

House Democratic Transportation Committee Listening Session

As the 2021 Washington State Legislative Session approaches, House Transportation leaders are facing many challenges that need to be addressed, including the future of the State's Multi-modal transportation system. Looming large is the impact of the COVID-19 pandemic that has caused substantial economic disruption and forced most Washingtonians to stay home to avert an uncontrollable impact to our health care system. The fiscal impact is hard to forecast but current estimates put the shortfall at nearly \$700 million for the 19-21 and 21-23 biennia, according to the Transportation Revenue Forecast Council's June update. This shortfall is in addition to an estimated \$1 billion shortfall as a result of Initiative 976.

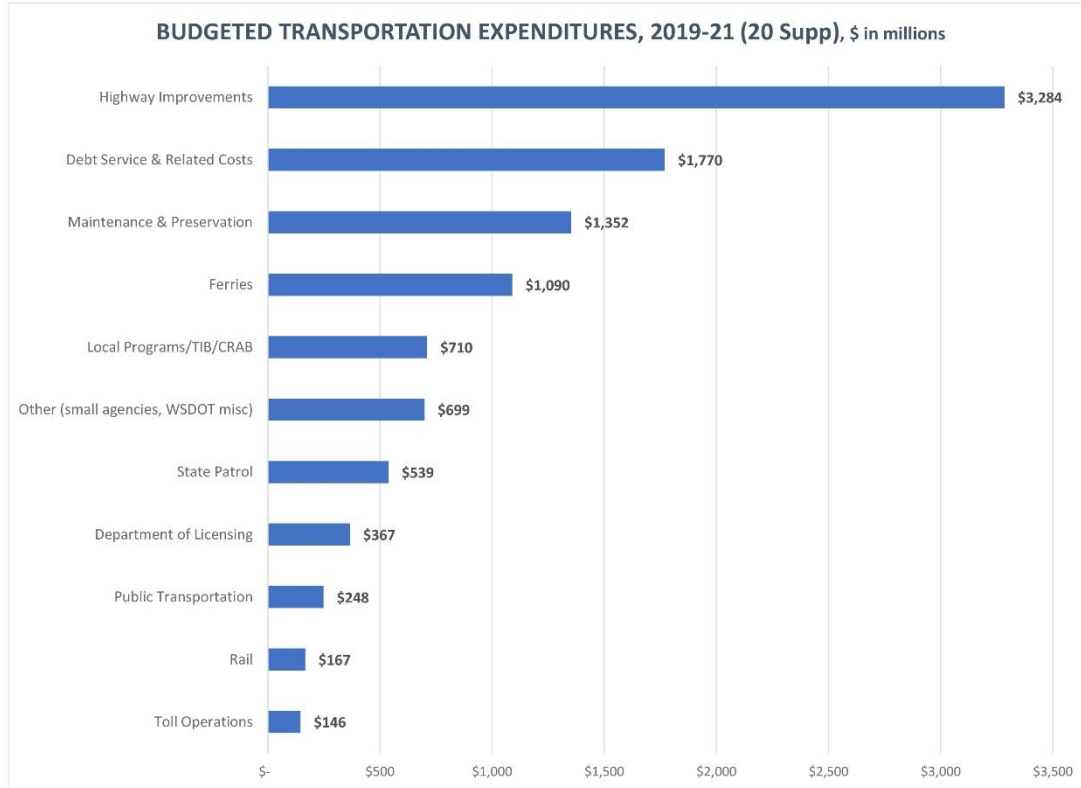
Considerations for Building Blocks of a Transportation Package

- Pandemic Impacts
- Initiative 976
- 2015 Connecting WA
- New Funding Needed
- Other Considerations (e.g. carbon response, local options)

Questions/Topics for Stakeholders

- As we address the 2021 legislative session, what do you believe should be the highest and lowest priorities for investment?
- With the realities we are facing, what are the obstacles you see in reaching legislative agreement on a revenue and investment plan in the next few years?
- What revenue sources make the most sense for the Legislature to pursue? What revenue sources are the most problematic and why? *
- What legislative actions do you think are necessary to gain your support for an investment/revenue package (previous actions include apprenticeship utilization requirements, streamlined permitting, and lowering the design-build threshold)?
- Discuss how you think a transportation investment proposal should be reconciled with state carbon reduction legislative initiatives (i.e. economy wide or sector specific? Revenue generating or agnostic)?
- Recent events have highlighted how communities of color and underserved communities have historically been omitted or disregarded in critical policy and budget decisions. How can our transportation funding and priorities best serve these communities, not only ensuring that our priorities reach all neighborhoods and communities, but also engaging and supporting minority-owned businesses, who have also been historically ignored?

*Examples from JTC statewide needs assessment on page 2



Examples of Revenue Sources Being Evaluated by the Joint Transportation Committee:

Existing Revenue Sources	Potential New Revenue Sources
Fuel taxes	Air quality surcharge
Indexed fuel taxes	Auto parts SUT
Freight project fees	Bicycle parts SUT
Personal/Intermittent use trailer fees	Cap and trade revenue
Trip permit fee	Carbon pollution fee
Capital vessel surcharge	EV fuel economy rating fee
EDL/EID fees	Employee payroll tax
IFTA decals	For hire/TNC fee
Rental car tax	Road Usage Charge
EV/Hybrid fees	Transportation benefit assessment