

Transit Funding in Washington

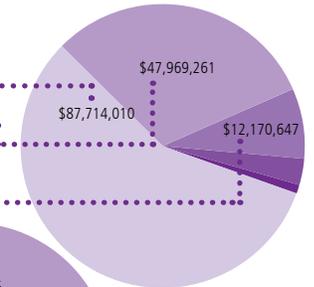
YOUR ADVOCACY CHEAT-SHEET FOR TACOMA-PIERCE COUNTY

Paying for Transportation

In the last decade the Puget Sound region has voted to support local and regional transit agencies. Knowing how transit agencies are funded can help in the understanding of existing funding gaps and inspire new solutions. Below are highlights from recent regional and statewide budgets.

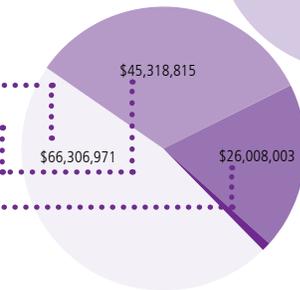
Pierce Transit (PT) Revenue¹

- 57% of revenue comes from a 0.6% sales tax collected in the Public Transportation Benefit Area
- 31% of revenue comes from Sound Transit as part of an agreement to provide regional transportation and use of amenities like the Tacoma Dome Station
- 8% of revenue comes from fares



Pierce Transit Expenditures¹

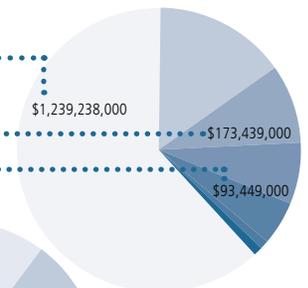
- 47% of expenditures are spent on wages for drivers and staff
- 33% is spend on maintenance and operations
- 19% covers benefits for employees



¹Pierce Transit 2019 Budget; 2018 Year-End Estimates

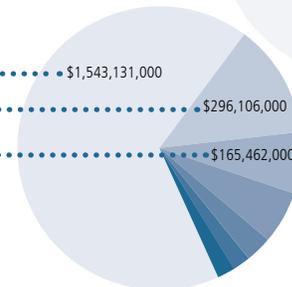
Sound Transit (ST) Revenue²

- 62% of revenue comes from 1.4% of sales & use taxes within the ST district. In November 2016, voters approved a 0.5% increase in the sales tax rate and car tabs to fund ST3
- 9% of funding comes from federal grants
- 5% of revenue comes from fares



Sound Transit Expenditures²

- 66% of expenditures are dedicated to system expansion
- 13% is spent on operations
- 7% is spent on wages and department operations



²Sound Transit 2018 Proposed Budget



DOTG Advocacy Philosophies and Priorities: To advance the equity of all users of our local and regional transportation system, and specifically employees, students, and residents in downtown Tacoma. In accordance with our mission and vision, we aim to support measures which:

- Increase ease, efficiency, and accessibility
- Increase safety
- Increase connectivity
- Reflect the “green transportation hierarchy”
- Reinforce a compact, urban core

Transportation Advocacy Day is supported by:

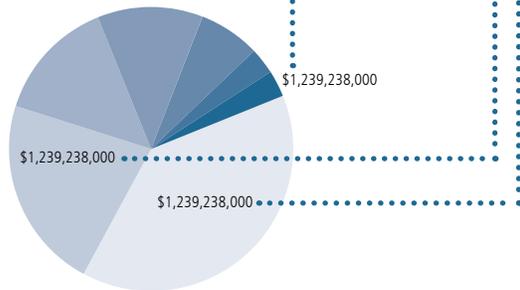


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Washington State Transportation Revenue³

- 39% of revenue comes from motor vehicle gas tax
- 22% of funding comes from license and permit fees
- The 3% of revenue from fares tolls pays debts and operations for the tolled facility



Highway History

In the 1930s, a group of auto interests formed "The National Highway Users Conference" and began lobbying for taxes that would help fund highway construction and develop designs.⁵ This began a long tradition of car and oil companies dictating the design of our roads. In 1956, President Dwight D. Eisenhower passed the Federal-Aid Highway Act after he saw how effective Europe's network of four-lane superhighways were during World War II.⁶ This act funded 90% of the cost of highway developments at the time.⁵

While there was a need to connect our cities and transport goods, highway lobbyists pushed inside of cities. Entire neighborhoods were demolished to make room for highways, this allowed governments to target parts of cities where people of color lived - under the guise of "Urban Renewal".⁵ Highways moved white people to the suburbs and placed the burden of congestion-related traffic danger and pollution on black and brown people.

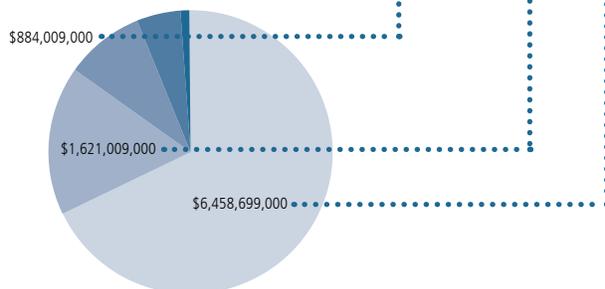
⁵ How highways wrecked American cities, Vox <https://www.youtube.com/>
⁶ Highway History, <https://www.fhwa.dot.gov/interstate/brainiacs/eisenhowerinterstate.cfm>



As transit options expand, cities become more dense, walkable and bikable, and electric vehicles are further subsidized, the motor vehicle gas tax revenue will decrease. That means new sources of funding will have to be identified.

Washington State Transportation Expenditures³

- 68% is spent on WSDOT which manages highway construction etc etc
- 17% is paid to bond payments
- 9% pays for State Patrol and licensing



25% of WSDOT expenditures go towards highway maintenance and operations, 27% goes towards ferry operations, and 12% going to public transportation statewide.⁴

³Washington State Transportation Commission Presentation 2019

⁴WSDOT 2017-19 Enacted Budget

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