



Washington Senate Bill (2015)

Title of Bill: Senate Bill 5987

Purpose: A \$16 billion, 16-year transportation plan, which included an 11.9 cents-per-gallon gas tax increase—gradually implemented beginning Aug. 1, 2015, and fully applied on July 1, 2016—and an increase in transportation-related fees, including those for overweight vehicles. The bill also permits Sound Transit residents to vote on a plan to increase taxes for an additional \$15 billion in order to expand the region’s light rail system.

Status of Amendment: Passed

Washington Senate Bill 5987 (2015) Signed into law: July 15, 2015		
	Senate	House
FOR	37	54
AGAINST	7	44

History

State Gas Tax

Before SB 5987, drivers in Washington state paid a flat excise tax on gasoline of 37.5 cents-per-gallon.

That amount was last set in 2005, when the state legislature approved a 9.5 cents-per-gallon state gas tax increase (phased in over four years). The package, including an increase in vehicle weight fees, was estimated to raise \$8.5 billion over a 16-year period. Previous gas tax increases were implemented in 2003, 1991, and 1990.

Gas Tax Distribution & Transportation Funding Sources

Washington state’s highway and ferry system is funded through a combination of motor vehicle fuel taxes (23%); vehicle licenses, permits, and fees (12%); federal funds (26%); bonding (23%), and other sources such as tolling, ferry fares, and local funding (16%).ⁱ The transportation budget pays for “maintaining, preserving, and improving the highway system; operating ferries; motor vehicle registration; and enforcing traffic laws on the state highway system.”ⁱⁱ

The state's gas tax of 37.5 cents-per-gallon was constitutionally dedicated for 'highway purposes' in the 18th Amendment (November 1944). Of the amount collected, 22.55 cents-per-gallon distributed to the Washington State Department of Transportation and the Washington State Ferry system (defined as part of the highway system in the state's constitution).ⁱⁱ The rest of the revenue generated by the state gas tax—11.95 cents-per-gallon—is distributed to cities, counties, and other agencies for roadway programs outside of the state highway system.ⁱⁱⁱ

The majority of the new revenue generated by SB 5987 will go toward widening or expanding highways, with smaller amounts allotted for local roads, ferries, maintenance, safety, transit and trails. One billion dollars will go to the multimodal fund, divvied up statewide to transit, bicycling, walking and safety programs. The package will not pay to rebuild or add capacity to I-5 in Seattle, nor for any operational changes such as two-way express lanes, toll lanes or bus-rapid-transit lanes through the city.

The money is meant to cushion future losses in highway-construction sales tax. Additionally, highway projects payed tax into the general fund for schools, law enforcement and social programs; this will be phased out in the next four years. **Error! Bookmark not defined.**

Need

An October 2014 study—conducted by the Washington Roundtable, a non-profit public policy organization, and the Boston Consulting Group—found that investing \$7 billion in Washington's transportation system would generate \$42 billion in economic benefits. This would include creating 184,000 jobs and reducing the cost of future road repairs by \$650 million. The savings would be widespread over 30 years: \$2.1 billion in time and operating costs for Washington residents, \$15.9 billion for businesses and \$5.6 billion in savings for the state government.

The report stated that if additional investment was not made to Washington state's transportation system:

- Congestion would increase to 109 million hours annually, which would cost drivers \$940 per year;
- Maintenance costs would rise to \$1,040 annually for drivers as road quality decreases;
- 40 percent of bridges would become "functionally obsolete" or "structurally deficient";
- Highway repair costs would escalate and become nine times more expensive at \$2.7 million per mile; and
- Ports of Seattle and Tacoma would face flat or declining trade volumes.

Steve Mullin, Washington Roundtable president, stated, "the return on investment is overwhelmingly positive and the data paints a stark picture of what will happen without action. Transportation has to be a priority for the legislature in 2015."^{iv}

Following this study, in December 2014 Gov. Jay Inslee (D) unveiled a \$12 billion state transportation funding plan. The 12-year proposal would be funded through a combination of bonds, fees, and a new carbon tax. It is estimated that the tax alone will generate \$400 million per year. Supporters say the plan would create 50,000 jobs throughout the state and provide \$5.9 billion in new construction. Gov. Inslee vowed to put the plan before the legislature when lawmakers reconvened in January 2015.^v

According to the 2013 Report Card for Washington's Infrastructure, produced by the American Society of Civil Engineers (ASCE), the state received a GPA of "C". This indicates that Washington has a lack of planned and guaranteed funding and inadequate maintenance across nine categories including, but not limited to, bridges, roads, and transit.

Bridges(C-) - Washington state is sixth in the nation for having the least number of structurally deficient bridges. As of 2011, only 5% of the state's 7,743 bridges were structurally deficient, but with 36% of these bridges over 50 years old, the state's aging infrastructure will not be able to keep up with the demands of modern society. As time passes, the cost of repairs increases, while functionality decreases. Considering that 20% of bridges in the state are already functionally obsolete (unable to meet current traffic demands or design standards), and that over the next 20 years, one-third of bridges will become functionally obsolete, infrastructure must become a priority for the state.

Roads(D+)- In Washington state there are over 136,000 miles of roadways on which 87 million vehicle-miles are driven daily. Much of the system is over 50 years old and has lasted longer, and carried more traffic, than it was originally designed for. With poorer average pavement condition and increased congestion, there is a need for maintenance and improvement, while transportation funding is decreasing. In 2013, ASCE concluded that the existing methods to fund maintenance and improvement are not sufficient and that new methods should be explored.

Transit (D+) - In 2011, more than 217 million trips were taken on the state transit system, totaling over 161 million revenue vehicle miles. With a population growth of 38% since 1990, transit maintenance and expansion has not kept up in many jurisdictions as transit competes for scarce state and federal dollars. While ASCE notes that Washington state is doing many things right for transit, a lack of long-term funding puts the system at risk for the future.^{vi}

Sen. Curtis King, a republican, mirrored these concerns stating "Nobody likes to have a gas tax increase, but we haven't been as diligent on maintenance and preservation as we've needed to be. We need to invest in that to get caught up. If we don't do it in the next two or three years, those repairs, it's going to cost us three or four times more."^{vii}

Summary of Legislation

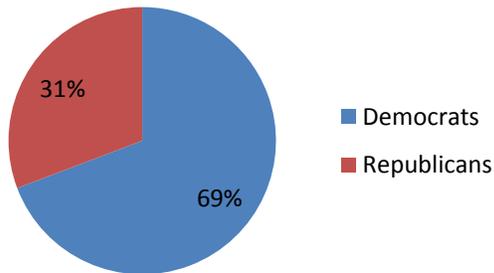
Senate Bill 5987 was introduced in the Senate on Feb. 16, 2015, by sponsors Sen. Curtis King (R), Sen. Steve Hobbs (D), Sen. Joe Fain (R), Sen. Marko Liias (D), and Sen. Steve Litzow (R).^{viii}

SB 5987 was first passed by the Senate on March 2. The House declined to vote and returned the bill to the Senate Rules Committee for a third reading on April 24, prior to the start of the legislature's first Special Session. SB 5987 was reintroduced into the Senate in the first Special Session and the second Special Session.

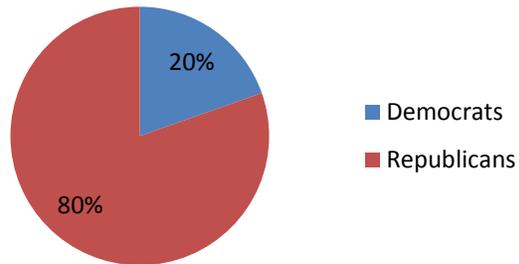
After months of debate, a transportation funding compromise was announced by legislative leaders at the beginning of the state's third special session on June 28. The deal was subsequently passed by the Senate on June 29 with a vote of 39-9. House lawmakers began considering the bill on June 30, with a floor amendment adopted, and the bill passed 54-44 in the early hours of July 1. The Senate returned and promptly approved the bill with the House's amendment 37-7. The bill was signed into law by Gov. Inslee on July 15, 2015.^{ix}

In addition to SB 5987, the Senate has also voted 40-7 to approve Senate Bill 5989, authorizing \$5.3 million in General Obligation bonds for transportation projects. SB 5989 was passed by the House on July 10, and signed by Gov. Inslee on the same day as SB 5987.

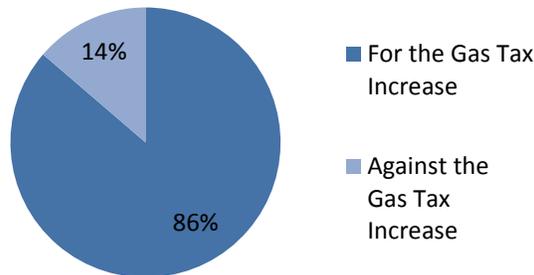
Legislators Voting For Gas Tax Increase



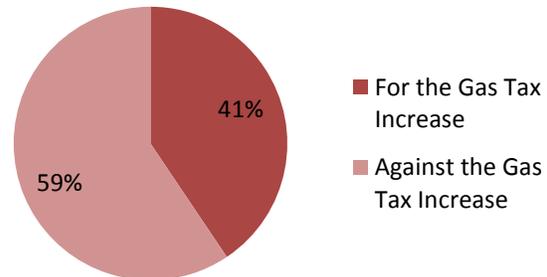
Legislators Voting Against Gas Tax Increase



Democratic Votes



Republican Votes



The plan included an 11.9 cents-per-gallon gas tax increase—gradually implemented beginning Aug. 1, 2015, and fully applied on July 1, 2016—and an increase in transportation-related fees, including those for overweight vehicles. The bill also permitted Sound Transit residents to vote on a plan to increase taxes for an additional \$15 billion in order to expand the region's light rail system.

The legislation designates \$8.8 billion to state and local road projects, \$1 billion to non-highway projects—such as bike paths, pedestrian walkways, and transit—and \$1.4 billion to maintenance and preservation.

Major categories of the Legislature's \$16.1 billion plan through 2031 include:

- State and local road construction or replacement- \$8.8 billion
- Debt payments- \$2.8 billion
- Preservation and maintenance- \$1.3 billion
- Transit, van pool and mobility grants- \$657 million
- Ferries- \$602 million
- Distribution to cities and counties- \$445 million

More specific highlights of the state plan include:

- To complete the Highway 520 replacement, from Lake Washington to Interstate 5- \$1.6 billion
- Complete a half-built freeway on the North Spokane Corridor so that it reaches I-90- \$879 million
- The Puget Sound Gateway Project, building a 6-mile extension of Highway 167 from Puyallup to the Port of Tacoma, and to extend Highway 509 from SeaTac to I-5- \$1.9 billion
- Widen the clogged corridor on I-405 from Renton to Bellevue- \$1.2 billion
- Interstate 90's Snoqualmie Pass East project, completing the six-lane corridor from Lake Keechelus to Easton to provide better safety, lane space and animal crossings- \$426 million

- Joint Base Lewis-McChord, to add additional I-5 lanes and improved junctions in a chronically congested area- \$494 million **Error! Bookmark not defined.**
- Sound Transit will get full authority for expansion projects under Sound Transit 3- \$15 million^{xix}

Supporters

Arguments:

- Cost of repairs would grow exponentially without increased funding to address the problems now.
- Increasing the state gas tax would actually save drivers money in car maintenance and repairs caused by damage from poorly maintained roads and wear-and-tear from congestion.
- Increased funding will create jobs and facilitate economic development.
- By increasing the highway and ferry transportation system, Washington state will remain competitive in the export-import business as British Columbia, Gulf of Mexico and East Coast ports modernize and build better access routes. **Error! Bookmark not defined.**
- Bill would fund state-wide multimodal projects, spread beyond the Seattle area.

Key Players:

Gov. Jay Inslee (D)

An early promoter of increasing transportation funding within the state, Gov. Inslee signed SB 5987 into law despite the elimination of a carbon fuel standard he had initially campaigned for.

In a press release sent upon the Senate's June 28 approval, Gov. Inslee stated:

"I've been fighting to get a transportation package since my first day in office and now is the time for the Legislature to act.

"The state needs a transportation package and lawmakers have negotiated a bipartisan proposal that is nearly ready to be voted on.

"The current bill has a poison pill that pits clean air against transit. I oppose that and have worked hard to find a better alternative. But legislators tell me it is essential to passing the \$15 billion multi-modal transportation package and authorizing an additional \$15 billion for Sound Transit light rail expansion.

"I will sign the bill even with this provision because of the jobs, safety improvements and traffic relief that the investments would provide.

“I urge legislators to finish the job and pass this package by Tuesday so I can sign it as soon as possible.”^x

State Legislators-

- Sen. Curtis King (R)
 - “We just have a variety of issues in our transportation system that need to be addressed. Bridges and highways that are crumbling, trying to address congestion. The longer we wait the more it’s going to cost us.”^{xi}
- House Transportation Committee Chairwoman Judy Clibborn (D)
 - “In the short run they might be looking at construction, but in the long run they will see things continue to work to meet congestion.”^{vii}
- Sen. Mark Schoesler (R)
 - He voted for the first transportation package in 23 years because it provides for road projects all around the state, not just the large projects in a few locations. ^{vii}
- Sen. Mike Baumgartner (R)
 - He called the list of Connecting Washington projects “a huge win for Eastern Washington,”^{vii} and stated that the benefits his district would receive from SB 5987 convinced him to vote in favor of the bill.^{xii}
- Sen. Mark Mullet
 - He urged members to pass the bill stating, “the reality is this thing is not going to fix itself, and it’s up to the people in this room.”^{xiii}
- Sen. Doug Ericksen (R)
 - He supports the idea that certain conditions, such as rolling back environmental permitting, are necessary to gain public trust and expedite projects and that allowing change “is not just about expanding [interstate] 405, it’s not just about [State Route] 167...it’s also about being able to have a permitting system in place that allows us to build light rail more efficiently and effectively.”^{xiii}

Association of General Contractors of Washington

AGC Executive President David D’Hondt: “This is an enormous victory for AGC. Not only will it provide thousands of jobs for highway contractors, the economic expansion it will spur will create thousands of more jobs in the private-construction sector. Thanks to the many AGC members who met with legislators, made calls, sent emails and letters to keep sending the message that the transportation package will ease congestion, facilitate economic growth, improve the environment and enhance the quality of life in the state.”^{xiv}

Transportation Choices

“While we lament that the state transit investments are not higher and the restrictive language on the clean fuels authority, we commend legislative leaders and the governor for striking a deal that will help maintain local streets and highways, finish the west side of the 520 bridge, commit

hundreds of millions state dollars to transit, and allow voters in the Puget Sound Region to choose their own transportation future. We look forward to working with the Sound Transit Board to craft a bold, equitable, and forward-thinking Sound Transit 3 proposal to take to the voters in November 2016.

For the past six months, we have asked you to email, call and write your legislators - and you did it. Time and time again you took action and made your voice heard. Thanks to you - we can now start working towards on expanding light rail in the Puget Sound region.”^{xv}

Opponents

Arguments:

- New transportation projects will damage the environment, and it is important that clean-fuel standards be included in any transportation package.
- More transit investment should be made in the state’s transportation infrastructure.
- The bill hurts lower-income citizens by increasing the cost of driving.
- Gas tax increase should be up to voters.
- The state’s transportation planning and management should be reformed prior to any increase in funding.^{xii}

Key Players:

State Legislators-

- State Rep. Joe Fitzgibbon (D)
 - “I’m not going to trade progress on climate change for any transportation project”
Error! Bookmark not defined.
- Sen. Brian Dansel (R)
 - He argues the bill hurts drivers in rural districts. “...it might not seem like a lot, but an extra 12 cents a gallon adds up quite a bit for folks who have to drive greater distances and fill up their rigs more often.”^{xiii}
- House Democratic Majority Leader Pat Sullivan
 - He believed that “the bad greatly outweighs the good” in the transportation package, saying, “we in the House will do our best to fix the transportation package sent over by Senate Republicans, but before that we will need to see substantial movement on their part to address our paramount duty of educating our children and fairly balancing our operating budget.”^{xiii}
- Senate Minority Leader Sharon Nelson (D)

- She said, “there are some factors in this underlying legislation which are uncomfortable. Rolling back environmental permitting. That’s tied to this legislation.”

The Sierra Club

The Sierra Club criticized the “poison pill” in the bill that they believe forces Gov. Inslee to choose between either funding for transit and pedestrian/bike programs or the authority to develop a clean-fuels standard to reduce air-pollution from cars.^{xvi}

350 Seattle

A call to action issued just before SB 5987 was passed stated:

“We’ve opposed the bills because they spend billions on new highway expansion, which makes global warming worse. But they just took a dramatic turn for the worse - the governor has now agreed to a “poison pill” that prevents a low-carbon fuel standard. So not only do the bills encourage driving, it also takes away one of the best tools to reduce the impacts of driving.

The transportation sector is the leading source of CO2 in the Puget Sound and the state. It will be impossible to reduce emissions from Washington if we maintain business as usual for transportation. The emissions from new highways will swamp the positive environmental effects of new transit investments. These bills would lock in 16 more years of highway expansion in our state.

... If you want to email instead of calling, you can cut and paste this paragraph (the main bill # is SB 5987):

I urge you to REJECT the current transportation package; it’s a bad deal made much worse by language that blocks public transit funding if Inslee adopts low-carbon fuel standards. But even before that language was added, these bills were bad news: we shouldn’t be building for a future we don’t want by funding massive highway expansion. The transportation bills now on offer would dramatically worsen global warming, and make a mockery of Washington’s status as an environmental leader, even as they failed to fund necessary safety and infrastructure repair. Legislators need to go back to the drawing board, and give us something that takes Washington into a clean energy future, not something that locks us into business as usual.”^{xvii}

Climate Solutions

“Let’s be clear: we need more transit funding AND cleaner fuels. Across the state, wildfires are raging, asthma rates are rising, and transit service is not keeping pace with demand. Washington needs a transportation package that cuts the pollution that hurts our health AND increases public transit options to get people to work and school. Lower income communities, who often live closer to highways and dirty air, are especially harmed by this false choice.”^{xviii}

Why did it succeed?

Party Cooperation and Compromise

Despite strong opposition from many democratic legislators, Democratic House Transportation Committee Chairwoman Judy Clibborn and Sen. Curtis King (R) continued to lead negotiations between the two parties to compromise on the final version of the bill. In the House, the bill primarily relied on Democratic support to pass, while in the Senate, Democrats and Republicans were much more collegial in support of the bill. The passage of Senate Bill 5987 is the long-term result of three years' worth of negotiation, both along party lines and between the House and Senate.^{xix}

Strong Leadership and Plan that Emphasized Economic Growth, Job Development, and Local Projects

Bill sponsors and Gov. Inslee actively campaigned for transportation funding increases through public and legislative outreach. They crafted a strong transportation plan that included a list of projects this funding would directly contribute to, which appealed to lawmakers looking to justify the increase to their districts. The plan also tied in job development and economic growth for Washington state, and emphasized the competitive advantage that improved infrastructure would have for the state's ports and freight system.

Rep. Judy Clibborn (D): "This whole effort to get a transportation package is marked by bipartisan compromise. It hasn't been easy, but nothing is easy that is worth doing."^{xx}

Without the determination of Gov. Inslee and SB 5987's sponsors, seeing the passage of the legislation through three special sessions would have been a challenge.

National Momentum

Washington is the seventh state in 2015 to increase their state gas tax, joining Idaho, Iowa, Georgia, South Dakota, Utah, and Nebraska. Taking advantage of low fuel prices, eight other states increased their gas tax between 2013-2014 as well.

First Phase of Gas Tax Increase Takes Effect Aug. 1, 2015

A look at the effect on retail pump prices showed that despite the increase, prices continued to slide along with the national average retail price. Data from AAA's Daily Fuel Gauge Report and from Oil Price Information Service (OPIS) showed the price of regular gasoline in Washington state on July 31, the day before the increase went into effect, was \$3.182 per gallon, while the price on Aug. 6 was \$3.163 per gallon, a decrease of 1.9 cents. At the same time the national average price fell 4.2 cents, according to AAA.

ARTBA Contact:

Carolyn Kramer
Transportation Investment Advocacy Center Manager
202-289-4434
ckramer@artba.org

Kathryn Tooley
202-289-4434
ktooley@artba.org

About the Transportation Investment Advocacy Center

The Transportation Investment Advocacy Center™ (TIAC) is a first-of-its kind, dynamic education program and internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels through the legislative and ballot initiative processes.

The TIAC website, www.transportationinvestment.org, was created so transportation investment advocates do not have to “re-invent the wheel” to mount successful campaigns. It exists to put in one place—and promote the sharing of—strategies... sample political and communications tools... legislative and ballot initiative language... and information on where to obtain professional campaign advice, research and help. To subscribe to at no cost—and receive via email—the regularly updated TIAC blog, visit the website.

In addition to the website, the TIAC program includes an annual workshop in Washington, D.C., and ongoing webinars for transportation investment advocates featuring case studies, best practices, and the latest in political and media strategies. State and local chamber of commerce executives, state legislators, state and local transportation officials, “Better Roads & Transportation” group members, industry and labor executives, and leaders of state and local chapters of national organizations who have an interest in transportation development programs are welcomed to participate.

The TIAC is a project of the American Road and Transportation Builders Association’s “Transportation Makes America Work!”™ (TMAW) program (www.tmaw.org) and funded through voluntary contributions and sponsorships. To become a sponsor or to make a contribution, visit the ARTBA store or contact TIAC Manager Carolyn Kramer at ckramer@artba.org or 202-289-4434. Also contact Ms. Kramer if you have questions or comments about any reports or case studies published through the TIAC.

Appendix

I. Washington Senate Bill 5987 (2015) Final Passage (July 15, 2015)

Legislators voting to approve the gas tax increase

Senate

Andy Billig (D-District 3)
Maralyn Chase (D- District 32)
Annette Cleveland (D-District 49)
Steve Conway (D- District 29)
Jeannie Darneille (D- District 27)
Karen Fraser (D- District 22)
David Frockt (D- District 46)
Cyrus Habib (D- District 48)
Bop Hasegawa (D- District 11)
Brian Hatfield (D- District 19)
Steve Hobbs (D- District 44)
Karen Keiser (D- District 33)
Jeanne Kohl-Welles (D- District 36)
Rosemary McAuliffe (D- District 1)
John McCoy (D- District 38)
Mark Mullet (D- District 5)
Sharon Nelson (D- District 34)
Jamie Pedersen (D- District 43)
Tim Sheldon (D- District 35)

Jan Angel (R- District 26)
Barbara Bailey (R- District 10)
Michael Baumgartner (R- District 6)
Randi Becker (R- District 2)
Sharon Brown (R- District 8)
Bruce Dammeier (R- District 25)
Joe Fain (R- District 47)
Mike Hewitt (R- District 16)
Andy Hill (R- District 45)
Jim Honeyford (R- District 15)
Curtis King (R- District 14)
Steve Litzow (R- District 41)
Mark Miloscia (R- District 30)
Steve O'Ban (R- District 28)
Linda Evans Parlette (R- District 12)
Ann Rivers (R- District 18)
Mark Schoesler (R- District 9)
Judy Warnick (R- District 13)

House

Sherry Appleton (D- District 23)
Steve Bergquist (D- District 11)
Reuven Carlyle (D- District 36)
Frank Chopp (D- District)
Judy Clibborn (D- District 41)
Eileen Cody (D- District 34)
Jessyn Farrell (D- District 46)
Jake Fey (D- District 27)
Roger Goodman (D- District 45)
Mia Gregerson (D- District 33)
Zack Hudgins (D- District 11)
Sam Hunt (D- District 22)
Ross Hunter (D- District 48)
Christopher Hurst (D- District 31)
Laurie Jenkins (D- District 27)

Ruth Kagi (D- District 32)
Steve Kirby (D- District 29)
Kristine Lytton (D- District 40)
Joan McBride (D- District 48)
Jim Moeller (D- District 49)
Jeff Morris (D- District 40)
Luis Moscoso (D- District 1)
Timm Ormsby (D- District 3)
Lillian Ortiz-Self (D- District 21)
Tina Orwall (D- District 33)
Strom Peterson (D- District 21)
Eric Pettigrew (D- District 37)
Gerry Pollet (D- District 46)
Chris Reykdal (D- District 22)
Marcus Riccelli (D- District 3)

June Robinson (D- District 38)
Cindy Ryu (D- District 32)
Sharon Tomiko Santos (D- District 37)
David Sawyer (D- District 29)
Mike Sells (D- District 38)
Tana Senn (D- District 41)
Larry Springer (D- District 45)
Derek Stanford (D- District 1)
Pat Sullivan (D- District 47)
Dean Takko (D- District 19)
Gael Tarleton (D- District 36)
Steve Tharinger (D- District 24)

Brady Walkinshaw (D- District 43)
Sharon Wylie (D- District 49)
Norm Johnson (R- District 14)
Linda Kochmar (R- District 30)
Dick Muri (R- District 28)
Terry Nealey (R- District 16)
Jay Rodne (R- District 5)
Melanie Stambaugh (R- District 25)
Drew Stokesbary (R- District 31)
Maureen Walsh (R- District 16)
J.T. Wilcox (R- District 2)
Hans Zeiger (R- District 25)

Legislators voting against the gas tax increase

Senate

James Hargrove (D- District 24)
Kevin Ranker (D- District 40)
Don Benton (R- District 17)
Brian Dansel (R- District 7)

Mike Padden (R- District 4)
Kirk Pearson (R- District 39)
Pam Roach (R- District 31)

House

Brian Blake (D- District 19)
Hans Dunshee (D- District 44)
Mary Dye (D- District 9)
Joe Fitzgibbon (D- District 34)
Carol Gregory (D- District 30)
Drew Hansen (D- District 23)
Christine Kilduff (D- District 28)
Kevin Van De Wege (D- District 24)
Vincent Buys (R- District 42)
Michelle Caldier (R- District 26)
Bruce Chandler (R- District 15)
Cary Condotta (R- District 12)
Richard DeBolt (R- District 20)
Tom Dent (R- District 13)
Dan Griffey (R- District 35)
Larry Haler (R- District 8)
Mark Hargrove (R- District 47)
Mark Harmsworth (R- District 44)
Paul Harris (R- District 17)
Brad Hawkins (R- District 12)
Dave Hayes (R- District 10)
Jeff Holy (R- District 6)

Graham Hunt (R- District 2)
Brad Klippert (R- District 8)
Joel Kretz (R- District 7)
Dan Kristiansen (R- District 39)
Drew MacEwen (R- District 35)
Chad Magendanz (R- District 5)
Matt Manweller (R- District 13)
Gina R. McCabe (R- District 14)
Bob McCaslin (R- District 4)
Ed Orcutt (R- District 20)
Kevin Parker (R- District 6)
Liz Pike (R- District 18)
Joe Schmick (R- District 9)
Elizabeth Scott (R- District 39)
Matt Shea (R- District 4)
Shelly Short (R- District 7)
Norma Smith (R- District 10)
David Taylor (R- District 15)
Luanne VanWerven (R- District 42)
Brandon Vick (R- District 18)
Lynda Wilson (R- District 17)
Jesse Young (R- District 26)

ⁱ Washington State Department of Transportation: Finance Explained
<http://www.wsdot.wa.gov/Finance/FinanceExplained.htm>

ⁱⁱ Transportation Resource Manual: January 2015
http://leg.wa.gov/JTC/trm/Documents/TRM_2015%20Update/CompleteTRM2015.pdf

ⁱⁱⁱ Washington State Department of Transportation: Fuel Taxes
<http://www.wsdot.wa.gov/Finance/fueltaxes.htm>

^{iv} “Study Finds \$7 Billion Washington State Transportation Investment Would Have \$42 Billion ROI”
<http://www.transportationinvestment.org/2014/10/24/study-finds-7-billion-washington-state-transportation-investment-would-have-42-billion-roi/>

^v “Washington Governor Proposes \$12 Billion Transportation Funding Plan”
<http://www.transportationinvestment.org/2014/12/17/washington-governor-proposes-12-billion-transportation-funding-plan/>

^{vi} “WASHINGTON INFRASTRUCTURE GRADES FOR 2012”
<http://www.infrastructurereportcard.org/washington/washington-overview/>

^{vii} “Gas tax increases by 7 cents in Washington state”
<http://www.seattletimes.com/seattle-news/gas-tax-increases-by-7-cents-in-washington-state/>

^{viii} “SENATE BILL REPORT SB 5987”
<http://lawfilesex.leg.wa.gov/biennium/2015-16/Pdf/Bill%20Reports/Senate/5987%20SBA%20TRAN%2015.pdf>

^{ix} “SB 5987 - Increases Gas Tax and Amends Transportation Funding - Key Vote”
<http://votesmart.org/bill/19491/51228#.VcJVoPNVhHx>

^x “Statement from Gov. Jay Inslee about a statewide transportation investment package”
<http://www.governor.wa.gov/news-media/statement-gov-jay-inslee-about-statewide-transportation-investment-package>

^{xi} “Transportation revenue talks stall in Olympia”
http://tdn.com/news/state-and-regional/washington/transportation-revenue-talks-stall-in-olympia/article_4926667f-12f4-5771-8d17-7f368c02a4b4.html

^{xii} “Shawn Vestal: Washington state gas tax a tale of two votes”
<http://www.spokesman.com/stories/2015/jul/17/shawn-vestal-washington-state-gas-tax-a-tale-of/>

^{xiii} “Senate passes transportation package following decision on two-thirds rule”
<http://www.capitolrecord.org/2015/03/senate-passes-transportation-package-following-decision-on-two-thirds-rule/>

^{xiv} “\$16 billion transportation plan passes Legislature!”
<http://www.agcwa.com/index.php/ListingItem/3593>

^{xv} “TRANSPORTATION PACKAGE PASSES”
<https://transportationchoices.org/blog/transportation-package-passed-by-washington-legislature>

^{xvi} “Washington Legislature Nears its End Game”

<http://www.sierraclub.org/washington/washington-legislature-nears-its-end-game>

^{xvii} “No Way! Not THIS Transportation Package”

<http://350seattle.org/no-way/>

^{xviii} “A last chance for clean fuels and public transit”

<http://climatesolutions.org/article/1435613504-last-chance-clean-fuels-and-public-transit>

^{xix} “The Washington State Legislature Passes a Statewide Transportation Package”

<http://www.theurbanist.org/2015/07/02/the-washington-state-legislature-passes-a-statewide-transportation-package/>

^{xx} “State Legislature finally adjourns after 3 special sessions”

<http://www.komonews.com/news/local/State-Legislature-finally-adjourns-after-3-special-sessions-313345651.html>