

OUR CURRENT TRANSPORTATION SYSTEM IS NOT WORKING



If we want to change our transportation system for the better, we must change the way we fund it.

Washington's transportation funding system is inadequate, inflexible, and inherently inequitable, drawing primarily from regressive funding sources that overburden residents with low incomes. It doesn't prioritize enough affordable or reliable transit options, especially for people who have been pushed out of urban centers. The resulting pollution and poor air quality harm all communities, and disproportionately Black, Indigenous, and other communities of color.

How we fund transportation now limits our possibilities.

Washington's transportation system is primarily funded by a gas tax, plus a combination of:

- sales and additional taxes
- tolls
- motor vehicle fees
- fare revenues
- state grants
- federal funding

On the whole, these revenue streams are **regressive, volatile, inadequate, and restrictive**—and hold us back from building a modern transportation system that works for everyone.



Regressive funding, like a gas or sales tax, places a higher burden on people with low incomes because they have to spend a much larger percentage of their total income on transportation.



Volatile funding, like sales tax, is market dependent and plummets during major events like natural disasters, pandemics, and other crises. This can lead to direct cuts in operations during times when transit is needed most.



Washington State ranks near the bottom nationally for per capita spending on transit, walking, biking, and rolling. Our existing tools to fund transportation are limited, while massive funding gaps make it challenging for the government to build an adequate, well-maintained system.



Restrictive funding limits options because it can only be used for specific purposes. The Washington State gas tax, for example, can only be used to fund highways, which counters efforts to provide better transit or car-free alternatives.

This creates unequal and adverse outcomes.

The way we fund transportation is the root cause of the disproportionate impacts we see today.

 AIR POLLUTION	 CARBON EMISSIONS AND CLIMATE CHANGE	 HARMFUL HEALTH IMPACTS LIKE ASTHMA
 LIMITED TRANSIT OPTIONS	 UNRELIABLE BUS SCHEDULES	 TIME WASTED IN TRAFFIC
 INEQUITABLE ACCESS TO OPPORTUNITY	 LIMITED BIKING & WALKING INFRASTRUCTURE	 LESS CONNECTED COMMUNITIES

Visit: transportationchoices.org/clean-and-just to learn more and use your voice in your local transportation choices.

A TRANSPORTATION SYSTEM THAT CAN WORK FOR EVERYONE



If we want to change our transportation system for the better, we must change the way we fund it.

An equitable, sustainable transportation system that prioritizes transit, walking, biking, and rolling will serve communities fairly and contribute to an overall healthier society. It will bring us closer to our collective goals of reducing greenhouse gas emissions and air pollution, improving mobility, and ensuring everyone shares in health, economic, and social benefits.

We can fund a clean and just transportation system.

To build a just, affordable, and reliable transportation system, we need to fund it with **progressive, sustainable, sufficient, and flexible** revenue streams. These funding streams could take many forms and be developed in partnership with the communities they serve. Potential tools include a road usage charge, road pricing, carbon pricing, air quality surcharge, expanded local revenue options, or more multimodal funding in the state transportation budget.



Progressive funding is based on a taxpayer's ability to pay, and does not disproportionately harm residents with low incomes. These tools could be based on a variety of criteria rooted in equity, climate, health, and socioeconomic status.



Sustainable funding remains stable amidst changing market dynamics. It allows for greater long-term planning and possibilities for transit and other projects to better serve communities.



Sufficient funding provides the resources required to meet Washingtonians' transportation goals and create myriad benefits. For too long, transit agencies and local municipalities have been asked to deliver on plans with nowhere near the necessary funding.



Flexible funding unlocks us from outdated and unnecessary spending. Revenue is invested where it's needed most—from maintaining existing infrastructure to building a network of transit, sidewalks, and bike paths that connect people to opportunity and community.

An equitable system will create positive, shared outcomes.

By changing the way we fund transportation, we have the ability to better serve communities and our planet.



CLEANER AIR



LOWER CARBON EMISSIONS



IMPROVED HEALTH OUTCOMES



MORE TRANSIT ROUTES AND OPTIONS



MORE RELIABLE TRANSIT



LESS TRAFFIC AND LESS TIME IN THE CAR



CLOSING ECONOMIC OPPORTUNITY GAPS



MORE OPTIONS FOR PHYSICAL ACTIVITY



MORE CONNECTED COMMUNITIES

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