

We understand our state has maintenance and new infrastructure needs in its transportation system. Our state will eventually need a transportation revenue package to address these needs. However, it must be the right package.

Washingtonians need to know their state gas tax dollars will be used efficiently and effectively, and that accountability measures are in place to ensure both. Unfortunately, the last state gas tax increase resulted in an off-ramp being built in the wrong place, a faulty ferry and flawed pontoons for the 520 Bridge replacement.

We support six economic and transportation reforms to create jobs, maximize state gas tax dollars, ensure accountability, and protect taxpayers.

#### **Creating jobs | House Bill 1236 and House Bill 1619**

- **House Bill 1236** would require state agencies to make a permit decision in 90 days or the permit is granted. This would add certainty, eliminate unnecessary delays in the permitting process and stimulate economic activity.
- **House Bill 1619** would suspend Growth Management Act requirements in counties with persistently-high unemployment, where regulations often stand in the way of economic development.

#### **Maximizing state gas tax dollars | House Bill 1985**

- Would exempt future state transportation projects from state and local sales and use tax.

#### **Ensuring accountability | House Bill 1986**

- Would require WSDOT to report to the Legislature on engineering errors and mistakes that exceed \$500,000. The report would need to explain how it happened, the department of the responsible employee(s), what corrective action was taken, and what actions the transportation secretary recommends to avoid similar errors in the future.

#### **Protecting taxpayers | House Bill 1984 and House Bill 1989**

- **House Bill 1984** would limit WSDOT's tort liability based on the amount of the department's actual fault, instead of allowing plaintiffs to recover the entire judgment from the deeper pockets of the state.
- **House Bill 1989** would limit bond terms for transportation projects to 15 years.

#### **Facts about the 2013-15 transportation budget:**

- The transportation budget funds, amongst other things, the construction and maintenance of infrastructure, Washington State Ferries, Washington State Patrol, public transportation and rail programs, public transportation grants to local governments, and studies.
- The 2013-15 transportation budget, **Senate Bill 5024**, appropriates **\$8.8 billion – \$5.2 billion** for capital projects and **\$3.6 billion** for operating programs.
- The 2013-15 transportation budget is approximately **\$1 billion** less than the 2011-13 transportation budget and does not include any significant new transportation projects. More than **\$2.6 billion** is dedicated to megaprojects.
- Sources of funding: fuel tax; bonds; federal funds; licenses/permits/fees; ferry fares; toll revenue; vehicle sales tax; rental car tax; local funds; and a \$0.25 ferry capital surcharge.
- The federal government collects a gas tax of 18.4-cents per gallon. The state collects 37.5-cents per gallon – one of the highest in the nation.
- For specific projects, visit: <http://leap.leg.wa.gov/leap/budget/leapdocs/transpodocs.asp>. #sthash.XRUx2Fem.dpuf