

Keep Washington Rolling

Fact Sheet

In early 2012, the Connecting Washington Task Force, convened by the Governor, released a report identifying \$50 billion in transportation needs and recommended “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 last state investments made in transportation were the ‘Nickel’ package in 2003 and the Transportation Partnership Act in 2005. Many of those projects are complete, or close to complete, and were debt-financed over a 25-year period, meaning the only way to continue building and maintaining transportation systems in this state is through new funding.

Our priorities:

Maintain what we have: We have a critical backlog of highway maintenance and preservation. By 2023, without any new investments, more than half of the pavement on our state roads and highways will be in poor or very poor condition and only 11 percent will be in good or very good condition

Protect jobs and our economy: Improving and maintaining our roads, highways and bridges is crucial for freight mobility and our economic future. We must make targeted investments along our State’s major freight corridors, such as I-405, I-5, the North Spokane Freeway, Snoqualmie Pass, Interstate 82, and the Snohomish County Manufacturing Corridor, The Puget Sound Gateway Project which will make key infrastructure improvements to the SR 509 and 167 corridors is another key economic investment. Once completed, the project will significantly improve freight access to the Port of Seattle and the Port of Tacoma and relieve traffic congestion along I-5.

Support transit and local options: Across Washington State, over 217 million passenger trips are provided annually on buses, paratransit, vanpools, and light and commuter rail. Yet transit funding has been severely cut. As a result, Pierce Transit has cut service by 43% and plans another 28% cut this year. Community Transit in Snohomish County has eliminated service on Sundays and has cut service 37% over the past 4 years. Proposed King County Metro bus cuts next year will impact 70% of the 400,000 bus riders in King County. These types of impacts will only continue to get worse unless we act now.

The Solution:

The Connecting Washington package (HB 1954/HB 1955), proposed by House Transportation Chair Judy Clibborn would make a significant down payment on the problem. The \$9.5 billion, 12-year package would make investments in maintenance and preservation of our roads, provide funding for key projects to improve freight mobility and relieve traffic congestion, and provide direct funding and funding options to local governments to protect transit service.

Keep Washington Rolling, a coalition of business, labor and environmental organizations is working with stakeholders across Washington to urge the Legislature to pass a package in Olympia in 2013.

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