



## Tim Eyman's Initiative 976 Comes at a High Cost

All parts of our state are growing, and some of our worst growing pains are around commutes and transportation. Our roads and highways are some of the most congested in the nation – people spend hundreds of hours and thousands of dollars stuck in traffic each year. I-976 would devastate our already strained transportation system, making commutes and travel worse for everyone in Washington.

### MORE CONGESTION

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. It hurts projects from Spokane to Seattle, Bellingham to Vancouver and all points in between. At risk are:

- State funding for critical transportation projects like I-405, SR 520, North/South freeway in Spokane, SR 167/509 completion and I-90/Snoqualmie Pass
- Voter-approved local transit and light rail expansion
- Highway safety projects including retrofitting bridges and overpasses and funding for the State Patrol
- Ferry improvements
- Improved Amtrak service, from Canada to Oregon
- Freight mobility projects that make it easier for our exports and imports to get to port
- \$60 million in funding every year is at risk to pay for road construction, maintenance and local transit service in 63 cities. These cities are as diverse as Zillah, Wenatchee, Mercer Island, Everett, Buckley and Mabton, and are all solving local problems with local funds.

### NOT FAIR

Vulnerable neighbors are impacted most by I-976. Not only does I-976 threaten funds to build and maintain roads, bridges and safe and reliable transit, but it specifically targets funds that pay for special services for seniors, veterans, children and the disabled. And I-976 threatens to cut transit services across the state, cutting off access to opportunity to many Washingtonians.

By repealing critical transportation funding, I-976 puts major transportation projects across the state at risk and makes it harder for local communities to solve their own transportation problems.

### TOO COSTLY

I-976 threatens road, rail and public transportation investments that connect millions of people to jobs, education, health care, and each other every year. Say NO to Initiative 976.

## Expanded Detail About the Transportation Projects at Risk

### “Connecting Washington”

The Legislature developed and passed Connecting Washington in 2015 with bipartisan support. The package makes critical investments in our transportation system, and funds large projects across the state. I-976 puts critical projects in danger of never being completed. It also weakens our whole economy by keeping us from moving people and goods efficiently around the state. Projects in the Connecting Washington package that have not started construction or still have significant construction work remaining include:

- Completion of widening over I-90/Snoqualmie Pass
- North/South freeway/US 395 project in Spokane
- SR 520 West End
- I-405 widening
- SR 167/SR 509 Puget Sound Gateway

### Ferries, Rail & Freight Mobility

Roads are not the only projects in danger: Our farmers and manufacturers depend on good rail and freight mobility, and commuters, residents and visitors all depend on a safe and robust ferry system.

- \$1.3 billion in ferry vessel improvements between now and 2031
- Amtrak service connecting Western Washington with British Columbia and Oregon
- Freight mobility projects like new bridges, railroad sidings, better port roads, and heavy rail corridor improvements support agriculture and manufacturing

### Safety

- Washington State Patrol (\$15 million a year at risk)
- Highway safety projects including retrofitting bridges and overpasses

### Transportation Options

The public increasingly wants robust transportation options, which is why multimodal transit is important.

- Vanpools
- Special needs transit (seniors, veterans, disabled)
- Regional Mobility Grants (about \$100 million every two years)
- Expansion of transit and bus centers, such as Rapid Ride Lines, Bus Rapid Transit, expansion of park and ride facilities, safe routes to schools, pedestrian safety, bike infrastructure

**Local Transportation Benefit Districts (TBD):** \$60 million in funding every year is at risk to pay for road construction, maintenance and local transit service in 63 cities. Cities who currently use the TBD authority for car tabs: Seattle, Des Moines, Kalama, Lake Forest Park, Shoreline, University Place, Bainbridge Island, Battle Ground, Black Diamond, Bremerton, Buckley, Carbonado, Covington, East Wenatchee, Eatonville, Edgewood, Edmonds, Electric City, Elmer City, Everett, George, Grandview, Granite Falls, Kelso, Kittitas, Lakewood, Longview, Mabton, Maple Valley, Mercer Island, Mountlake Terrace, Normand Park, Orting, Port Orchard, Richland, Roy, Royal City, Sedro Woolley, Snoqualmie, Soap Lake, Spokane, Toppenish, Wapato, Washougal, Wenatchee, Yakima, and Zillah.

**Sound Transit:** \$7 billion in funding is at risk for multi-county light rail expansion, bus rapid transit and commuter rail that will create new connections in King, Pierce and Snohomish counties. Voters approved the third Sound Transit package in 2016.