



# Transportation Futures

Washington State Transportation Commission

May 18, 2016

# Problem

*Investments in the transportation system are not keeping up with the needs of a growing region and its environment.*

*Traditional funding sources are no longer capable of maintaining or improving mobility for a growing region.*

# Charge

*Recommend a strategy to provide an equitable, financially sustainable, and environmentally responsible regional transportation system that works for people, economic development, and quality of life.*

# Task Force



Dow Constantine



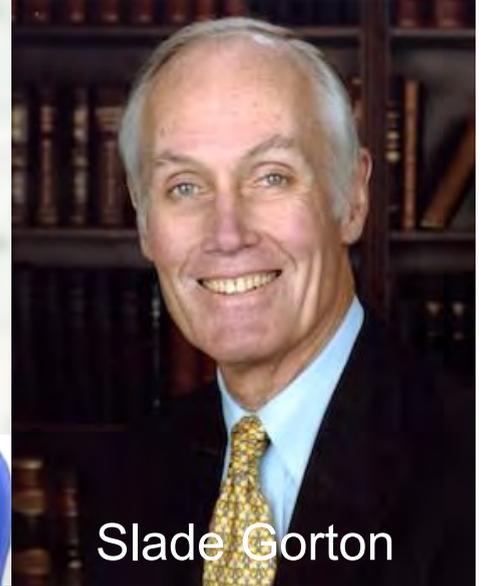
Norm Dicks



Leonard Forsman



Hillary Franz



Slade Gorton



Kimberly Harris



Jeff Johnson



Troy McClelland



Ed Murray



Clare Petrich



Shefali Ranganathan



Arthur Rubinfeld



Mike Sotelo



Rich Stolz



Marilyn Strickland



Matt Yerbic

# Approach

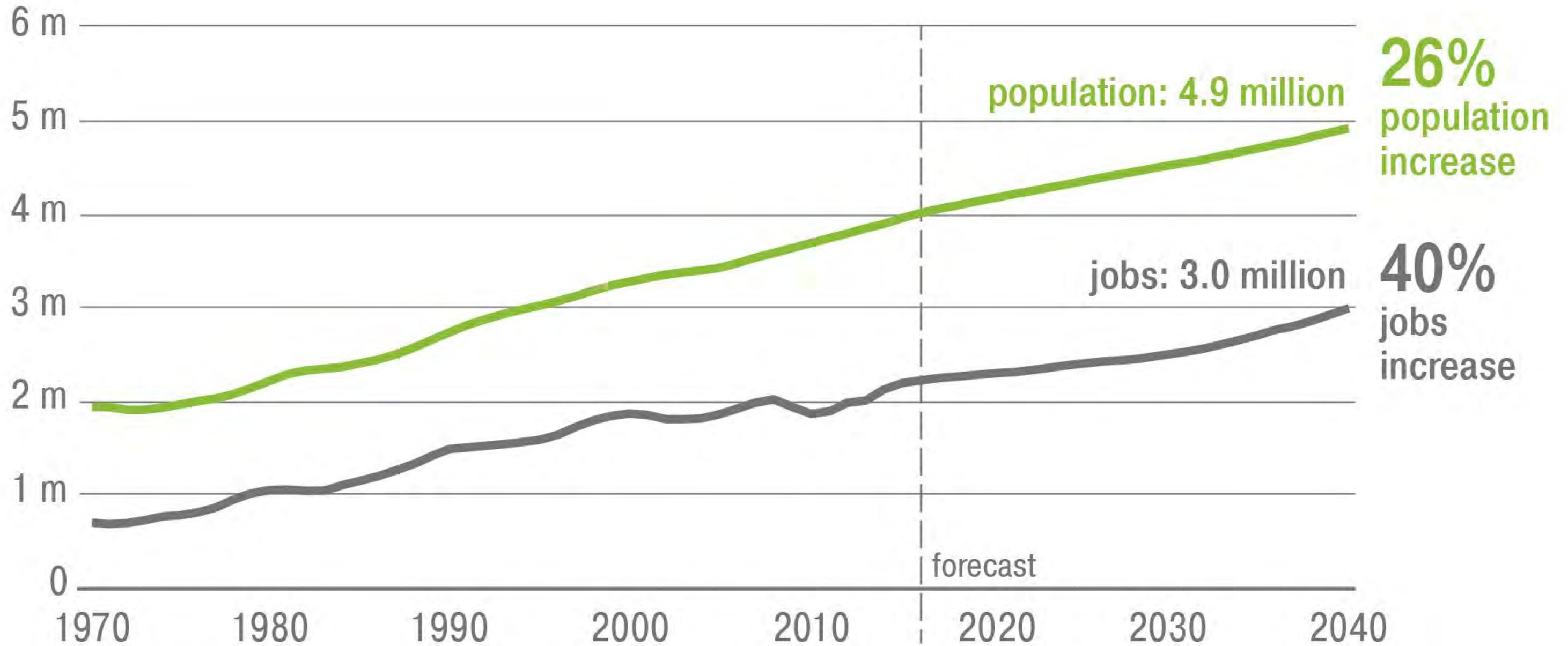
- **T2040 a good plan**
- **Meet overall funding needs**
- **Fund local needs sooner**
- **Use immediately available sources now; phase in longer-term new revenue**
- **Goals: long-term sustainable sources & performance**

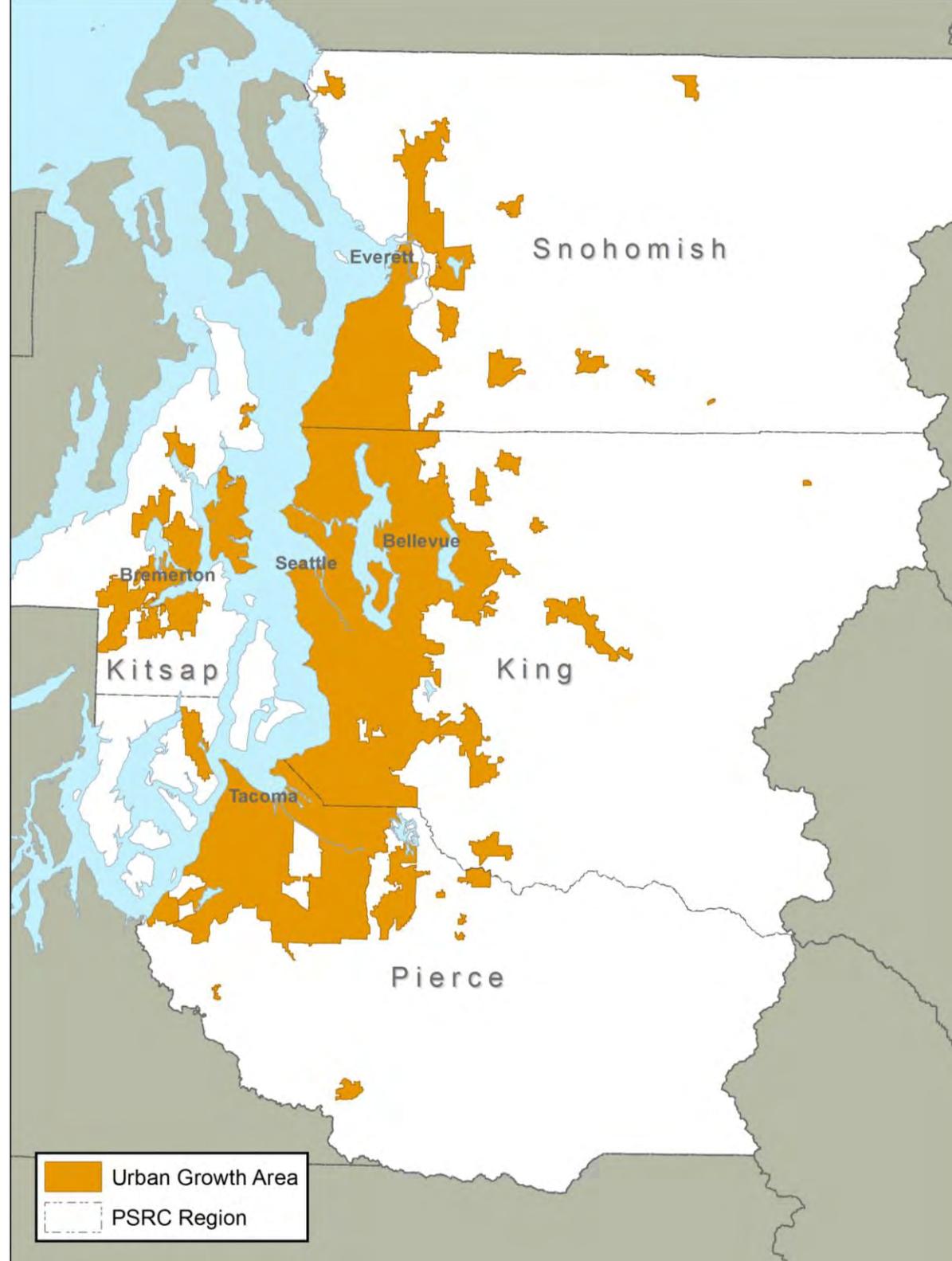
# Work Program

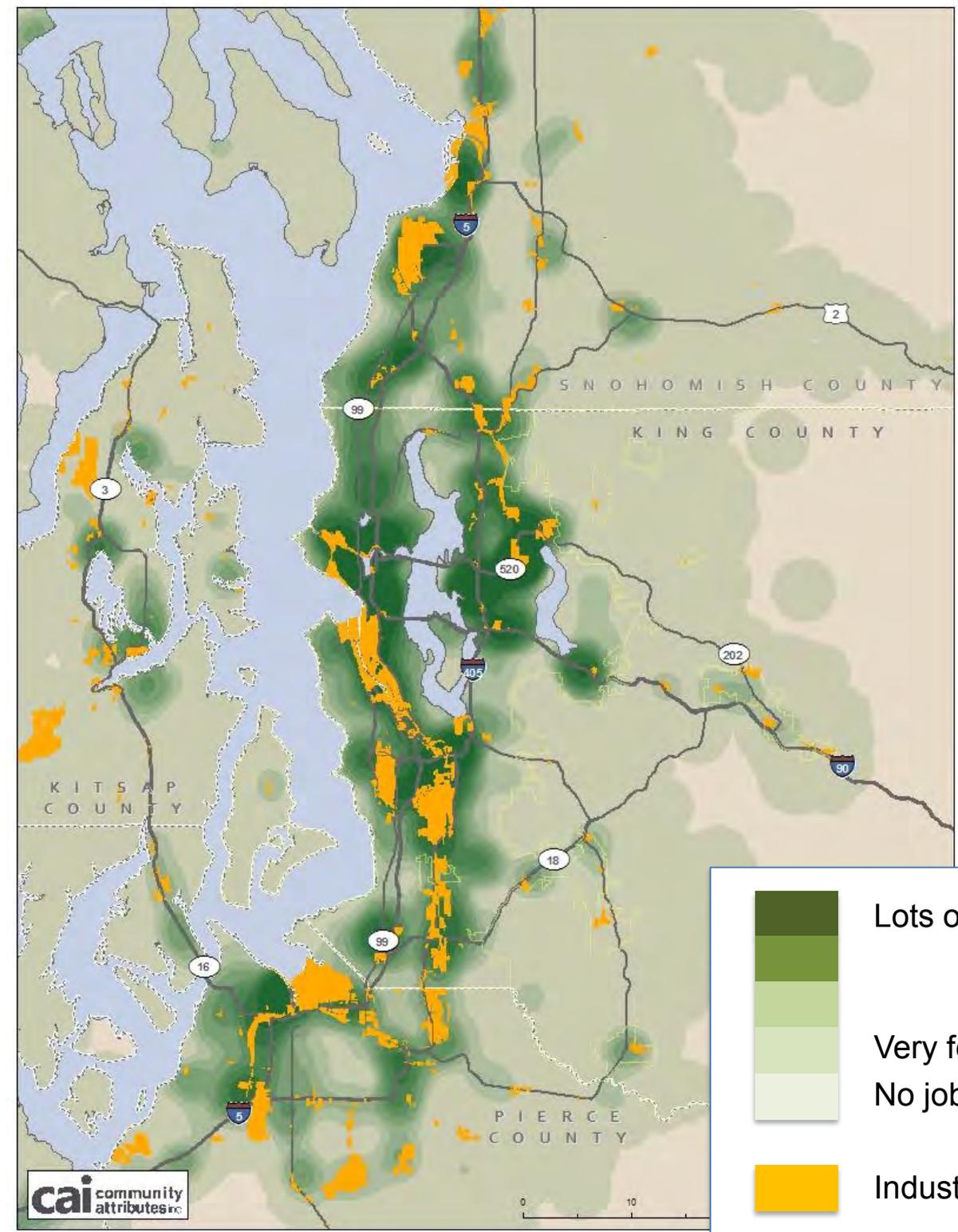
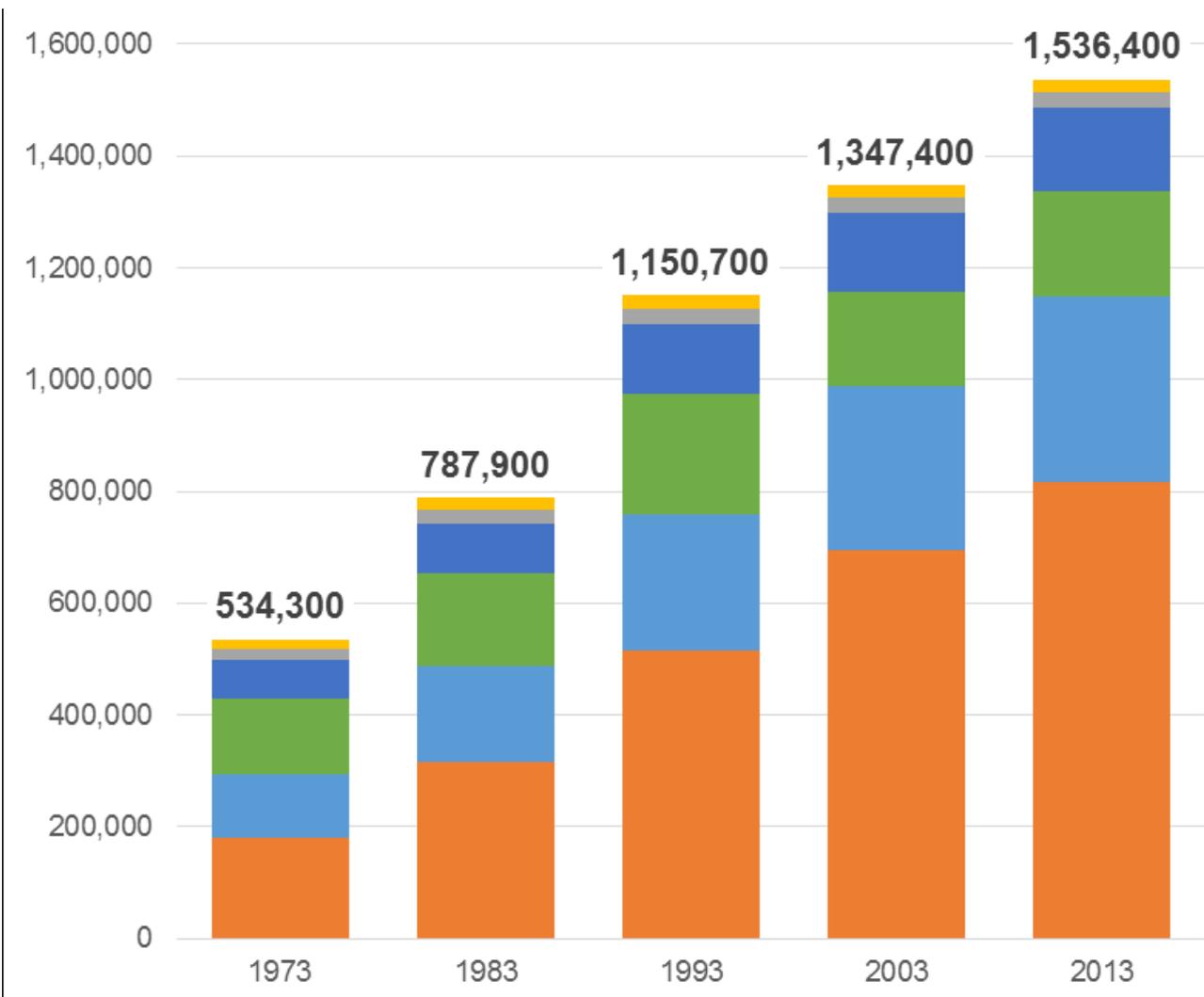


The Region is Growing and Will  
Continue to Grow

# Regional growth forecast





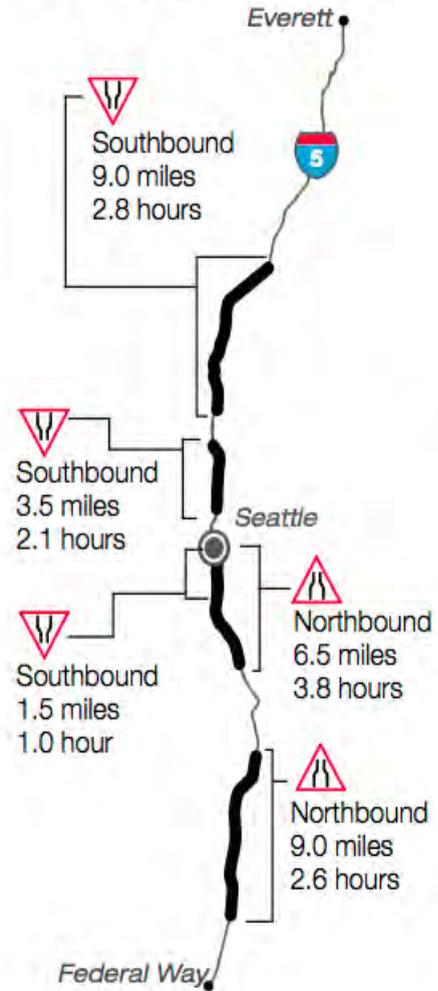


# The Region's Transportation System is Fragile

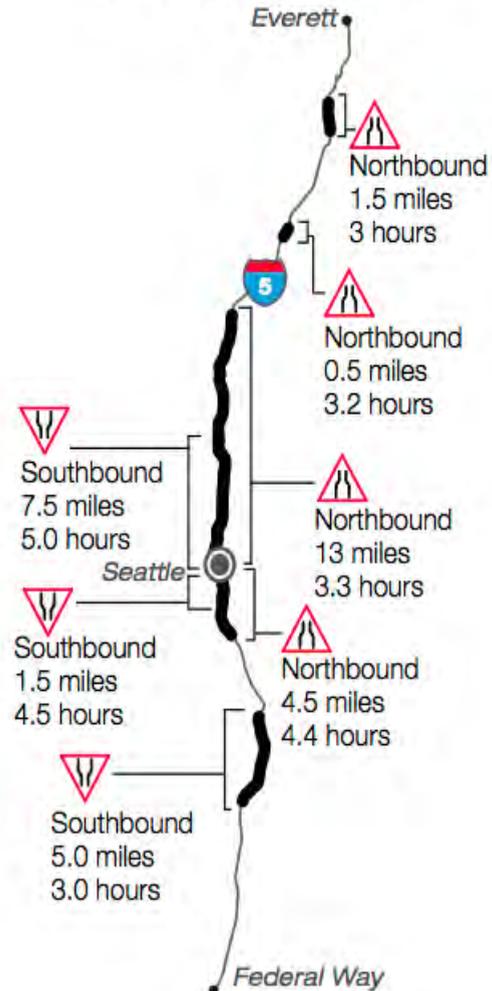


# Roadway Performance

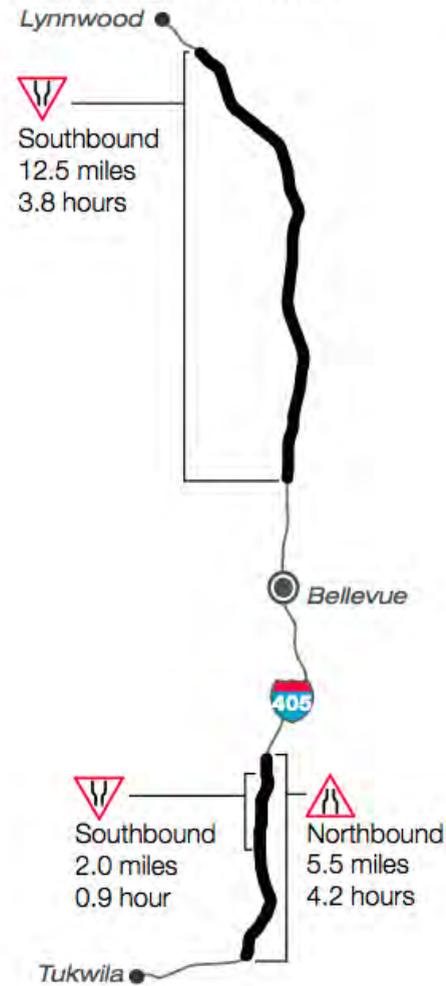
**Morning commute**



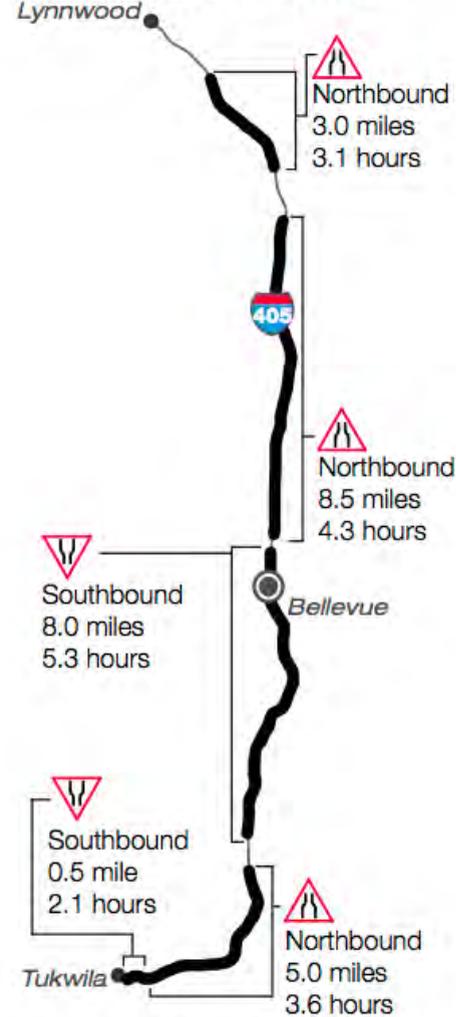
**Evening commute**



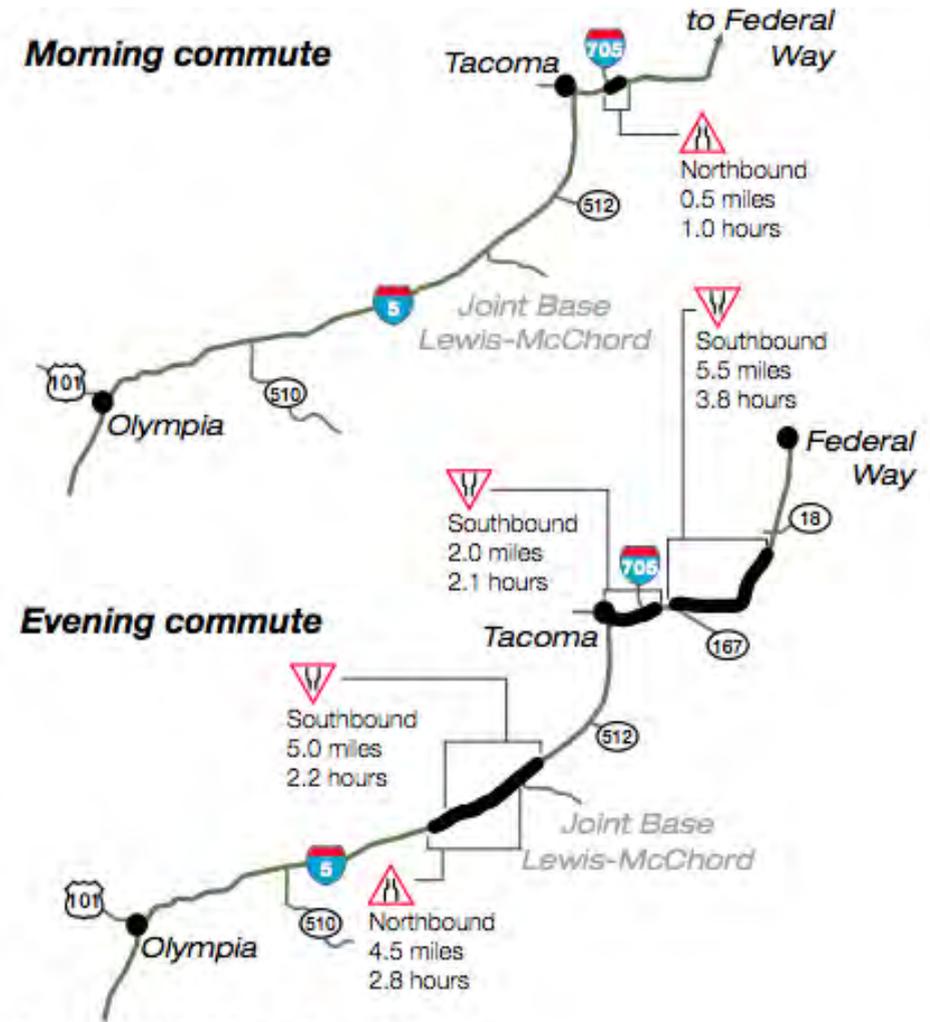
**Morning commute**



**Evening commute**



**Morning commute**



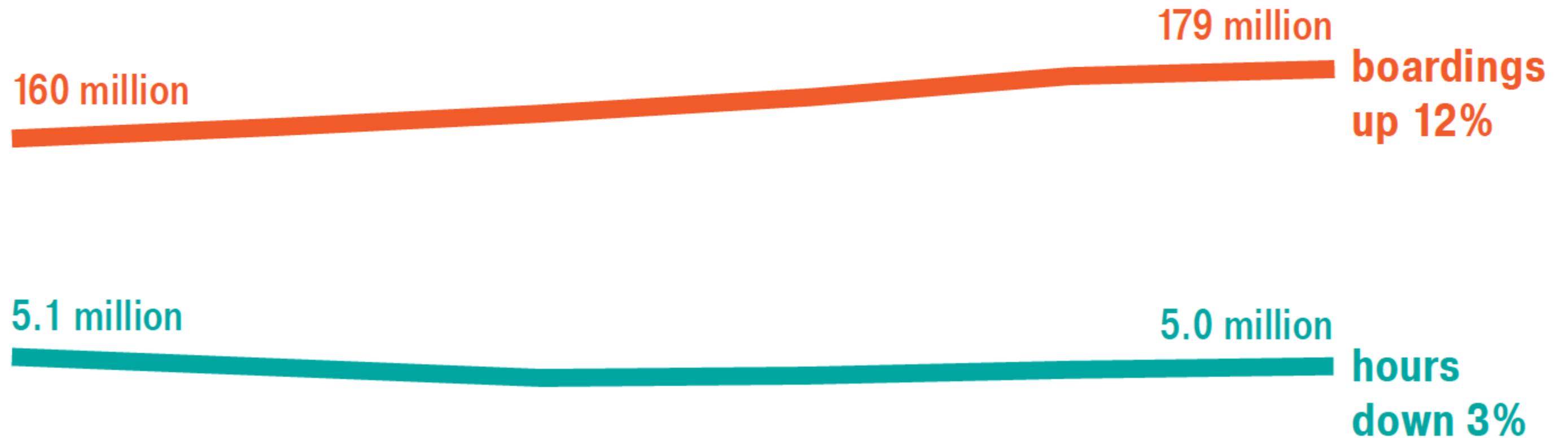
**Evening commute**

Data source: WSDOT Olympic Region Traffic Office.

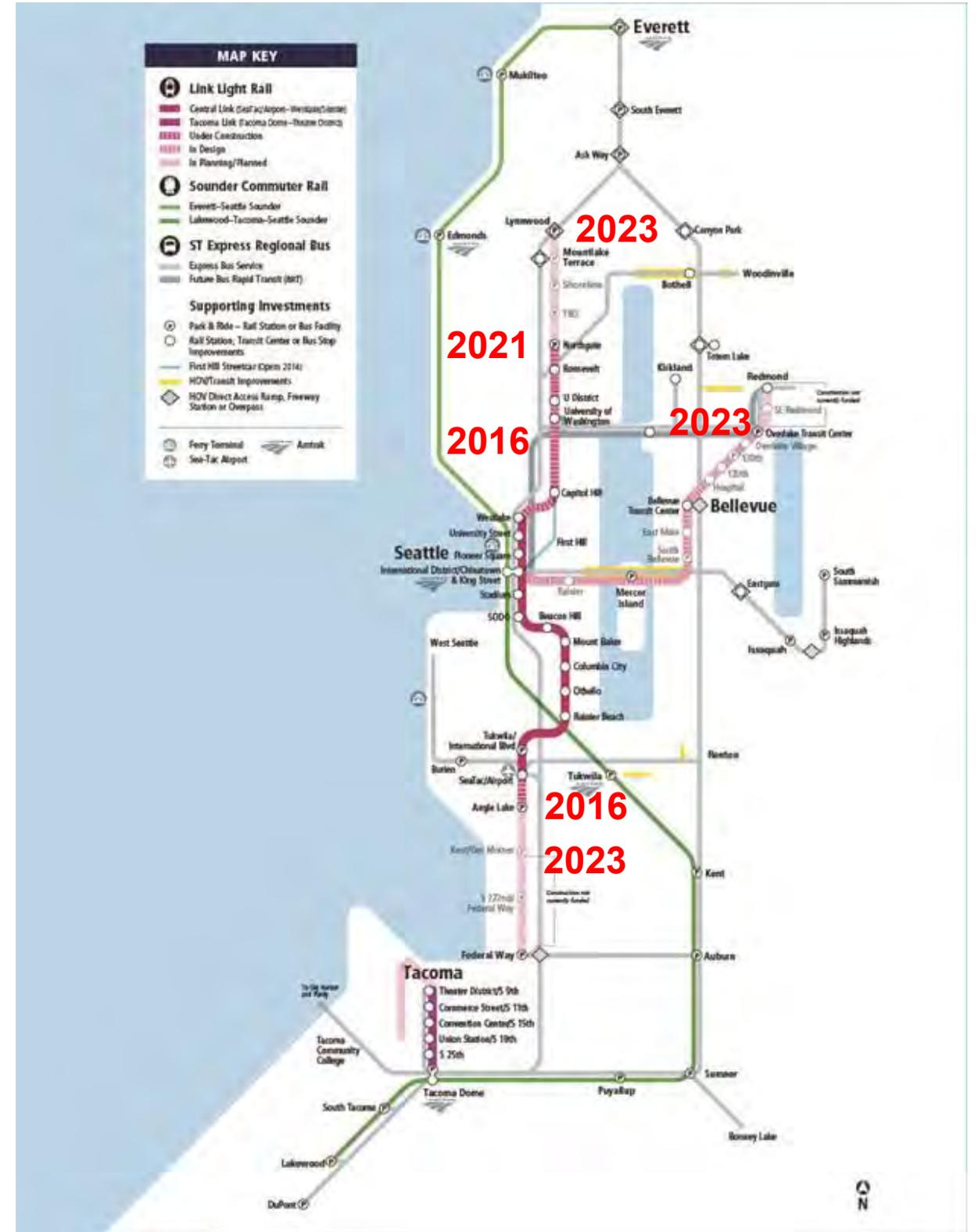
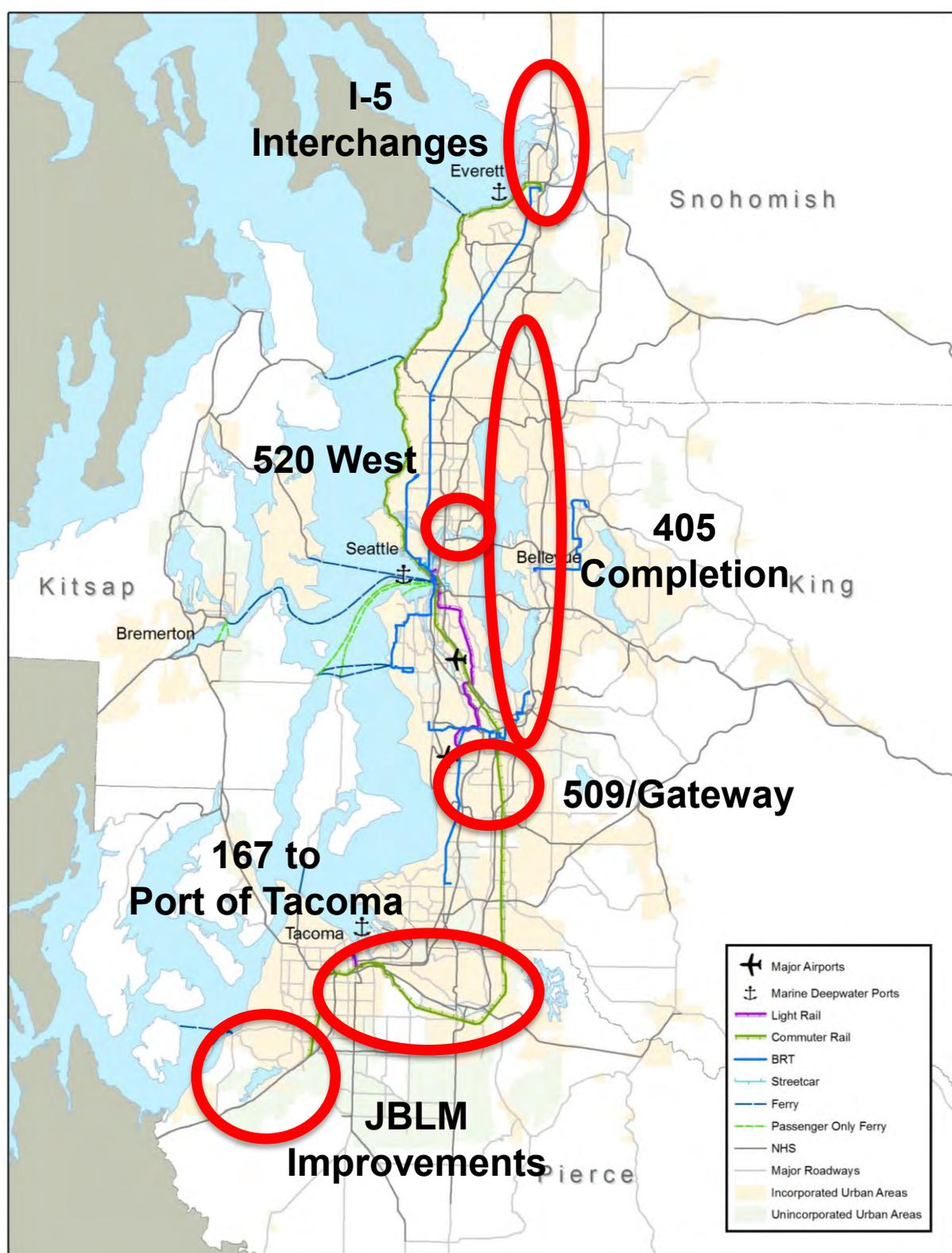
# Transit Performance

## Annual Transit Boardings and Service Hours (2010–2015)

(data covers January 1 to December 31)



**Key Investments are Being  
Made, But More are Needed**



# Local Investments



**Growth will increase  
and change demand**

**Region has an  
incomplete and fragile  
transportation system**

**Technology will help,  
but isn't a silver bullet**

1. The region is growing
2. Growth patterns are changing
3. The economy matters
4. Changing demographics
5. The environment matters
6. The system is fragile
7. More investment is needed
8. Travel behavior is different
9. Information technology is already changing behavior
10. Vehicle technology will improve

# Work Program



**Long Term Revenue Sources**

Highway System Tolling	Emissions Fee
<p>Options: Dynamic, congestion-related variable toll (T2040 approach). Significant highway delay reduction and emissions reduction benefits possible, especially with congestion-related variable toll.</p> <p>Trip costs: Potentially high rates – peak times average \$0.40/mi. on freeways.</p> <p>Major assumption: revenues available for uses beyond specific tolled facilities and general “highway purposes.”</p> <p>Highway tolling focus means diversion onto arterials.</p> <p>Tolling is currently unpopular with the general public; only feasible in the long term (with technology and political acceptance).</p>	<p>Options: Carbon tax; cap and trade.</p> <p>Could have major—or minor—impact on transportation behavior and revenue generation, depending upon how fee system is implemented and who pays.</p> <p>Trip costs analyzed range from \$0.03/mi to \$0.06/mi on all roads.</p> <p>Revenues generated through general carbon fees could have a wide variety of uses beyond transportation.</p> <p>Of the long-term approaches, potential for rapid deployment.</p>
Flat-rate Pay Per Mile Charge	Peak/Off Peak Pay Per Mile Charge
<p>Options: Odometer self reporting; in-car mileage or GPS-based system; in-vehicle transponders.</p> <p>Allows both low- and high-tech implementation options. Impact on travel behavior and emissions reduction reduced with flat rate approach.</p> <p>Trip costs average \$0.05/mi.</p> <p>Flat rates may not influence travel behavior.</p> <p>Low-tech annual reporting option simple, non-invasive, but potential for large annual payment. Higher tech allows for monthly payments based on travel.</p> <p>Design could allow for different rates for user types, exemptions, subsidies, and phasing.</p>	<p>Options: In-car per mile recording GPS-based system.</p> <p>High tech approach required to manage variable rates to best impact travel behavior and emissions reduction.</p> <p>Trip costs average \$0.06/\$0.04 per mi in considered scenarios.</p> <p>Higher tech approach raises privacy issues. GPS-based system allows credits for miles driven outside region or state.</p> <p>Design could allow for different rates for user types, exemptions, subsidies, and phasing.</p> <p>Technology selected could influence implementation and public acceptance.</p>

**Short Term Revenue Sources**

Transportation Utility Districts	Impact Fees
<p>Most transportation utility district fees are used for local roadway needs.</p> <p>Revenues might also be used to support transit or other transportation modes.</p> <p>Implementation will be challenging due to past legal rulings.</p>	<p>Could be implemented immediately through existing authority.</p> <p>Local jurisdictions hesitant to implement impact fees.</p> <p>Depending on structure, can influence development choices to promote density, tie development to transportation, and influence travel behavior.</p>
Fuel Taxes	Fees and Fares
<p>Possible to dedicate additional revenues to local jurisdictions.</p> <p>Well understood and accepted by public.</p> <p>Established collection and distribution system.</p> <p>Source losing purchasing power due to vehicle efficiency and inflation.</p>	<p>Well understood and accepted by public.</p> <p>Easy to collect and distribute.</p> <p>Recent motor vehicle fee and transit fare increases could make this politically difficult.</p>

# Scenarios

1. **Transportation 2040 Plan**
2. **Flat-Rate Pay Per Mile Charge**
3. **Peak/Off Peak Pay Per Mile Charge**
4. **Major Emissions Fee**
5. **Mixed Sources**

# Principles & Performance

- **Diverse, Stable, Predictable**
- **Support Region's Vision**
- **Equitable**
- **Feasible - acceptable**
- **Vehicle Miles Traveled**
- **Congestion**
- **Cost to Households**
- **Environmental benefits**

# Regional Performance

- **They all work: can fill \$36B gap, but with different impacts and costs**
- **Perform similarly at regional level but with differences in specific places**
- **Greatest congestion benefits from those that price peak travel higher than off-peak**

# Agree on need to upgrade and expand transportation

THOSE WHO "AGREE" OR "STRONGLY AGREE"

■ WA ■ PUGET SOUND ■ KING COUNTY

**There's a growing need to substantially upgrade and expand:  
transportation infrastructure and services throughout the state of  
Washington**



**transportation infrastructure and services in the Puget Sound region  
such as roads, highways, bridges and ferries**

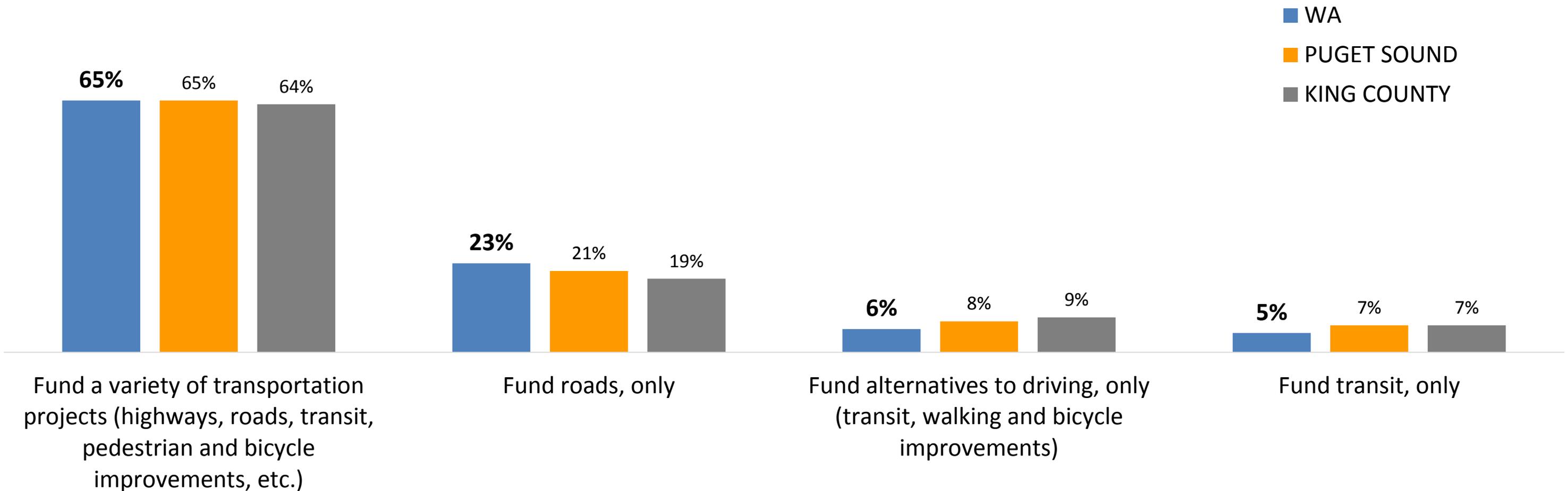


**public transit infrastructure and services in the Puget Sound region  
such as buses and light rail**



# Strong majority prefer new funds be used for a variety of transportation projects

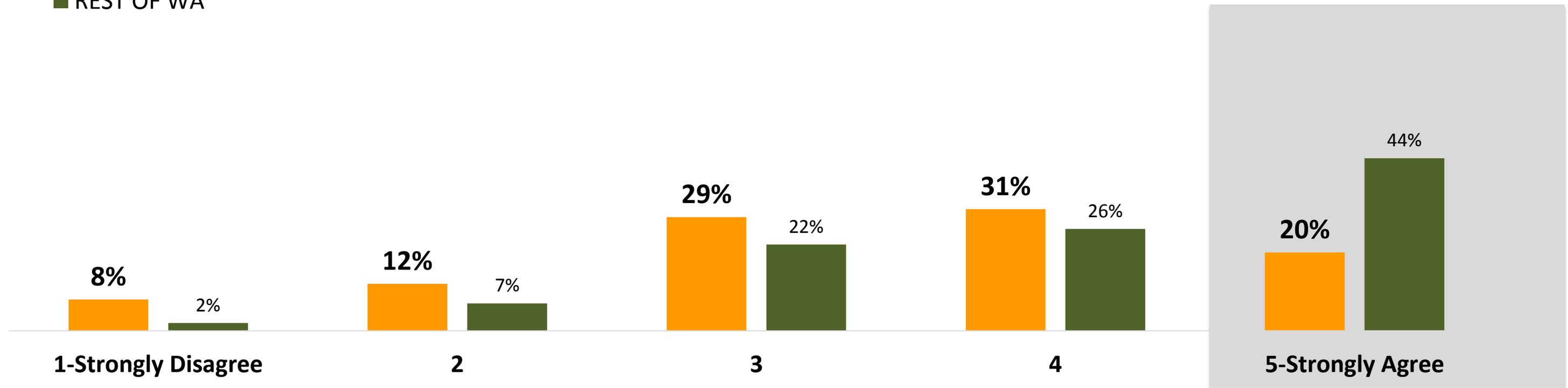
*If additional state funds were available for transportation, the new funds should be used to...?*



# Support for regions raising own revenues

*Allowing the Puget Sound region to raise their own revenues to fix their transportation and transit problems is better than taxing the whole state to pay for these improvements.*

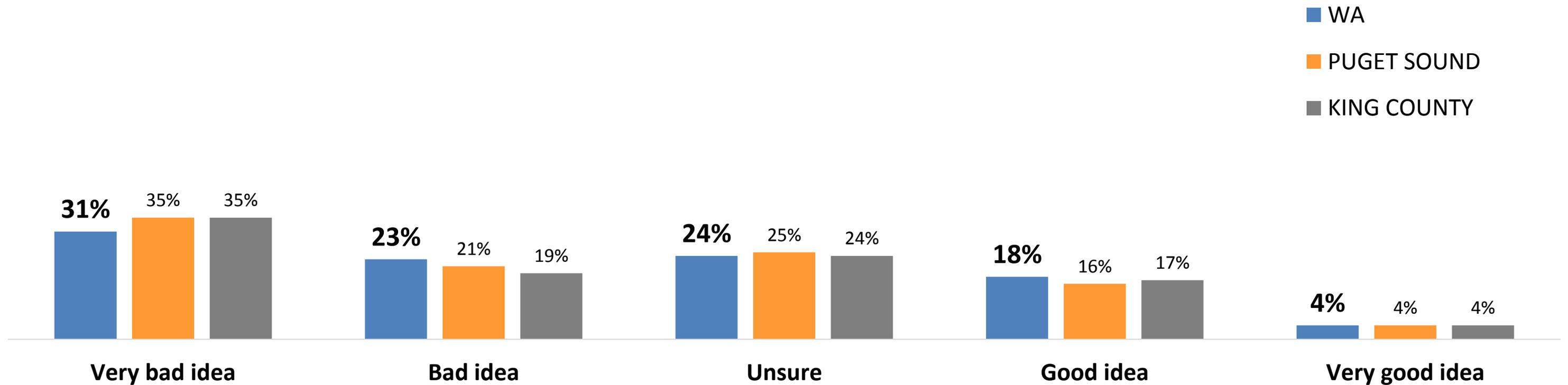
■ PUGET SOUND  
■ REST OF WA



# 54% think system-wide tolling is bad or very bad idea

Currently, a few roads and bridges in Washington State have tolling (the Tacoma Narrows Bridge, SR 167, I-405 and SR 520). One way to fund transportation in the future is to charge tolls on all of the lanes of major urban highways (I-5, I-90, I-405, SR 167, SR 520, etc.). This revenue source could replace or complement existing transportation fees and taxes, like the gas tax. Funding transportation through tolls would allow money raised to be used for a wider variety of transportation investments, including transit.

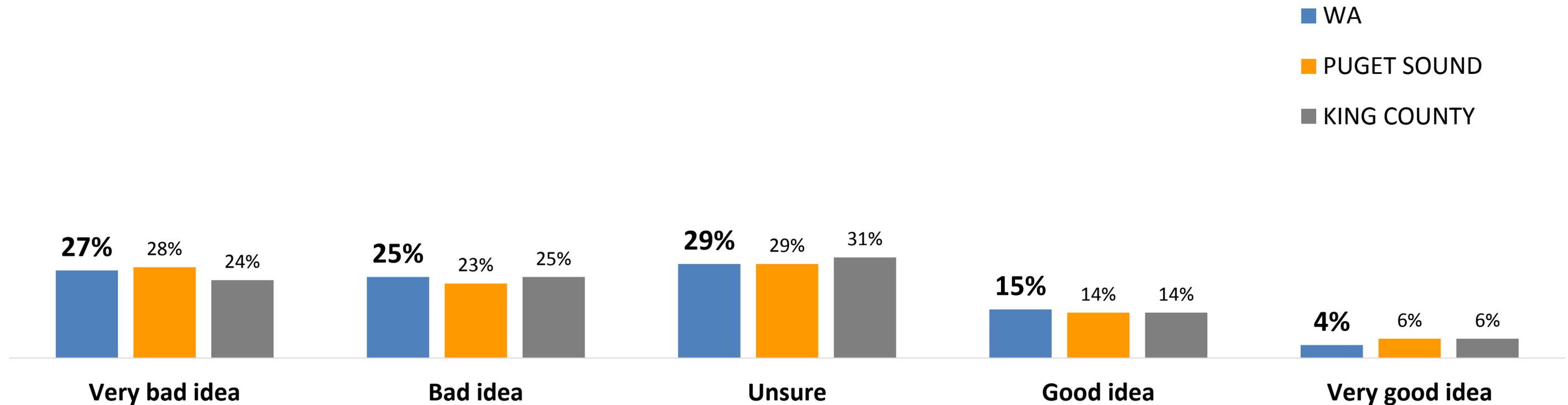
Does this seem like a good or bad idea?

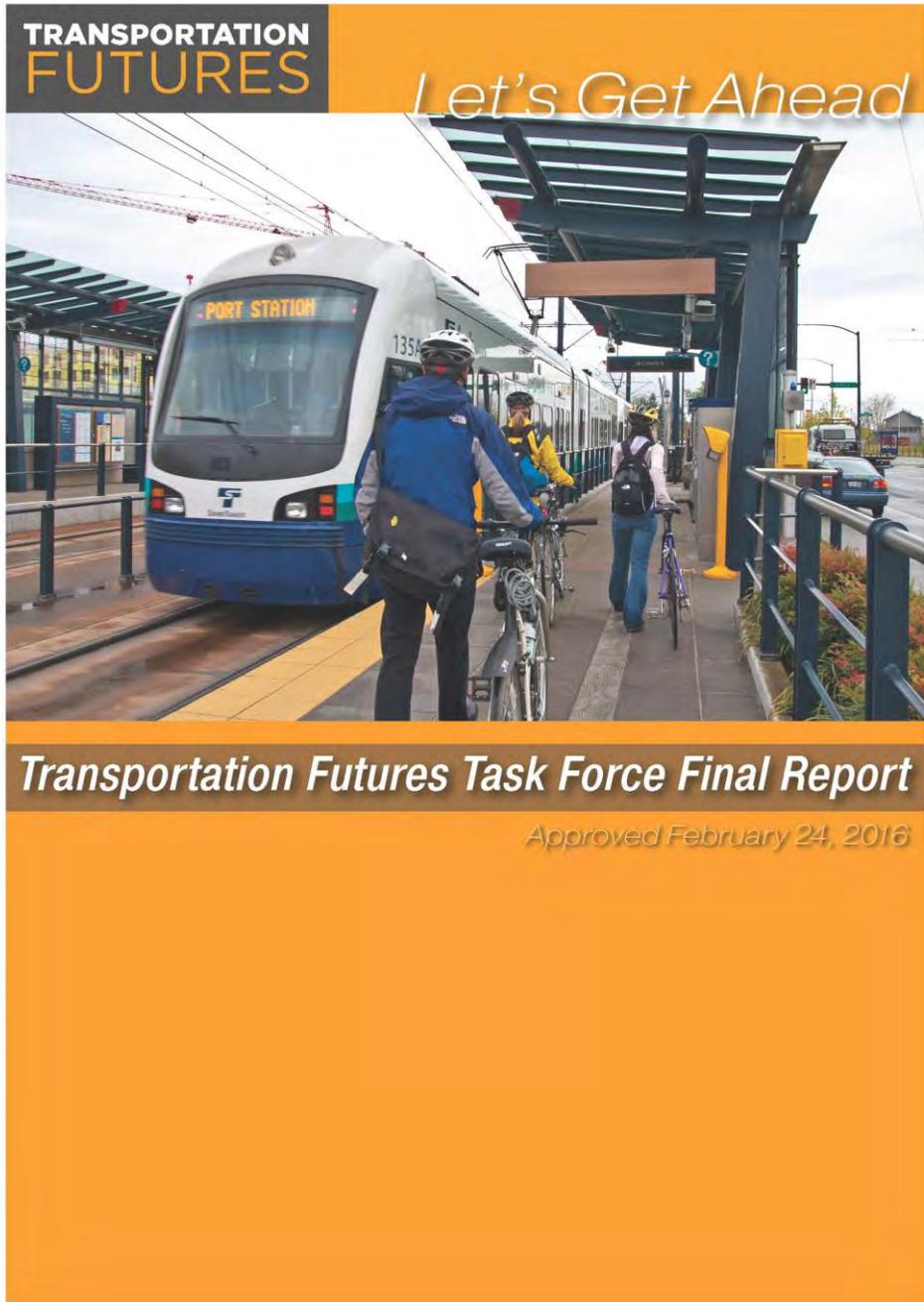


# 52% think Pay-Per-Mile fees are a bad/very bad idea

*Another idea for funding transportation is to establish a Pay-Per-Mile fee. This is a fee that would be charged based on the number of miles a person drives and the funds raised could be used for a wider variety of transportation investments, including transit.*

*Does this seem like a good or bad idea?*





# Final Report and Recommendations

- **Maximize Use of Existing Authority**
- **Establish Regional Transportation Authority**
- **Achieve Efficiencies**
- **Pay for Use**
- **Flexibility in Expenditures**

[www.thefuturestaskforce.org](http://www.thefuturestaskforce.org)



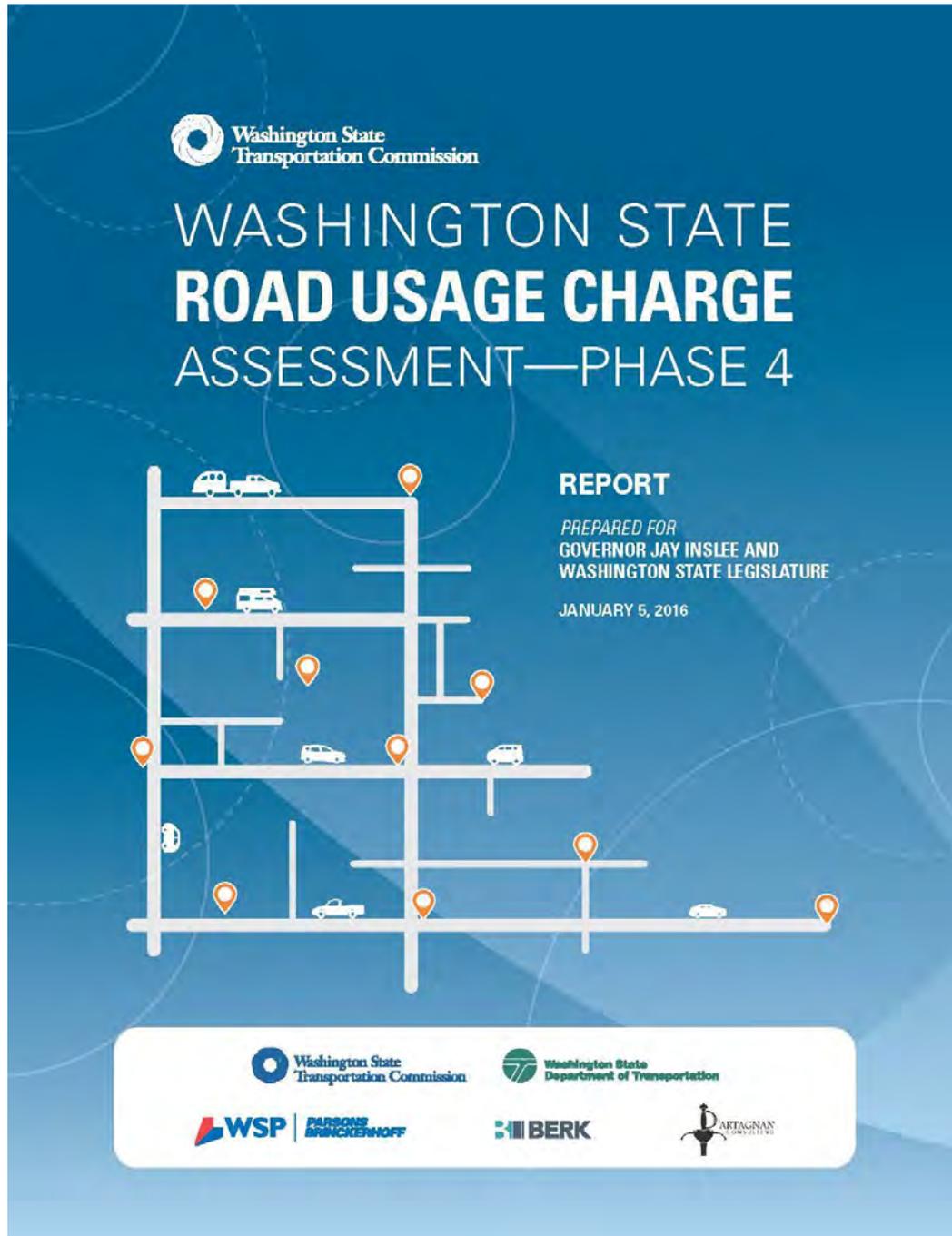
*Transportation Futures Task Force Final Report*

*Approved February 24, 2016*

# Next Steps

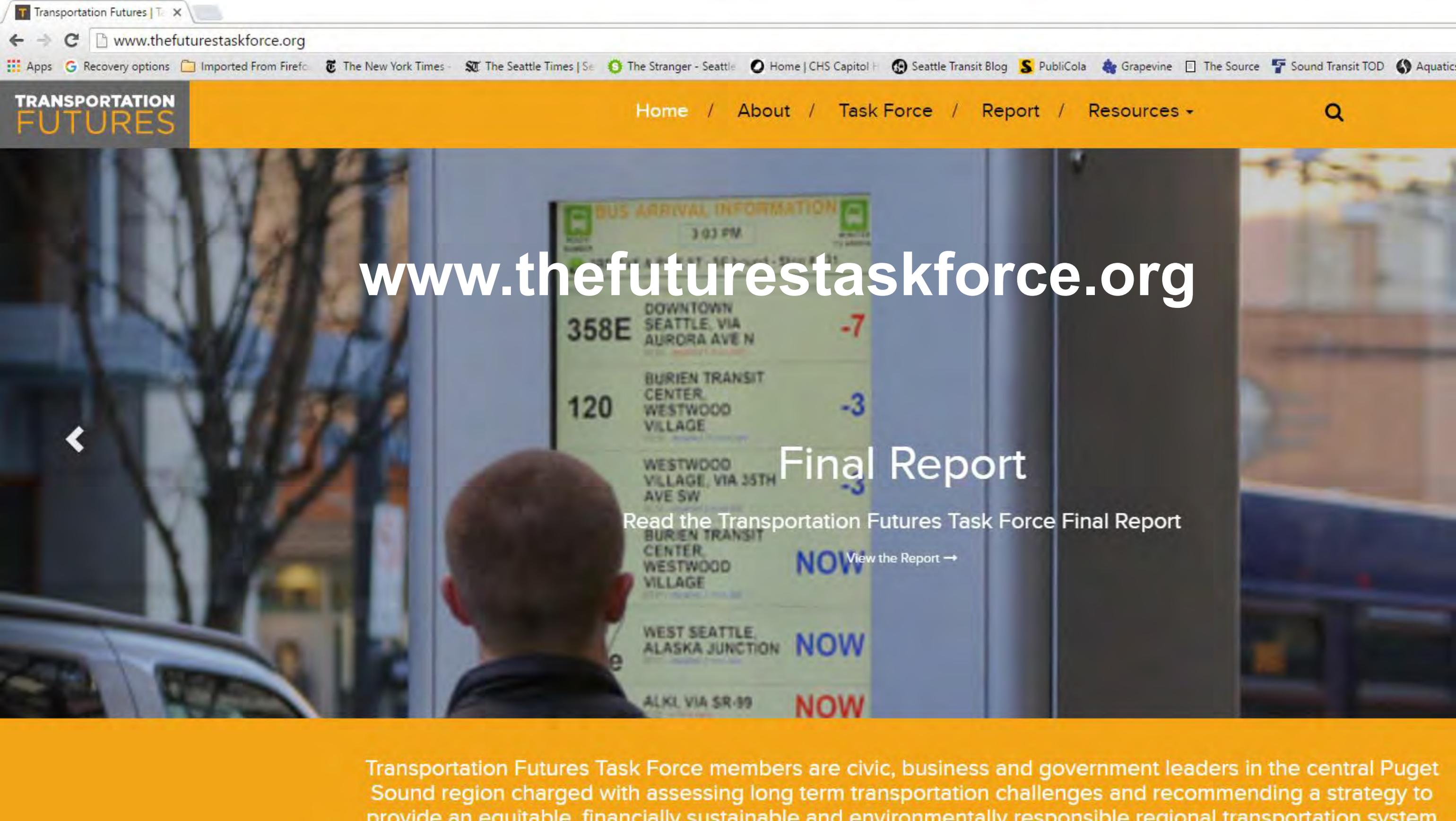
- **Support local/regional initiatives**
- **Educate on sustaining transportation funding long term**
- **Research regional alternatives**
- **Incorporate into regional plan updates**
- **Partner with state on pay-by-mile pilot**

[www.thefuturestaskforce.org](http://www.thefuturestaskforce.org)



# Washington State Transportation Commission

## Road Usage Charge Assessment: 2012-2016



www.thefuturestaskforce.org



# Final Report

Read the Transportation Futures Task Force Final Report

[View the Report →](#)

Transportation Futures Task Force members are civic, business and government leaders in the central Puget Sound region charged with assessing long term transportation challenges and recommending a strategy to provide an equitable, financially sustainable and environmentally responsible regional transportation system

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**Thank you.**

