

Joint Transportation Committee

Statewide Transportation Needs Assessment

Briefing to the Joint Transportation Committee

December 17, 2020

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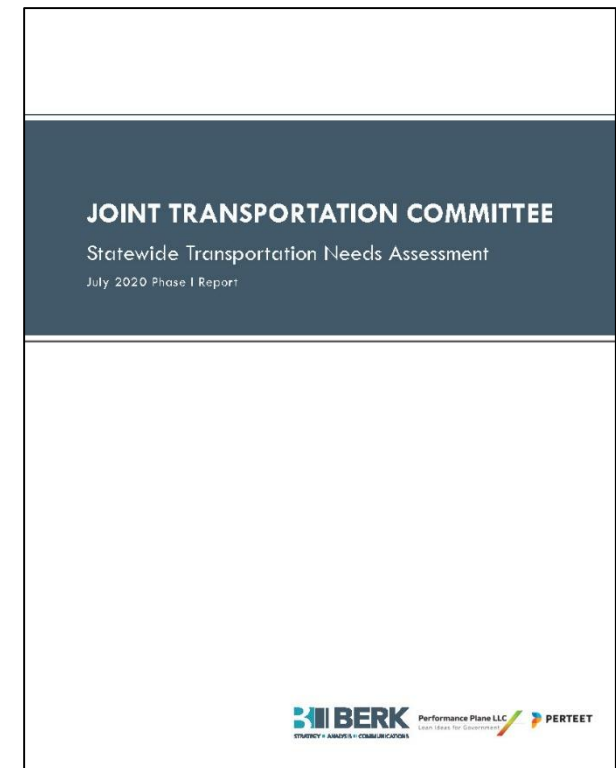
Presentation Contents

- Phase 1 Study Context
- Phase 2 Advisory Panel Overview, Process, and Members
- Summary of Advisory Panel Guidance

Phase 1 Study Context

Phase 1 Study Context

- In 2019, the Washington State Legislature requested a study to **assess statewide transportation needs and priorities** from 2022-2031 and **identify existing and potential transportation funding mechanisms** to address those needs and priorities.
- In Phase 1, submitted to JTC in June 2020, the study team produced:
 - Ten-Year Transportation Needs Assessment by Jurisdiction and by Mode
 - Menu of Funding Options
 - Economic Impacts of Transportation Investments: Case Studies



Phase 1 Findings: Transportation Funding Challenges

There is **not enough money to adequately fund** the current transportation system:

- Most jurisdictions are managing a gap between needs and resources
- Efficiency opportunities are often out of scale with the problem

This results in compromises:

Preservation competes with desired system improvements

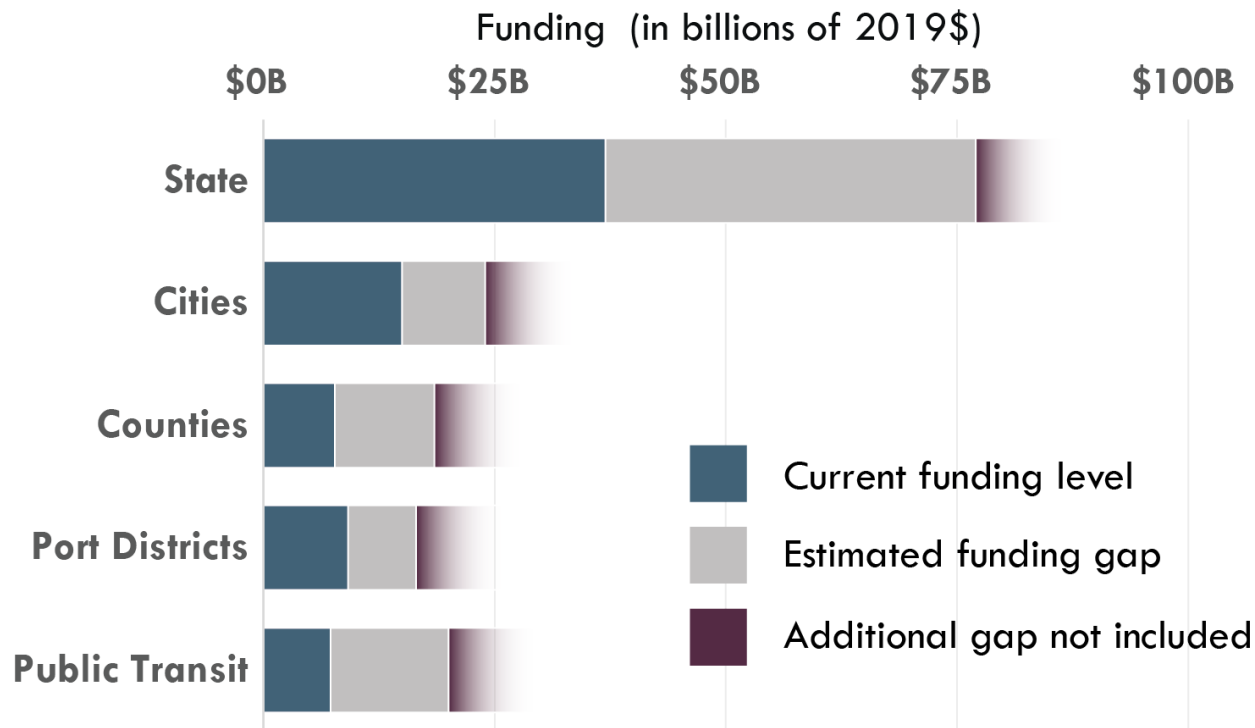
- *Impact:* Deferred maintenance and higher lifecycle costs
- *Impact:* Patchwork system improvements

There is often no clear path for major project funding, which is assembled from patchwork sources including unique, non-repeating sources

- *Impact:* Additional time and resources needed to assemble and coordinate different funding schedules and requirements
- *Impact:* Project may fail to reach construction

Phase 1 Findings: Estimated 10-year Funding Gap

Current funding levels for all jurisdiction types are less than half of what is needed, without considering investments needed to address deferred maintenance and preservation



Limitations

- Assumes current funding levels, **before COVID-19**
- May undercount where available information is limited
- Each **Tribal Nation** has distinctly different needs and resources; we were unable to assess funding gaps within scope

Notes

- **Included for State:** consideration of active transportation, safety, and fish passage barriers
- **Not included for local jurisdictions:** full costs to address fish passage barrier removal, safety, active transportation, and ADA compliance
- **Not included:** investments to address deferred maintenance and preservation

Sources: WSDOT, 2020; SAO, 2020; BERK, 2020

Phase 2 Advisory Panel Overview and Process

Panel Objectives

- **Panel's charge:**
 - Review the results of the needs assessment.
 - Provide guidance to the Legislature on priority investments and revenue options.
- Panel was instructed to make **directional recommendations** and was not expected to produce a detailed proposal, funding package, or project list.

Advisory Panel Selection Process

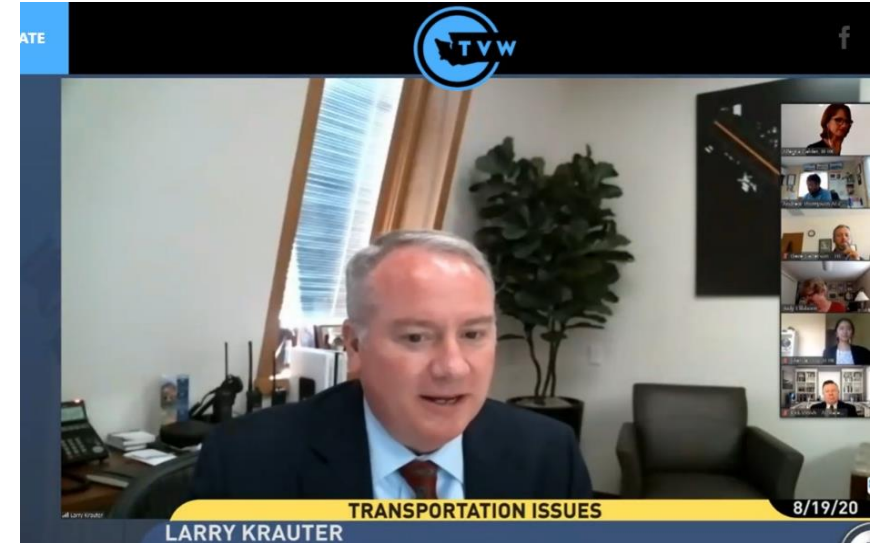
- JTC Executive Committee **invited nominations** from an identified list of organizations and stakeholder groups in Washington.
- JTC Executive Committee **reviewed nominations** and **selected 18 members** for an Advisory Panel, including two co-chairs.
- Members represent a **broad range** of transportation interest groups and experiences.
- All participants serve in **leadership roles** and brought an understanding of transportation needs and revenue options.

Advisory Panel Members

Name	Representing
Judy Clibborn, Co-Chair	Former State Representative and House Transportation Committee Chair
Larry Krauter, Co-Chair	Spokane Airports
Genesee Adkins	American Council of Engineering Companies of Washington
Michael Cade	Washington Economic Development Association
Mike Ennis	The Association of Washington Business
Mayor Cassie Franklin	Association of Washington Cities
Johan Hellman	BNSF Railway
Alex Hudson	Transportation Choices Coalition
Rick Hughes	Washington State Association of Counties
Justin Leighton	Washington State Transit Association
Julianna Marler	Washington Public Ports Association
Luis Moscoso	All Aboard Washington
Rebecca Ponzio	Washington Environmental Council
Mark Riker	Washington State Building and Construction Trades Council
Neil Strege	Washington Roundtable
Andrew Thompson	Associated General Contractors of Washington
Brent Vander Pol	Washington Trucking Association
Kirk Vinish	The Affiliated Tribes of Northwest Indians (WA Delegation)

Advisory Panel Format

- Led by **two co-chairs**, former State Representative Judy Clibborn and CEO of Spokane Airports Lawrence Krauter.
 - Supported by BERK Consulting and JTC staff.
- Panel **met four times** by video conference between August and October 2020.
 - All meetings available for viewing via TVW.
 - BERK interviewed members ahead of the first meeting to answer questions about the panel's charge and the Phase 1 needs assessment work and hear perspectives on select topics.



Summary of Advisory Panel Guidance

Advisory Panel Guidance: Outline

- Overall Themes: Infrastructure and Safety Investments
- Funding Principles
- Revenue Options
- Investment Priorities
- Vision for the Future



Overall Themes: Infrastructure and Safety Investments

- **Given the significant need**, the Legislature needs to identify new sources of revenue and/or additional revenues from increases to existing sources to fund critical transportation needs.
- **Our economy is fragile**, and the impacts of the COVID-19 pandemic and recession are uneven.
- **“Finish what we’ve started”**- prioritize funding for existing projects and commitments before taking on new projects.
- Need **dedicated funding** to solve critical infrastructure and safety problems and **flexible funding** to reflect changing needs.
- Communicating the **benefit** of transportation investments could help increase support.



Funding Principles

What principles should guide the State's decisions on new or revised revenue sources to fund transportation?

All 18 members of the Advisory Panel support the funding principles on the following slides.

- Developed through multiple rounds of discussion, surveys, and polls.
- Guided how group evaluated revenue options and investment priorities throughout Panel discussions.
- Should be considered together and not in isolation.
- Not in order of priority.



Funding Principles

- Funds raised should be **dedicated to transportation** and there should be **transparency** into how the funds are spent.
- Revenues and investments should advance the **Transportation System Policy Goals**.
- Any revenue packages with new projects should include funds dedicated to preservation and maintenance.
- Given the significant needs, the **amount of revenue generated** and the **stability of the revenue stream** should be considered when selecting new or revised sources.
- **Efficiency of implementation** and **ease of collection** should be a consideration for new sources.

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Funding Principles *(continued for previous slide)*

- New tax proposals should be **analyzed for disproportionate impact** to underrepresented communities with respect to ability to pay and tax impact.
- The Legislature should **clarify what it believes the State's role** is with respect to funding transportation.
 - The State has a responsibility for the state-owned system (spelled out in statute), and it also has an *interest* in supporting local transportation systems and ensuring that the whole system functions and serves the needs of the entire state.
 - Clarity is lacking with regards to this second part – the state interest.
- The State has a **responsibility to help fund multimodal transportation systems** across the state, **including for local jurisdictions**. This could include expanding local revenue authorities and providing direct financial and technical assistance.

Funding Principles *(continued from previous slide)*

Funding Principles *(continued from previous slide)*

- **Public private partnerships** using financing, such as tolling, and alternative project delivery methods, should be given serious consideration.
 - While this is not a tool the State has much history utilizing, we think the Legislature should have a robust and thoughtful conversation about testing these tools in targeted applications.
- The State has an obligation to **fund removal of fish passage barriers** (culverts) associated with state-owned highways under federal court order.
 - A dedicated funding source that would sunset once those needs are funded and does not exclusively rely upon the transportation budget should be identified.
 - In addition, the State should optimize salmon habitat and public benefits through a coordinated watershed approach that corrects state and non-state-owned fish passage barriers associated with roadways.

Revenue Options

What new revenue options and/or revisions to existing revenue options should the State consider?

- Objective: to **gauge perspectives** on these options regardless of specific rates, structure, or implementation details and as such should not be interpreted as precise results.
- Panel discussions focused on the new and adjusted revenue sources, and it was assumed that current revenue sources will continue to be used.

Potential New Revenue Options

- Because these are potential new sources, many members noted they were open to them, but support would depend on the details.
- The revenue sources that ranked in the top half of options for 10 or more members were:
 - **Carbon pollution fee**
 - **Road usage charge**
 - **Electric vehicle (EV) fuel economy rating**
 - **Air quality surcharge**
- Many supported these options in part due to the revenue generated and because they met other revenue criteria.

Note: Not unanimous rankings – see Appendix for breakdown

Adjustments to Existing Revenue Options

- At least half of the responding Panel members supported adjustments to four existing options:
 - ❑ **Fuel tax increase**
 - ❑ **Indexed fuel tax**
 - ❑ **Electric vehicle hybrid fee**
 - ❑ **Rental car tax increase**
- The two fuel tax options had the greatest potential to generate revenue of the 13 options presented.

Note: Not unanimous rankings – see Appendix for breakdown

Investment Priorities

In what priority areas should the State invest revenues? What criteria should the State use to determine priority investment areas?

- As state policymakers consider how to prioritize transportation investments, priorities should consider:
 - Where is the greatest risk of system failure?
 - What modes and geographic areas have traditionally been underfunded?
 - Which communities have been most impacted by transportation pollution?
 - Which needs could be addressed primarily through user fees?
 - Which investments advance statewide goals of the Growth Management Act (GMA)?

Investment Priorities

- Advisory Panel Members were asked to select their top investment priorities from a mix of mode and expenditure investment categories. Areas of agreement were clear.
- **Almost everyone listed maintenance and preservation as a top priority.**
 - Highways and bridges were close behind at the top of this list.
 - Bus, rail, active transportation, streets, and roads were prioritized by at least one-third of the group.
- Members also emphasized that transportation decisions need to be approached holistically, recognizing the multimodal and interconnectedness of the state's network.

Prioritizing Maintenance and Preservation

- Insufficient investment in maintenance and preservation **increases costs** by requiring funding of full replacement of facilities that could have been rehabilitated at much less expense.
- Underfunded system is **not meeting needs of users** with respect to reliability, safety, or health.
- Focusing here will address **safety, resilience, and economic development.**
- Opportunity to make a **strategic pivot** before we end up with severe diminution of transportation system's capacity, efficiency, and safety.



Prioritizing Maintenance and Preservation

Build excitement about investing in the communities where we live.

Some frameworks to think about maintenance and preservation:

- Transportation has a significant impact on **health and livability**.
- Investing in maintenance and preservation **supports jobs** and spreads money through community.
- Investing in maintenance and preservation **directly benefits local communities**.



Vision for the Future

Some considerations in looking ahead (*alphabetical order*):

- **Equity**, including perspectives of race and income, geography, and modes.
- **Economic recovery and growth.**
- **Flexibility:** multimodal solutions require elimination of traditional stove-piped funding allocations for maximum efficiency.
- **Multiple sub-economies** within the state with different and significant transportation needs. No one solution will address this need.

Transportation Policy Goals

- In 2020 legislative session, Supplemental Transportation Budget added a provision to this study, asking Panel members for *“recommendations on whether a revision to the statewide transportation policy goals in RCW 47.04.280 is warranted.”* ([Engrossed Substitute House Bill 2322](#))
- The group was split evenly on whether a revision is warranted.
- This Panel did not have the time nor the scope to discuss the purpose and content of the policy goals in detail.

Other Guidance

- Connect to Department of Commerce's *2021 State Energy Strategy*.
- Connect to Department of Revenue's Tax Structure Work Group.
- Connect to Governor's Interagency Council on Health Disparities, Environmental Justice Task Force.
- Our panel had a spirited discussion on the importance and use of the 18th Amendment restriction on certain transportation revenues. Members are invested in this topic, and there are varying strong perspectives. We did not attempt to come to consensus in this group.

Conclusion

- Professional, collegial, and collaborative effort.
- Points the way to possible funding mechanisms and scenarios that offer the most promise for Legislature to consider.
- Some combination of incremental and innovative actions would maintain and shape a world-class transportation system that benefits diverse needs of our state's economy and its residents.
- Advisory Panel members and the organizations they represent stand ready to provide ongoing feedback and support as Legislature faces the challenging task of passing a new revenue and transportation investment package.

Thank you

Appendix

Proviso: Engrossed Substitute House Bill 1160

Chapter 416, Laws of 2019, Section 204 (1) - \$400,000 of the motor vehicle account—state appropriation and \$50,000 of the multimodal transportation account—state appropriation is for the joint transportation committee to conduct a comprehensive assessment of statewide transportation needs and priorities, and existing and potential transportation funding mechanisms to address those needs and priorities. The assessment must include:

- (a) Recommendations on the critical state and local transportation projects, programs, and services needed to achieve an efficient, effective, statewide transportation system over the next ten years;
- (b) a comprehensive menu of funding options for the legislature to consider to address the identified transportation system investments; and
- (c) an analysis of the economic impacts of a range of future transportation investments.

The assessment must be submitted to the transportation committees of the legislature by June 30, 2020. Starting July 1, 2020, and concluding by December 31, 2020, a committee-appointed commission or panel shall review the assessment and make final recommendations to the legislature for consideration during the 2021 legislative session on a realistic, achievable plan for funding transportation programs, projects, and services over the next ten years including a timeline for legislative action on funding the identified transportation system needs shortfall.

Study Purpose and Scope

- Conduct a **comprehensive assessment of statewide transportation needs and priorities across all levels of government and all modes**
- Identify **existing and potential transportation funding mechanisms** to address those needs and priorities

This study is:

- Statewide: all jurisdiction types and modes
- An order-of-magnitude assessment of needs by category
- An order-of-magnitude assessment of revenue opportunities
- A summary of fiscal and other benefits associated with transportation investments
- Information and options for policymakers and budget developers

This study is not:

- Narrowly focused on single jurisdictions, types of jurisdictions, or modes
- A detailed or precise assessment of need by jurisdiction, region, or category of jurisdiction
- A call for detailed or final project lists
- A one-to-one match between categorical needs and revenue options
- An exhaustive assessment of net impacts of investments
- A funding package

Potential New Revenue Options

Potential New Revenue Option	Members Ranking (1-5)	Members Ranking (6-10)
Carbon Pollution Fee A per ton carbon pollution fee on the sale or use of fossil fuels.	13 (6 ranked #1, 9 top 3)	5
Road Usage Charge A pay-by-the-mile system of collecting revenues for transportation, also known as vehicle miles traveled (VMT) fees.	13 (5 ranked #1, 10 top 3)	5
EV Fuel Economy Rating An annual fee on electric vehicles based on the vehicle's miles-per-gallon fuel economy rating, the gas tax that would otherwise apply, and the typical number of miles a car drives annually.	11 (3 ranked #1, 4 top 3)	7
Air Quality Surcharge A one-time charge on the sale of new vehicles, as well as a one-time charge on the remaining life of a vehicle being retitled in Washington for the first time. There would be no charge for the purchase of a used vehicle. The charge would vary based on a vehicle's estimated lifetime greenhouse gas pollution, which is calculated from average national driving habits and the car's EPA combined fuel economy rating.	10 (7 top 3)	8
Auto Parts Sales and Use Tax A 1% increase to the existing sales tax on auto parts in Washington State, with revenues dedicated to transportation.	9 (4 top 3)	9
Cap & Trade A program that caps statewide levels of greenhouse gas emissions at levels that decline over time. Businesses would be allowed to trade state-sold pollution allowances among themselves. Revenue from the sale of allowances would be dedicated for transportation purposes.	8 (6 top 3)	10 (2 ranked #10, 4 ranked #9)
Bicycle Sales Tax A 1% increase to the existing sales tax on bicycles in Washington State, with revenues dedicated to transportation.	7 (2 top 3)	11 (4 ranked #10)
For Hire and TNC Fees State-collected fees from for-hire companies and Transportation Network Companies (TNCs).	6 (4 top 3)	12
Employee Payroll Tax A tax on payroll wages. Employers would withhold the tax from employees' wages.	4 (1 ranked #1, 3 top 3)	14 (10 ranked #10)
Statewide Special Transportation Benefit Assessment* A new benefit charge assessment on new construction at varying rates for residential, commercial, and manufacturing projects.		

Adjustments to Existing Revenue Options

Option	Members Ranking (1-4)	Member Ranking (5-9)	Member Ranking (10-13)
Fuel Tax Increase	15 (6 ranked #1, 14 top 3)	1	1 (ranked #13)
Indexed Fuel Tax	9 (5 ranked #1)	3	5 (3 ranked #13)
Electric Vehicle Hybrid Fee	9 (7 top 3)	6	2
Rental Car Tax	9 (5 top 3)	4	5
Capital Vessel Surcharge	7 (1 ranked #1, 5 top 3)	7	3
Passenger Vehicle Weight Fees	6 (2 ranked #1, 4 top 3)	9	2
HOV Lane Violations	4 (2 ranked #1, 3 top 3)	9	4
Vehicle Registration Fees	2 (1 top 3)	10	5
Trip Permit Fees	3 (1 top 3)	7	7
Light Duty Truck License Fee: rate increase	0	11	6
Freight Project Fees: rate increase	0	10	7
Int'l Fuel Tax Agreement (IFTA) Decals: rate increase	2 (1 top 3)	5	10 (3 ranked #13)
Enhanced Driver ID	2 (1 ranked #1, 1 top 3)	3	12 (5 ranked #13)

State Transportation Policy Goals – RCW 47.04.280

Transportation system policy goals.































(1) It is the intent of the legislature to establish policy goals for the planning, operation, performance of, and investment in, the state's transportation system. The policy goals established under this section are deemed consistent with the benchmark categories adopted by the state's blue ribbon commission on transportation on November 30, 2000. Public investments in transportation should support achievement of these policy goals:

- (a) Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- (b) Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- (c) Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- (d) Mobility:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- (e) Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- (f) Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Phase 1 Staff Workgroup

- House Transportation Committee: Amy Skei
- Senate Transportation Committee: Hayley Gamble
- WSDOT: Allison Dane Camden
- Office of Financial Management: Erik Hansen
- Washington State Transportation Commission: Reema Griffith
- Washington Traffic Safety Commission: Shelly Baldwin
- Department of Licensing: Beau Perschbacher
- Thurston Regional Planning Council: Marc Daily
- Puyallup Tribe of Indians: Andrew Strobel
- Washington State Transit Association: Justin Leighton
- Transportation Improvement Board: Ashley Probart
- County Road Administration Board: John Koster
- Association of Washington Cities: Logan Bahr
- Washington State Association of County Engineers: Jane Wall
- Freight Mobility Strategic Investment Board: Brian Ziegler
- Washington Public Ports Association: Chris Herman
- Washington State Patrol: Captain Neil Weaver
- House Republican Caucus: Dana Quam
- House Democratic Caucus: David Bremer
- Senate Democratic Caucus: Hannah McCarty
- Senate Republican Caucus: Martin Presley
- Joint Transportation Committee: David Ward, Dave Catterson

Our Approach: Needs by Jurisdiction Type and Mode

Jurisdiction Type	Modes of Transport/Type of Investment					
Tribal Nations	 Active Transport.	 Ferries	 Bus	 Roads		
State	 Active Transport.	 Airports	 Ferries	 Highways	 Rail	
Counties	 Active Transport.	 Airports	 Bus	 Ferries	 Rail	 Roads
Cities	 Active Transport.	 Airports	 Bus	 Rail	 Streets	
Port Districts	 Active Transport.	 Airports	 Ferries	 Marine Ports	 Rail	 Roads
Public Transit Agencies	 Active Transport.	 Bus	 Ferries	 Rail		

10-Year Cost Estimates in 2019\$ by Type of Jurisdiction (2022-2031)

Type of Jurisdiction	Modes/ Infrastructure	Programmatic Needs (in Millions)		Capital Needs (in Millions)		Total Costs (in Millions)
		Administration & Operations	Maintenance	System Preservation	System Improvement	
State	<i>Highways, Bridges, Ferry, Airports, Rail, Active Transportation²</i>	\$5,600-\$6,900	\$3,100-\$3,800	\$31,000-\$44,000	\$22,000-\$27,000	\$61,000-\$82,000
Tribal Nations	<i>Roads, Bridges, Bus, Ferry</i>	\$150-\$190	\$95-\$120	\$150-\$170	\$37-\$45	\$440-\$520
Counties	<i>Roads, Bridges, Ferry, Airports</i>	\$3,300-\$4,000	\$3,400-\$4,200	\$8,500-\$12,000	\$1,100-\$1,500	\$16,000-\$21,000
Cities	<i>Streets, Bridges, Bus, Airports</i>	\$3,300-\$4,000	\$5,900-\$7,200	\$7,300-\$12,000	\$3,100-\$4,100	\$20,000-\$28,000
Port Districts	<i>Airports, Marine Ports, Rail</i>	\$5,600-\$8,400	\$1,400-\$2,200	\$6,200-\$9,300		\$13,000-\$20,000
Public Transit Authority¹	<i>Bus, Rail, Ferry</i>	\$9,400-\$11,000	\$2,700-\$3,300	\$5,800-\$7,100		\$18,000-\$22,000

¹ Sound Transit not included due to voter approval for ST3 and ST3 being beyond the 10-year time frame of the study.

² Active Transportation estimates in 2020\$ based on WSDOT's Draft 2020 Active Transportation Plan. Funding for Safe Routes to School and Pedestrian & Bicycle Programs (\$1.1B) serves local agencies, schools, OSPI, and WSDOT regions.

Sources: FTA National Transit Database, 2008-2018; SAO Financial Intelligence Tool, 2008-2018; JTC Transit Capital Needs Assessment, 2019; Port of Seattle Budget, 2020; WSDOT Airport Investment Study, 2014; WSDOT Biennial Budgets, 2009-2019; WSDOT Draft Active Transportation Plan, 2020; WSDOT Statewide Transportation Improvement Program, 2020; WSF Long Range Plan, 2019; Pertee, 2020; BERK, 2020.

10-Year Cost Estimates in 2019\$ by Type of Mode/Investment (2022-2031)

Mode/ Infrastructure	Jurisdictions	Programmatic Needs (in Millions)		Capital Needs (in Millions)		Total Costs (in Millions)
		Administration & Operations	Maintenance	System Preservation	System Improvement	
Highways	State	\$3,300-\$4,000	\$2,500-\$3,100	\$11,000-\$14,000	\$10,000-\$12,000	\$27,000-\$33,000
Streets and Roads	Tribal Nations, County, City	\$5,500-\$6,700	\$9,200-\$11,000	\$7,900-\$12,000	\$3,600-\$4,800	\$26,000-\$35,000
Airports	State, County, City, Port Districts	\$3,700-\$5,600	\$780-\$1,200	\$4,200-\$6,300		\$8,700-\$13,000
Marine Ports	Port Districts	\$2,700-\$4,100	\$690-\$1,000	\$2,300-\$3,400		\$5,700-\$8,600
Ferries	State, County, Public Transit Authority	\$2,100-\$2,600	\$510-\$620	\$1,600-\$2,000	\$2,000-\$2,500	\$6,200-\$7,600
Bus¹	Tribal Nations, County, City, Public Transit Authority	\$9,500-\$12,000	\$2,700-\$3,300	\$5,800-\$7,100		\$18,000-\$22,000
Rail¹	State, Port Districts, Public Transit Authority		\$620-\$750	\$1,100-\$1,400		\$1,700-\$2,100
Bridges	State, County, City, Port Districts	Included in Highways, Streets, and Roads		\$26,000-\$41,000	\$1,700-\$2,100	\$27,000-\$43,000
Active Transportation	State ²	\$4.5-\$5.5	\$130-\$150	\$7,000-\$8,600		\$7,200-\$8,700

¹ Sound Transit not included due to voter approval for ST3 and ST3 being beyond the 10-year time frame of the study.

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10-Year Cost Estimates in 2019\$ for State by Type of Mode/Investment

Type of Jurisdiction	Mode/ Infrastructure	Programmatic Needs (in Millions)		Capital Needs (in Millions)		Total Costs (in Millions)
		Administration & Operations	Maintenance	System Preservation	System Improvement	
State	Highways	\$3,300-\$4,000	\$2,500-\$3,100	\$11,000-\$14,000	\$10,000-\$12,000	\$46,000-\$63,000
	Bridges			\$18,000-\$29,000	\$1,400-\$1,700	
State	Ferries	\$1,900-\$2,300	\$440-\$530	\$1,600-\$2,000	\$2,000-\$2,500	\$5,900-\$7,200
State	Airports	\$130-\$160		\$120-\$140		\$250-\$300
State	Rail	\$400-\$490		\$1,100-\$1,400		\$1,500-\$1,900
State	Active Transportation ¹	\$4.5-\$5.5	\$130-\$150	\$7,000-\$8,600		\$7,200-\$8,700

¹Active Transportation estimates in 2020\$ based on WSDOT Draft 2020 Active Transportation Plan. Funding for Safe Routes to School and Pedestrian & Bicycle Programs (\$1.1B) serves local agencies, schools, OSPI, and WSDOT region.

Sources: WSDOT Airport Investment Study, 2014; WSDOT Biennial Budgets, 2009-2019; WSDOT Statewide Transportation Improvement Program, 2020; WSF Long Range Plan, 2019; Perteet, 2020; BERK, 2020.

Revenue Model: New Transportation Options

Transportation Revenue Sources	Category
Air Quality Surcharge	Pollution Tax
Airport Landing Fees	Other Fees
Apply Sales & Use Tax to Motor Fuel	Transportation Tax
Auto Parts Sales & Use Tax	Transportation Tax
Auto Repair Sales & Use Tax	Transportation Tax
Bicycle Sales & Use Tax	Transportation Tax
Cap and Trade Revenues	Pollution Tax
Capital Amtrak Surcharge	Capital Surcharge
Carbon Pollution Fee	Pollution Tax
Commercial Aircraft Fuel Tax	Transportation Tax
Container Fees	Freight Tax or Fee
Development Impact Fees	Taxes or Fees on Construction
DOL Fees on No-Fee Services	Vehicle Fee
Employee Excise Tax	Business Tax
EV Fuel Economy Rating Tax	Fuel Collections
Ferry Passenger Terminal Fee	Other Fees
For Hire and TNC Fees	Transportation Tax

Transportation Revenue Sources	Category
Increase Diesel Fuel Price Commensurate with Federal Gasoline/Diesel Differential	Fuel Collections
Interest Income	Operating Income
Local Household Excise Tax	Local
Local Motor Vehicle Special Fuel Tax	Local
Local Option Tolls	Local
Local Rental Car Sales Tax	Local
Local Transportation Benefit District (TBD) Utility Tax	Local
Motor Vehicle Excise Tax	Vehicle Fee
Oil Production Tax (Barrel fee)	Fuel Collections
Oil Spill Tax	Other Fees
Payroll Tax	Business Tax
Petroleum Products Tax	Other Fees
Repeal Exported Fuel Exemption	Fuel Collections
Road Usage Charge	Transportation Tax
Tax Increment Revenues	Taxes or Fees on Construction
Transportation Benefit Assessment	Special Assessment
Weight Mile Fee	Vehicle Fee

Revenue Model: Existing Transportation Options

Transportation Revenue Sources	Category
Aircraft Excise Tax	Transportation Tax
Aircraft Fuel Tax	Transportation Tax
Capital Vessel Surcharge	Capital Surcharge
Dealer Temporary Permit Fees	Vehicle Fee
DOT Business Revenue	Other Fees
DOT Collected Fees	Vehicle Fee
Electric Hybrid Vehicle Fee	Vehicle Fee
Enhanced Driver's Licenses and Identical Cards	Driver Fees
Ferries Fare Revenue	Fares and Tolls
Filling & Plate Retention Fees	Vehicle Fee
Freight Project Fees	Vehicle Fee
Fuel Taxes	Fuel Collections
Hazardous Substance Tax	Other Fees
HOV Lane Violations	Other Fees
Indexed Fuel Taxes	Fuel Collections
Intermittent-Use Trailer Fees	Vehicle Fee
International Fuel Tax Agreement (IFTA) Decals	Transportation Tax

Transportation Revenue Sources	Category
Light Duty Truck License Fee	Vehicle Fee
Local Transportation Benefit District (TBD) Sales Tax	Local
Motor Home Vehicle Weight Fee	Vehicle Fee
Motor Vehicle Filing Fees	Vehicle Fee
Passenger Vehicle Weight Fees	Vehicle Fee
Penalty Fees	Driver Fees
Personal Trailer Fees	Vehicle Fee
Plate Fees	Vehicle Fee
Rental Car Tax	Transportation Tax
Sales Tax on New Vehicles	Transportation Tax
School Zone Fines	Other Fees
Standard Driver's License Fees	Driver Fees
Subagent, Title, and Service Fees	Vehicle Fee
Toll Revenue	Fares and Tolls
Trip Permit Fees (3-day)	Vehicle Fee
Vehicle Registration Fees	Vehicle Fee