange to NE 28th Street
- SR 432 Roadside Safety Improvements
- SR 500/St. Johns Blvd - Interchange
- SR 500/I-205 Interchange Improvements
- SR 502/10th Ave. to 72nd Ave. - Safety
- SR 502/Widening From I-5 to Battle Ground
- SR 503/SR 500 Intersection Improvements
- SR 503/Gabriel Rd. Intersection
- SR 503/Lewisville Climbing Lane
- US 12 McDonald Road to Walla Walla - Add Lanes
- US 12 Watzburg to Asotin Roadside Safety Improvements
- US 12/Tieton River West Crossing
- US 12/Tieton River East Crossing
- US 12/SR 124 Burbank Interchange
- US 12/Yakima - 40th Avenue Interchange Improvements
- US 12, Naches River
- SR 14 Benton County Roadside Safety Improvements
- SR 24/SR 241 to Cold Creek Rd - Added Lanes
- I-82/Walley Mall Blvd Interchange Improvements
- I-90 Snoqualmie Pass East - Hyak to Keechelus Dam
- SR 240/11 Miles South of SR 24 to Sniwely Road
- State Highways in East Yakima County Roadside Safety Improvements
- SR 241/ Dry Creek Bridge
- US 395/Columbia Drive to SR 240 Interchange

- SR 125/ SR 12 Interconnect (Myra Road Extension)
- Washington Street Railroad Crossing
- City Of Yakima Grade Separated Rail Crossing
- Park Road BNSF Grade Separation Project
- Havana Street / BNSF Separation Project

Statewide Projects (not shown on map)

- SR 92, SR 520, SR 530 and SR 534 Roadside Safety Improvement
- SR 11, SR 525 and SR 900 Roadside Safety Improvement
- SR 169, SR 410, SR 525, SR 900 and SR 520 Roadside Safety Improvement
- SR 20 and SR 530 Roadside Safety Improvement
- SR 203 and SR 522 Roadside Safety Improvement
- SR 542 and SR 547 Roadside Safety Improvement
- SR 9, SR 11 and SR 20 Roadside Safety Improvement
- Puget Sound Area and SR 2 Guardrail Upgrade
- George Washington Memorial Bridge Rail Upgrade
- SR 4 and SR 401 Roadside Safety Improvements
- Regionside Bridge Rail/Guardrail Upgrade
- Fish Passage Barriers
- Bridge Seismic Retrofit - High Risk Zone
- Bridge Seismic Retrofit - Moderate Risk Zone
- NC Region Bridge/Guardrail Upgrade 2003-05
- State Highways in West Yakima County Roadside Safety Improvements
- State Highways in Adams and Franklin Counties Roadside Safety Improvements
- Port of Pasco - Intermodal Facility Improvements
- State Highways in Lincoln County - Roadside Safety Improvements
- State Highways in Adams and Franklin Counties Roadside Safety Improvements
- State Highways in Whitman and South Spokane Counties - Roadside Safety
- State Highways in Spokane, Stevens and Pend Oreille Counties - Road
- State Highways in North Stevens and Ferry Counties - Roadside Safety