



I-976: Frequently Asked Questions

I-976, sponsored by Tim Eyman, is broadly written to dramatically cut our state and local transportation funds. This initiative majorly threatens road infrastructure and transit service from Spokane to Seattle, Bellingham to Vancouver and all points in between.

By repealing critical transportation funding, I-976 cripples our ability to fix dangerous highways, retrofit bridges and overpasses, fund transit, expand light rail, maintain ferries, build voter-approved projects, improve freight corridors, and invest in the Washington State Patrol.

Over \$12 billion worth of projects all over the state would be at risk if I-976 passes.

MORE CONGESTION

Will this impact transportation in all areas of the state?

Yes. Road, rail and transit projects in every county in Washington are at risk. All areas of our state depend on transportation infrastructure, from the farmers who move fresh food to buyers around the world, to every store in the entire state.

I-976 would put a \$4 billion hole in the State's transportation budget, including projects with safety components, such as bridge repair.

I-976 also blocks funding for Transportation Benefit Districts (TBD). TBDs are used to pay for local road construction, maintenance and local transit service. Right now, 63 cities as diverse as Zillah, Wapato, Bremerton, Spokane, Seattle and Orting all use TBDs to raise local funds to solve local problems. If I-976 passes, those projects and services would be stopped, and local jurisdictions would lose the ability to raise funds in this way.

Is it road projects or transit projects at risk?

Both! I-976 is so broadly written that it will impact transit service in communities large and small as well as major road projects, road maintenance, bridge repair, ferry service and freight mobility.

NOT FAIR

Who does I-976 impact most?

I-976 hurts vulnerable populations across the state by cutting transit support for veterans, the disabled, seniors and children.

- Threatens cuts to programs that directly support the transportation needs of veterans, the disabled, children and the elderly;
- Makes big cuts in safe and reliable public transportation, which is essential for low-income workers and families who can't take on the cost of car ownership, gas, repair, and parking and who may need to travel far to work;
- Defunds dozens of road-repair projects across the state, leading to poorly maintained roads, more car damage and more car repairs—all of which definitely hurts low-income residents.

What about projects that voters have already approved?

Transportation funding that has been voter approved is at risk. I-976 repeals the taxing authority given to local cities so voter approved measures will be stopped. This includes projects that are mid-way through construction—as the revenue disappears, construction becomes impossible and projects are left unfinished.

Haven't we already voted on this?

Yes. Many years ago, voters passed a measure supporting \$30 car tabs by the state and the Legislature took action. In fact, today car tabs are still \$30 at the state level. In some areas, car tabs are higher to support voter-approved measures like Sound Transit 3.

I-976 takes away voters' ability to support local transportation projects, repeals funding for projects and services already underway, and rescinds targeted transportation fees (snowmobile fees, weight fees, electric vehicle fees) that provide critical financing for infrastructure projects.

Isn't this just about Sound Transit?

No. I-976 strips away more than \$12 billion in funding for transportation at the state, local and regional level, including more than \$7 billion at risk for voter-approved Sound Transit projects and services. I-976 repeals a variety of state fees as well as local Transportation Benefit District authority impacting road and transit projects across the State.

TOO COSTLY

All areas of our state depend on transportation infrastructure, from the farmers who move fresh food to buyers around the world, to every store in the entire state.

By effectively de-funding transportation funding for roads, rail and transit projects, I-976 virtually guarantees we'll all spend more time commuting and more money fixing broken cars, while also watching our economy weaken.