Central Puget Sound

- 4 million people
- 2.2 million jobs
- 4 counties: King, Pierce, Snohomish and Kitsap
- 82 cities and towns
- Urban and rural
- 6400 square miles
- 1000 square miles urbanized
$174 Billion

Assumes phased mileage fees and freeway system tolling 2020–2040
Investments to support growing region = $1

Counties $14.6B
Cities $35.3B
Local Transit $46.8B
Sound Transit $32.4B

State Ferries $8.2B
State Highways $29.2B
Other Regional $7.2B
T2040 Funding Source Assumptions

Current Revenue Authority

2014 - 2020
Fuel Tax
Some tolling
Car Tabs
Local Options

2021 - 2030
Fuel Tax
Tolling: Expressway
Mileage Fee
Sales Tax
Property Tax

2031 - 2040
No Fuel Tax
Tolling: Freeway System
Mileage Fee

$111 B
$8 B
$18 B
$36 B

$62.4 B
Move Seattle
Connecting WA
ST3
Challenges

• Relies on **Legislative action**
• Public and Legislature resistant to tolling
• Public **thinks gas tax is fine**
• Transition to **mileage fee is big change**
• Approaching “maximum” sales tax **rates**
• **Limited City / County revenue sources**
• **Backloading** in 3rd decade – (local investments last)
Task Force

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Kimberly Harris  Jeff Johnson  Troy McClelland  Ed Murray  Clare Petrich  Shefali Ranganathan

Arthur Rubinfeld  Mike Sotelo  Rich Stolz  Marilyn Strickland  Matt Yerbic
Problem

Investments in the transportation system are not keeping up with the needs of a growing region and its environment.

Traditional funding sources are no longer capable of maintaining or improving mobility for a growing region.

Charge

Recommend a strategy to provide an equitable, financially sustainable, and environmentally responsible regional transportation system that works for people, economic development, and quality of life.
Work Program

**CONTEXT**
*Where the Region is Headed*

**TOOLS AVAILABLE**
*What to Consider*

**FUNDING SCENARIOS**
*Deciding on Options*

**Feb 25**
Purpose, Charge

**Mar 25**
Growth, System, Technology

**Apr 29**
Current Funding & Options

**May 27**
Equity, Funding, Principles

**Jun 24**
Funding Source Evaluation

**Jul 29**
Funding Sources/Draft Scenarios

**Sep 30**
Scenario Development

**Oct 28**
Screen Scenarios

**Nov 18**
Recommendations Actions

**Feb 24**
Public Opinion Recommendations Actions

**Mar 2016**
Final Report

**RECOMMENDATIONS**
*A Path Forward*
The Region is Growing and Will Continue to Grow
Regional growth forecast

- Population: 4.9 million (26% increase)
- Jobs: 3.0 million (40% increase)

Forecasted growth from 1970 to 2040.
The Region’s Transportation System is Fragile
Key Investments are Being Made, But More are Needed
I-5 Interchanges
520 West
405 Completion
509/Gateway
167 to Port of Tacoma
JBLM Improvements
Local Investments
Growth will increase and change demand

Region has an incomplete and fragile transportation system

Technology will help, but isn’t a silver bullet

1. The region is growing
2. Growth patterns are changing
3. The economy matters
4. Changing demographics
5. The environment matters
6. The system is fragile
7. More investment is needed
8. Travel behavior is different
9. Information technology is already changing behavior
10. Vehicle technology will improve
Approach

• T2040 a good plan
• Meet overall funding needs
• Fund local needs sooner
• Use immediately available sources now; phase in longer-term new revenue
• Goals: long-term sustainable sources & performance
Scenarios

1. Transportation 2040 Plan
2. Flat-Rate Pay Per Mile Charge
3. Peak/Off Peak Pay Per Mile Charge
4. Major Emissions Fee
5. Mixed Sources
Principles & Performance

• Diverse, Stable, Predictable
• Support Region’s Vision
• Equitable
• Feasible - acceptable

• Vehicle Miles Traveled
• Congestion
• Cost to Households
• Environmental benefits
Regional Performance

• All can fill $36B gap, but with different impacts and costs
• Perform similarly at regional level but with differences in specific places
• Greatest congestion benefits from those that price peak travel higher than off-peak
Strong majority prefer new funds be used for a variety of transportation projects

If additional state funds were available for transportation, the new funds should be used to…?

- Fund a variety of transportation projects (highways, roads, transit, pedestrian and bicycle improvements, etc.): 65% (WA), 65% (PUGET SOUND), 64% (KING COUNTY)
- Fund roads, only: 23% (WA), 21% (PUGET SOUND), 19% (KING COUNTY)
- Fund alternatives to driving, only (transit, walking and bicycle improvements): 6% (WA), 8% (PUGET SOUND), 9% (KING COUNTY)
- Fund transit, only: 5% (WA), 7% (PUGET SOUND), 7% (KING COUNTY)
Support for regions raising own revenues

Allowing the Puget Sound region to raise their own revenues to fix their transportation and transit problems is better than taxing the whole state to pay for these improvements.
54% think system-wide tolling bad or very bad idea

Currently, a few roads and bridges in Washington State have tolling (the Tacoma Narrows Bridge, SR 167, I-405 and SR 520). One way to fund transportation in the future is to charge tolls on all of the lanes of major urban highways (I-5, I-90, I-405, SR 167, SR 520, etc.). This revenue source could replace or complement existing transportation fees and taxes, like the gas tax. Funding transportation through tolls would allow money raised to be used for a wider variety of transportation investments, including transit.

Does this seem like a good or bad idea?
52% think Pay-Per-Mile fees a bad/very bad idea

Another idea for funding transportation is to establish a Pay-Per-Mile fee. This is a fee that would be charged based on the number of miles a person drives and the funds raised could be used for a wider variety of transportation investments, including transit.

Does this seem like a good or bad idea?
Final Report and Recommendations

• Maximize Use of Existing Authority
• Establish Regional Transportation Authority
• Achieve Efficiencies
• Pay for Use
• Flexibility in Expenditures

www.thefuturestaskforce.org
Next Steps

• Support local/regional initiatives
• Educate on sustaining transportation funding long term
• Research regional alternatives
• Incorporate into regional plan updates
• Partner with state on pay-by-mile pilot

www.thefuturestaskforce.org
Washington State Transportation Commission

Road Usage Charge Assessment: 2012–2016
www.thefuturestaskforce.org

Final Report

Read the Transportation Futures Task Force Final Report

Transportation Futures Task Force members are civic, business and government leaders in the central Puget Sound region charged with assessing long term transportation challenges and recommending a strategy to provide an equitable, financially sustainable and environmentally responsible regional transportation system.
Thank you.

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