



I-976 is an initiative to the Washington State Legislature for 2019, sponsored by Tim Eyman, that will likely appear on the November 2019 ballot. I-976 would wipe out billions of dollars in bipartisan, voter-approved transportation investments at the state, regional, and local levels, putting people out of work and jeopardizing Washington's future.

These essential services would be harmed or ended by Tim Eyman's I-976:



Amtrak Cascades

...is a service of the states of Washington and Oregon. It consists of two fast passenger rail lines. One connects Seattle with Vancouver, British Columbia; the other links Seattle to Portland and Eugene with multiple daily roundtrips.

The threat from I-976

Funding for Amtrak *Cascades* comes from the Multimodal Transportation Account. The main funding sources for this account would be wiped out by Sections 6 and 7 of I-976, gutting our rail links to Oregon and B.C.



Sound Transit 3

...is a voter-approved transit expansion plan that will create new connections in King, Pierce, and Snohomish counties. Voters in 2016 authorized higher taxes to expand light rail, commuter rail, and bus service by handily approving ST3.

The threat from I-976

Sound Transit 3 has three funding sources: sales tax, property tax, and motor vehicle excise tax, or MVET. Sections 8-13 of I-976 target Sound Transit's MVET, which provides around 12.3% of ST's annual local tax revenue.



Freight mobility

Projects like new bridges, railroad sidings, better port roads, and heavy rail corridor improvements are in great demand throughout Washington because they support our aerospace supply chain and allow farmers to export crops.

The threat from I-976

RCW 46.17.365 stipulates that the first \$6 million in revenue raised from the passenger vehicle weight fee must be deposited in the Freight Mobility Multimodal Account. I-976 would cancel the fee, imperiling projects we need.



Roads in sixty cities

Dozens of cities in Washington – from Anacortes to Zillah – have formed what are known as *transportation benefit districts* to raise revenue for arterial resurfacing projects, traffic calming measures, and essential road maintenance.

The threat from I-976

Section 6, subsection 4 of I-976 repeals RCW 82.80.140. This is the statute that gives cities like East Wenatchee, Yakima, and Battle Ground the authority to levy vehicle fees for local roads and transportation improvements.



King County Metro

... is the eighth-largest bus transit agency in the U.S., carrying an average of 395,000 passengers each weekday on two hundred and fifteen routes. Many King County Metro service hours are funded by the people of the City of Seattle.

The threat from I-976

I-976 would end funding for service hours approved by Seattle voters in 2015 to sustain and expand Metro routes in the Emerald City. The loss of this service would severely worsen bad traffic in the Emerald City.