



# WASHINGTON STATE'S 2019 BALLOT MEASURE: INITIATIVE 976

A case study by the American Road and Transportation Builder's Transportation Investment Advocacy Center™.

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TIAC staff researches and prepares detailed case studies on recent successful, and unsuccessful, state and local legislative and ballot initiative campaigns aimed at increasing transportation infrastructure investment. Each study examines the politics, issues, media, and key players involved in the effort.

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**Report Contact Information:**

Quintin McClellan  
Research Specialist  
[qmclellan@artba.org](mailto:qmclellan@artba.org)  
202.683.1016



## **About the Transportation Investment Advocacy Center**

The Transportation Investment Advocacy Center™ (TIAC) is a first-of-its kind, dynamic education program and Internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels through the legislative and ballot initiative processes.

The TIAC website, [www.transportationinvestment.org](http://www.transportationinvestment.org), helps transportation investment advocates to mount successful campaigns. It exists to put in one place—and promote the sharing of—strategies... sample political and communications tools... legislative and ballot initiative language... and information on where to obtain professional campaign advice, research and help. TIAC staff produces regular research reports and analyses, hosts an annual workshop in Washington, D.C., and holds ongoing webinars for transportation investment advocates featuring case studies, best practices, and the latest in political and media strategies.

State and local chamber of commerce executives, state legislators, state and local transportation officials, “Better Roads & Transportation” group members, industry and labor executives, and leaders of state and local chapters of national organizations who have an interest in transportation development programs are welcomed to participate.

The Center’s program of work is also guided by a Transportation Investment Advocates Council, a national network of business professionals and public officials who share a common interest in building support for transportation infrastructure investments in their state or local community— roads, bridges, public transit, pedestrian walkways and cycling paths, airports, waterways, ports and rail facilities.

TIAC is a project of the American Road and Transportation Builders Association’s “Transportation Makes America Work!”™ and supported through voluntary contributions and sponsorships. To become a sponsor or to make a contribution, contact TIAC Director [Carolyn Kramer](#). Also contact Ms. Kramer or [Mr. McClellan](#) if you have questions or comments about any reports or case studies published through TIAC or would like more information on the program and the Council.

## INTRODUCTION

### TITLE OF LEGISLATION

Initiative Measure No. 976 concerns motor vehicle taxes and fees.

### RESULT

Washington State Initiative 976 was approved at the ballot on November 5, 2019.

Washington Initiative 976 (2019) <sup>1</sup>	
Yes Votes	No Votes
1,055,749	936,751
52.99%	47.01%

### OFFICIAL BALLOT LANGUAGE

“This measure would repeal, reduce, or remove authority to impose certain vehicle taxes and fees; limit annual motor-vehicle-license fees to \$30, except voter-approved charges; and base vehicle taxes on Kelley Blue Book value. Should this measure be enacted into law?

Yes [ ] No [ ]”<sup>2</sup>

### PURPOSE OF LEGISLATION

Washington Initiative 976 (I-976) was on the Nov. 5, 2019 ballot in Washington as an Initiative to the Legislature, a type of indirect initiated state statute.<sup>3</sup> Frequently referred to as the \$30 Tabs Initiative, the measure was set to take effect on Dec. 5, 2019, but has been delayed due legal challenges, which have largely been resolved.

I-976 is primarily designed to:

- Repeal or remove the authority to impose certain vehicle taxes and fees.
- Limit state and local license fees to \$30 for motor vehicles weighing 10,000 pounds or less regardless of make, model, year, or value. Additional charges must be approved by voters after the measure's effective date.
- Base new vehicle taxes and fees on the Kelley Blue Book value of a car rather than 85% of the manufacturer's base suggested retail price.
- Require regional transit authorities to retire bonds early where allowed.
- Reduce or repeal taxes pledged to bonds depending on whether bonds are retired by 2020.<sup>4</sup>

As a consequence, I-976 is designed to repeal the following items:

- The \$150 fee on electric vehicles.<sup>5</sup>
- The vehicle weight fee for motor home vehicles.

- Local Transportation Benefit District (TBD) fees. This removes the ability of independent taxing authorities (transportation benefit districts) to impose annual vehicle fees collected by the Department of Licensing.
- The authorization for local transportation authorities to impose local-option motor vehicle excise taxes to fund passenger-only ferry services.
- A tax of 0.3 percent of the selling price on each retail sale of a vehicle in Washington.<sup>6</sup>

As a result of these policies, I-976 will cause significant cuts to road and highway infrastructure, regional transit, and road maintenance.

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## CONTEXT AND BACKGROUND

### PREVIOUS ATTEMPTS

Vehicle registration fees, also known as car tab fees, have been a point of contention in Washington state politics for over two decades.

Recently, in 2016, voters approved a measure, known as Sound Transit 3, granting Sound Transit the authority to impose an additional 0.8 percent MVET tax (totaling 1.1 percent) on residents living within Sound Transit's taxing district. The MVET tax was based on a repealed vehicle depreciation schedule dating from 1999 that used the vehicle manufacturer's suggested retail price rather than a fair market value.<sup>7</sup> In 2017, taxpayers were shocked by unusually high taxes when Sound Transit officials failed to inform them of what schedule was being used. Sound Transit used this schedule to collect tax revenue on cars under 10 years old. Many claimed the vehicle depreciation schedule to be excessively high, allowing Sound Transit to collect maximum tax revenue from the public until 2028, when the 0.3 percent MVET would expire.<sup>8</sup>

A legislative investigation in 2017 and a class action lawsuit brought before the state Supreme Court in 2019 found that the policy was improperly drafted, and that Sound Transit did not inform legislators or taxpayers the schedule change.<sup>9</sup>

Several bills were proposed to correct the tax overcharges, none passed the legislature. Sound Transit officials did not make the correction on their own and opposed all legislative efforts to adjust the agency's collection of the car tab tax.<sup>10</sup> This spurred controversy over Sound Transit and car tab fees, eventually fueling the creation of I-976.<sup>11</sup>

## TAX RATES PRIOR TO I-976

In brief, the law as it existed prior to I-976 states:

“Owners of motor vehicles pay state and local license fees and excise taxes when they register vehicles and obtain license tabs each year. The total, combined amount depends on the type and weight of the vehicle, as well as where the vehicle is registered. The base annual license fee ranges from \$30 to \$93 for most passenger vehicles, such as cars, motorcycles, and light-duty trucks. An additional fee is then added depending on the vehicle’s weight. The vehicle weight fee can range from \$25 to \$65 for most passenger vehicles. Funds from the license and vehicle weight fee are used to pay for a variety of state transportation purposes, including road and highway repair.”

“Additional taxes and fees may be added depending on the city and county where the vehicle is registered. These taxes and fees help pay for local transportation improvement projects, passenger-only ferries, and other transportation purposes. Some residents of King, Pierce, and Snohomish County also pay voter-approved, annual motor vehicle excise taxes (MVET) that help pay for mass transit projects run by Sound Transit. The MVET is calculated based on a vehicle valuation and depreciation schedule that is set in state law. The total rate of the current MVET is one and one tenths percent (1.1%) of the value of the vehicle as determined by the statutory formula.”

“Finally, other fees may be included in the total amount, such as for county filing and service fees, fees for special license plates, or fees for certain types of vehicles. For example, owners of electric vehicles currently pay a \$150 fee that goes toward paying for transportation feasibility studies and other transportation purposes. An additional \$75 transportation electrification fee will go into effect for electric vehicles on August 1, 2019. This fee will be used to support green transportation projects.”<sup>12</sup>

Prior to I-976, Washington renewal fees for basic passenger vehicles consisted of basic fees, vehicle weight fees, TBD fees, and other taxes:

- Standard fees applied to every vehicle and totaled \$43.25:
  - Basic Renewal Fee: \$30
  - County Filing Fee: \$4.50
  - License Service Fee: \$0.75
  - Service Fee: \$8<sup>13</sup>
- Vehicle weight fees:
  - 0 - 4,000 lbs +\$25
  - 4,001 - 6,000 lbs +\$45
  - 6,001 - 8,000 lbs +\$65
  - 8001 lbs and over +\$72<sup>14</sup>
- Transportation benefit district (TBD) fees:

- These local taxes and fees depended on the county in which residents live. Fees varied from \$0-\$100. For example, this tax was \$80 in Seattle, \$20 in Spokane and Wenatchee, and \$40 in Olympia.<sup>15</sup>
- Regional transit authority (RTA) tax:
  - Residents who live in the Sound Transit Regional Transit Authority district of King, Pierce, and Snohomish counties paid an RTA motor vehicle excise tax to fund local mass-transit projects. The RTA tax was calculated based on a vehicle's manufacturer suggested retail price (MSRP) and a depreciation schedule, then taxed at a rate of 1.1 percent.<sup>16</sup>
- Additional fees:
  - Electric vehicle fee (applies to electric vehicles but not hybrids): + \$150
  - Electrification fee (applies to electric and hybrid vehicles): + \$75<sup>17</sup>

## REVENUE AND ALLOCATION PRIOR TO I-976

Figure 1 shows an alternative revenue forecast from the Transportation Revenue Forecast Council for the current biennium and the next decade. This forecast excludes the impact of I-976 and shows what revenue could have been expected if I-976 was not implemented.

**Figure 1: Current Alternative Forecast Without I-976 Compared to Prior Alternative Forecast for All Transportation Revenues - 10-year period<sup>18</sup>**

February 2020 forecast – millions of dollars

	Current Biennium 2019-2021	10-Year Period (2019-2029)
<b>Sources of Transportation Revenue</b>		
Motor Vehicle Fuel Tax Collections	3,635.24	18,717.16
Licenses, Permits and Fees	1,595.91	9,006.99
Ferry Revenue†	429.33	2,279.65
Toll Revenue	486.90	2,923.61
Aviation Revenues ‡	7.07	36.50
Rental Car Tax	73.34	399.38
Vehicle Sales Tax	107.48	588.36
Driver-Related Fees	315.81	1,640.41
Business/Other Revenues ‡	81.24	413.09
<b>Total Revenues</b>	<b>6,732.31</b>	<b>36,005.15</b>
<b>Distribution of Revenue</b>		
Motor Fuel Tax Refunds and Transfers	<b>235.79</b>	<b>1,243.58</b>
<b>State Uses</b>		
Motor Vehicle Account	1,316.49	7,006.11
Transportation 2003 (Nickel) Account	435.14	2,234.86

Transportation 2005 Partnership Account	644.88	3,323.38
Connecting Washington Account	814.89	4,184.41
Multimodal Account	540.38	3,322.59
Special Category C Account	51.36	263.73
Puget Sound Capital Construction Account	37.37	191.88
Puget Sound Ferry Operations Account	491.38	2,586.87
Capital Vessel Replacement Account	64.73	352.62
Tacoma Narrows Bridge Account	171.60	897.83
High Occupancy Toll Lanes Account	11.07	91.61
SR 520 Corridor Account	187.62	1,056.09
SR 520 Corridor Civil Penalties Account	6.35	35.61
Interstate 405 Express Toll Lanes Operations	66.36	508.38
Alaskan Way Viaduct Replacement Account	43.91	334.10
Aeronautics Account	6.99	36.03
Washington State Aviation Account	0.08	0.47
State Patrol Highway Account	466.24	2,469.70
Highway/Motorcycle Safety Accounts	289.67	1,504.38
School Zone Safety Account	0.83	4.36
Other accounts	21.65	111.24
Electric Vehicle Account	19.81	76.75
Ignition Interlock Devices Revolving Account	8.66	43.11
Multiuse Roadway Safety Account Collections	0.32	1.60
<b>Total for State Use</b>	<b>5,697.78</b>	<b>30,637.70</b>
<b>Local Uses</b>		
Cities	196.97	1,011.41
Counties	318.50	1,636.98
Transportation Improvement Board	211.48	1,096.40
County Road Administration Board	71.79	379.08
<b>Total for Local Use</b>	<b>798.74</b>	<b>4,123.87</b>
<b>Total Distribution of Revenue</b>	<b>6,732.31</b>	<b>36,005.15</b>

† Ferry Fares plus non-farebox revenue

‡ Business/Other Revenues net of amounts transferred to General Fund in the forecast.

## SUPPORTING AND OPPOSING CAMPAIGNS

The campaign in favor of the initiative was led by Tim Eyman and Permanent Offense, Eyman's political action committee established to campaign for anti-tax initiatives.<sup>19</sup> Eyman and I-976 supporters said that the initiative would end an outdated vehicle valuation fee schedule, which they claimed was dishonest. Three legislators proposed bills to change the method Sound Transit uses to calculate car tabs, but all failed.<sup>20</sup>

The campaign opposing the initiative was led by the Keep Washington Rolling coalition and the Northwest Progressive Institute. Opponents of the initiative feared that its passage would cut funding for ongoing transportation projects, including voter-approved measures, such as Sound Transit 3. Sound Transit 3, an approved 2016 Seattle ballot, not only granting Sound Transit the authority to impose an additional 0.8 percent MVET tax, but also initiated a \$53.8 billion program to expand the regional public transit system.<sup>21</sup>

### SUPPORTING CAMPAIGN

#### Sponsors:

- Tim Eyeman<sup>22</sup>
- Permanent Offense<sup>23</sup>
- Washington State Republican Party<sup>24</sup>

#### Arguments supporting I-976:

- **Distrust of politicians and the government.** Politicians influenced by public interest groups have failed to address an issue that citizens have been protesting for over two years. Legislators have also failed to propose an alternative measure on the same ballot.
- **Everyone knows it's a problem.** The 352,000 petition signatures to get Initiative 976 on the ballot are a testament to how well known and widespread the problem is.
- **An end to fraud and price gouging.** I-976 repeals the dishonest vehicle valuation schedule and will prevent state and local governments from artificially inflating the value of vehicles to generate more tax revenue.<sup>25</sup>
- **Washington taxes are too high and the state should utilize its surplus.** Washington is one of the highest taxed states in the nation despite record revenues and a huge \$3.5 billion tax surplus.
- **Car tabs don't impact roads.** Car tab tax revenue does not fund roads or bridges; gas taxes do.<sup>26</sup>

#### Methods:

I-976 was sponsored and championed by Tim Eyman, a conservative, anti-tax activist who has sponsored ballot measures in Washington state for the past two decades in a declared effort to save taxpayers money and rein in government.<sup>27</sup> Eyman serves as the chair of Permanent Offense, the political committee he formed in 2000. After hiring signature gatherers, Eyman

announced in January 2019 that he had submitted 350,000 voter signatures, which provided a healthy cushion above the 259,622 signatures needed to place I-976 on the ballot.<sup>28</sup>

Although the campaign never launched any television ads Eyman has a talent for attracting media attention and projected his support whenever possible. Eyman spoke in a series of public forums, council hearings, board meetings, and debates, several which were televised. Those that were not televised were taped and advertised by Eyman and Permanent Offense. Often with Eyman as the spokesperson, the campaign advertised through county fairs, community events, signage, mailing lists, and social media.<sup>29</sup> The Facebook group, “Washingtonians Against Unfair Taxes - #wethepeoplearepissedoff”, served as a point of contact and advertising platform for the campaign.<sup>30</sup>

Eyman’s initiatives are more popular in conservative areas of the state but also rely on moderates in Western Washington who feel pressured by taxes, said, Ben Anderstone, a political consultant who has studied the results of Eyman’s initiatives. “A lot of it is just moderate Democrats who feel some need to put some restraints on the power of the governmental purse,” Anderstone said. Anderstone suspected that anger over Sound Transit car-tab taxes could bolster the initiative but was skeptical of a dramatic shift against light-rail funding.<sup>31</sup>

**Campaign finance:**

There were two committees registered in support of I-976: Voters Want More Choices and Permanent Offense, both managed by Eyman.<sup>32</sup> The supporting campaign raised substantially less money than its opposition, 60 percent of which Eyman himself loaned to the campaign.

- From 2018 to 2019, these committees received a combined total of \$829,103.79 in contributions and loans.
  - Eyman loaned \$500,000 to the Voters Want More Choices committee. As of December 10, 2019, the committee has only repaid \$5,000 of this loan.<sup>33</sup>
- From 2018 to 2019, these committees reported \$790,072.44 in expenditures.
  - Voters Want More Choices hired Citizen Solutions LLC to collect signatures for the petition to qualify this measure for the ballot. A total of \$560,000 was spent on signature gathering.<sup>34</sup>

**Top Donors to the Campaign Supporting I-976<sup>35</sup>**

Donor	Cash
Tim Eyman	\$500,000.00
National Electrical Contractors Association PAC - Puget Sound Chapter	\$25,000.00
Help Us Help Taxpayers	\$21,472.07
Suzanne M. Burke	\$12,000.00
<b>Total</b>	<b>\$558,472.07</b>

## OPPOSING CAMPAIGN

### Opponents:

- Keep Washington Rolling (KWR): an organized coalition of 182 businesses, environmental groups, transportation, and community advocates, elected officials, labor and civic groups, 531 individuals, and 17 resolutions against I-976 signed by Washington cities.<sup>36</sup> Appendix A contains a full list of these organizations.
- Top five financial contributors: Microsoft, Amazon, Vulcan, ACEC Washington, and Expedia.<sup>37</sup>

### Arguments:

- **More congestion.** I-976 repeals critical transportation funding, essentially eliminating the ability to fix dangerous highways, retrofit bridges and overpasses, fund transit, expand light rail, maintain ferries, improve freight corridors, and invest in the Washington State Patrol.<sup>38</sup> Communities will be mired in traffic congestion for decades with no alternative for crowded roads.<sup>39</sup>
- **Not fair.** I-976 specifically targets funds that pay for special services for senior citizens, veterans, children and people with disabilities.
- **Too costly.** I-976 threatens more than \$25 billion in road, rail and public transportation investments that connect millions of people to jobs, education, health care, and each other every year.<sup>40</sup>
- **Ends voter-approved projects.** The measure would inhibit decisions voters approved on transit expansion.<sup>41</sup>

### Methods:

Opponents began organizing before the initiative was even on the ballot out of fears that voters would be tempted by the reduction in taxes. The opposition campaign was led by KWR, the statewide coalition of business, labor, and transit leaders have cooperated to support and protect investments in transportation since 2005.<sup>42</sup> The campaign spent the ten months leading up to the ballot informing voters that passing the cap would gut voter approved funding for light rail, bus systems, Amtrak, and other transit improvements in western Washington.<sup>43</sup>

To spread its message, the KWR composed and aired several television ads, however these ads quickly drew criticisms and accusations of misrepresenting content and misleading viewers. An ad highlighting the 2013 I-5 Skagit River Bridge Collapse and the poor condition of 160 other bridges was accused of implying that the bridge collapsed because it was in poor condition, when in fact it collapsed after being struck by an oversized semi.<sup>44</sup> An early version of another ad features a Washington state trooper saying that she would vote no on the initiative, effectively representing the Washington State Patrol which is a violation of the agency's policy.<sup>45</sup>

### Television ads:

- 160 Bridges<sup>46</sup>
- State trooper ad<sup>47</sup>
- Less Reliable<sup>48</sup>

- Groups You Trust<sup>49</sup>
- Spokane Potholes<sup>50</sup>

Throughout its campaign KWR made efforts to highlight and enforce the link between Eyman and I-976, possibly in the hopes to draw away from the core issue, or that public distaste for the individual would translate to distaste for the ballot measure. In 2017, the city of Washington filed a lawsuit against Tim Eyman alleging money laundering claims, but Eyman filed for bankruptcy putting legal proceeding on hold. Opponents may have hoped that attaching his name to I-976 might curb the initiative’s popularity based on Eyman’s spotty history.<sup>51</sup> To implement this tactic, every audio or visual ad produced by the campaign contained the words “No on Tim Eyman’s 976” in some variant or another.<sup>52</sup> It is unclear if this focus on Eyman had the intended effect on voters, however some suggest it may have been a tactical error.<sup>53</sup>

**Keep Washington Rolling opposition ads:**



Other KWR efforts to oppose the initiative included highlighting news articles on the issue, promoting debates between Eyman and opponents, advertising on Twitter and Facebook, and issuing updated press releases.<sup>54</sup> As part of this effort Mayor of Seattle Jenny Durkan (D) signed a resolution opposing I-976 and made a statement saying it would jeopardize the well-being of municipalities across the state.<sup>55</sup>

KWR also highlighted several I-976 analyses the state conducted when the measure was being considered in the 2019 legislative session. The supporting documents detailed the projected impact of I-976 from 2019-2029. These documents included a Fiscal Impact Statement for Initiative 976, Estimated Revenue Impacts of Initiative 976, and the Multiple Agency Fiscal Note Summary conducted by the Office of Financial Management.<sup>56</sup>

**Campaign finance:**

The Keep Washington Rolling campaign raised and spent substantially more money than its opposition. A large portion of this financial advantage is thanks to significant contributions from Microsoft, Amazon, Vulcan, Inc., and other companies.

- From 2018 to 2019, this committee reported \$5,239,154 in contributions in addition to the campaigns starting balance of \$93,914.
  - All told, the business community spent about \$2.9 million on the campaign to defeat I-976; nearly two-thirds of the total contributions to the campaign.
  - Microsoft, the largest donor, opposed I-976 “because its passage would force essential transportation projects and programs to be delayed or abandoned at a

time when the growth of our economy and our population demands more investment in transportation infrastructure.”<sup>57</sup>

- From 2018 to 2019, this committee reported \$5,240,969 in expenditures.<sup>58</sup>

### Top Donors to the Campaign Opposing I-976

Donor	Cash	In-kind	Total
Microsoft	\$650,000.00	\$0.00	\$650,000.00
Amazon	\$500,000.00	\$48.11	\$500,048.11
Vulcan, Inc. <sup>59</sup>	\$200,000.00	\$44,893.59	\$244,893.59
ACEC Washington <sup>60</sup>	\$150,000.00	\$0.00	\$150,000.00
Expedia <sup>61</sup>	\$100,000.00	\$0.00	\$100,000.00
Union of Operating Engineers <sup>62</sup>	\$100,000.00	\$0.00	\$100,000.00
Alaska Airlines <sup>63</sup>	\$65,000.00	\$0.00	\$65,000.00
PEMCO	\$50,000.00	\$0.00	\$50,000.00
Carpenters	\$50,000.00	\$0.00	\$50,000.00
Puget Sound Energy	\$35,000.00	\$0.00	\$35,000.00
Premera Blue Cross	\$25,000.00	\$0.00	\$25,000.00
Laborers	\$25,000.00	\$0.00	\$25,000.00
Washington State Building and Construction Trades Council	\$25,000.00	\$0.00	\$25,000.00
Avista	\$20,000.00	\$0.00	\$20,000.00
Washington State Democrats	\$19,637.00	\$0.00	\$19,637.00
BP Cherry Point refinery	\$15,000.00	\$0.00	\$15,000.00
Washington State Troopers PAC	\$10,000.00	\$0.00	\$10,000.00
Seattle Mariners <sup>64</sup>	\$10,000.00	\$0.00	\$10,000.00
<b>TOTAL</b>	<b>\$2,049,637.00</b>	<b>\$44,941.70</b>	<b>\$2,094,578.70</b>

## AFTERMATH OF I-976

After I-976 passed with almost 53 percent of the vote, state and local governments were projected to lose billions in revenue over next decade. The Washington State Office of Financial Management and its Transportation Revenue Forecast Council prepared multiple financial impact statements analyzing what revenue would be lost if I-976 was implemented. The Forecast Council predicted state government would lose about \$3.53 billion from 2020-2029 due to I-976 policies.<sup>65</sup> Local governments could directly lose an estimated total of \$3.9 billion from 2020-2029 due to I-976 policies.<sup>66</sup>

This would cause a loss of funding for numerous transit and transportation projects across the state. Washington Gov. Jay Inslee (D), who opposed I-976, responded by deferring all Washington State Department of Transportation projects not in progress and ordering transportation related agencies curb non-critical spending.<sup>67</sup> State legislators also braced for future cuts of hundreds of millions of dollars in spending, while some municipality officials from King County and Seattle prepared suits challenging the constitutionality of Initiative 976.<sup>68</sup>

## FINANCIAL IMPACT AND POTENTIAL REVENUE LOSSES

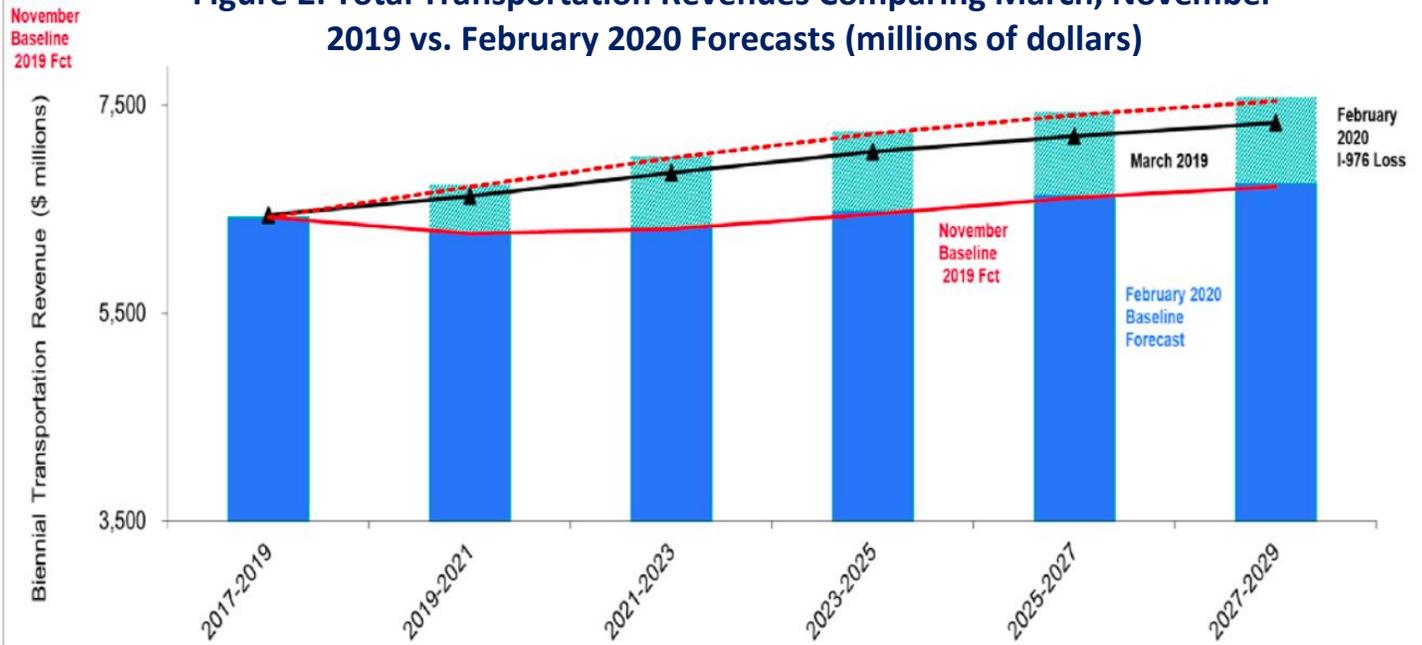
To examine the impact that I-976 will have on the various transportation revenue sources the Transportation Revenue Forecast Council conducted a forecast overview and evaluation, which was published February 19, 2020. The council drew the following key conclusions:

- Transportation revenues for the 2019-21 biennium (Figure 2) are anticipated to be \$6.279 billion, which is \$14.1 million or 2.2% below the 2017-2019 biennium. This is a significant reversal from the previous trend seen in FY 2019, when total transportation revenues came in at \$3.242 billion, which was a 2% increase annually. The current estimated decline is mainly due to the current biennium incorporating the impacts of I-976. Next biennium, actual baseline revenue for transportation is anticipated to be \$6.328 billion.
- Fuel tax revenue is up a little by \$14 million or 0.4% from the Nov. 2019 forecast in the current biennium due to special fuel tax collections coming in above forecast. Next biennium, fuel taxes are up as well by \$19.7 million over the last forecast, due to higher diesel taxes.
- License, permits, and fees (LPF) revenue is up by \$1.7 million or 0.14% from the Nov. 2019 forecast in the current biennium due to higher truck revenue. Next biennium, the LPF revenue is down minimally by \$0.53 million.
- For the 10-year forecast horizon, total baseline revenue is projected to be \$32.47 billion, which is higher than the last forecast by \$126.7 million or (0.4%) from the Nov. 2019 forecast. The change in revenue is due to higher diesel tax collections and more LPF and ferry revenue. Most all revenue sources are up from the last forecast. If the impact of the I-976 was removed from the February forecast, total revenues would be \$17 million higher than the last forecast and \$108.7 million above the Mach baseline forecast in the current biennium.<sup>69</sup>
- The February 2020 projections of real personal income growth rates provide minor revisions downward beginning in FY 2021 compared to the November forecast.

Employment projections are up in the near-term compared to November and down in the long-term since the November forecast. Retail gas and diesel prices are down from the November projections in the long-term. The current B5 biodiesel price forecast is also down currently compared to the last forecast.<sup>70</sup>

- Figure 1 compares transportation revenue forecasts from February 2020, November 2019 and March 2019.<sup>71</sup>
  - The blue bars denote the 2020 February forecast, which estimates revenue adjusted by anticipated losses due to I-976
  - The red dash line represents an alternative February forecast that does not include anticipated losses due to I-976 and is shown as the sum of the blue and teal bars.
  - The teal portion of the bar shows the loss in transportation revenues due to I-976.
  - The solid red line shows a prior November Baseline forecast.
  - The black line shows a prior March Baseline forecast.

**Figure 2: Total Transportation Revenues Comparing March, November 2019 vs. February 2020 Forecasts (millions of dollars)**



The Forecast Council also provided a breakdown of the potential state revenue loss by revenue account, as seen in figure 3.

**Figure 3: Change in Revenue (I-976 Impacts) From  
February 2020 Baseline Revenue (in millions)**

<b>Impacted Accounts</b>	<b>FY 2020- 2021</b>	<b>FY 2022- 2023</b>	<b>FY 2024- 2025</b>	<b>FY 2026- 2027</b>	<b>FY 2028- 2029</b>	<b>Total</b>
Snowmobile Account	-\$0.68	-\$0.90	-\$0.90	-\$0.90	-\$0.90	<b>-\$4.28</b>
WSP Highway Account	-\$23.58	-\$31.73	-\$31.92	-\$32.25	-\$32.75	<b>-\$152.23</b>
Transportation Partnership Account	-\$12.16	-\$16.37	-\$16.47	-\$16.64	-\$16.89	<b>-\$78.53</b>
Rural Arterial Trust Account	-\$0.79	-\$1.82	-\$2.50	-\$3.22	-\$3.90	<b>-\$12.23</b>
Motor Vehicle Account	-\$70.08	-\$98.16	-\$105.10	-\$112.89	-\$120.65	<b>-\$506.88</b>
Puget Sound Ferry Operations	-\$1.45	-\$1.95	-\$1.96	-\$1.99	-\$2.01	<b>-\$9.36</b>
Transportation Improvement Account	-\$0.79	-\$1.82	-\$2.50	-\$3.22	-\$3.90	<b>-\$12.23</b>
Multimodal Account	-\$337.97	-\$523.78	-\$601.33	-\$620.51	-\$638.76	<b>-\$2,722.35</b>
Nickel Account	-\$5.52	-\$7.43	-\$7.48	-\$7.55	-\$7.67	<b>-\$35.65</b>
<b>Total</b>	<b>-\$453.01</b>	<b>-\$683.95</b>	<b>-\$770.15</b>	<b>-\$799.19</b>	<b>-\$827.46</b>	<b>-\$3,533.76</b>

## I-976 IMPACTS ON REVENUE AND ALLOCATION

Figure 4 shows a revenue forecast from the Transportation Revenue Forecast Council for the current biennium and the next decade according to transportation revenue sources. This forecast includes the impact of I-976.

**Figure 4: Current Baseline Forecast (With Impact I-976) to Prior Baseline Forecast Biennium Comparison of All Transportation Revenues<sup>72</sup>**

February 2020 forecast – millions of dollars

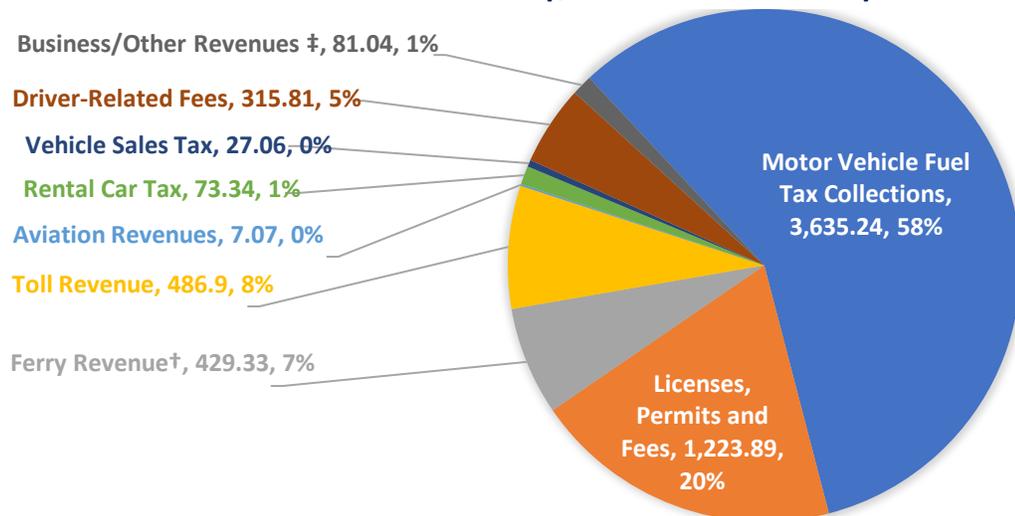
	<b>Current Biennium 2019-2021</b>	<b>10-Year Period (2019-2029)</b>
<b><u>Sources of Transportation Revenue</u></b>		
Motor Vehicle Fuel Tax Collections	3,635.24	18,717.16
Licenses, Permits and Fees	1,223.89	6,038.10
Ferry Revenue†	429.33	2,279.65
Toll Revenue	486.9	2,923.61
Aviation Revenues	7.07	36.5
Rental Car Tax	73.34	399.38
Vehicle Sales Tax	27.06	27.06
Driver-Related Fees	315.81	1,640.41
Business/Other Revenues ‡	81.04	412.1
<b>Total Revenues</b>	<b>6,279.67</b>	<b>32,473.96</b>
<b><u>Distribution of Revenue</u></b>		
Motor Fuel Tax Refunds and Transfers	<b>235.79</b>	<b>1,243.58</b>
<b>State Uses</b>		
Motor Vehicle Account	1,247.11	6,503.98
Transportation 2003 (Nickel) Account	429.61	2,199.16
Transportation 2005 Partnership Account	632.7	3,244.76
Connecting Washington Account	814.89	4,184.41
Multimodal Account	202.42	600.24
Special Category C Account	51.36	263.73
Puget Sound Capital Construction Account	37.37	191.88
Puget Sound Ferry Operations Account	489.93	2,577.50
Capital Vessel Replacement Account	64.73	352.62
Tacoma Narrows Bridge Account	171.6	897.83
High Occupancy Toll Lanes Account	11.07	91.61
SR 520 Corridor Account	187.62	1,056.09
SR 520 Corridor Civil Penalties Account	6.35	35.61
Interstate 405 Express Toll Lanes Operations	66.36	508.38

Alaskan Way Viaduct Replacement Account	43.91	334.1
Aeronautics Account	6.99	36.03
Washington State Aviation Account	0.08	0.47
State Patrol Highway Account	442.62	2,317.26
Highway/Motorcycle Safety Accounts	289.67	1,504.38
School Zone Safety Account	0.83	4.36
Other accounts	21.65	111.24
Electric Vehicle Account	19.81	76.75
Ignition Interlock Devices Revolving Account	8.66	43.11
Multiuse Roadway Safety Account Collections	0.32	1.6
<b>Total for State Use</b>	<b>5,247.66</b>	<b>27,137.08</b>
<b>Local Uses</b>		
Cities	196.97	1,011.41
Counties	317.56	1,630.86
Transportation Improvement Board	210.7	1,084.18
County Road Administration Board	71	366.86
<b>Total for Local Use</b>	<b>796.22</b>	<b>4,093.30</b>
<b>Total Distribution of Revenue</b>	<b>6,279.67</b>	<b>32,473.96</b>

† Ferry Fares plus non-farebox revenue

‡ Business/Other Revenues net of amounts transferred to General Fund in the forecast.

**Figure 5: Sources of Transportation Revenue  
2019-21 Biennium in millions (\$6.28 billion in total)**



## IMPACT ON LOCAL GOVERNMENTS AND TRANSPORTATION BENEFIT DISTRICTS

Transportation benefit districts (TBD) are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects. The most common TBD funding source is a councilmanic vehicle license fee up to \$50 without voter approval, or up to \$100 with voter approval. TBD revenue may be used for transportation improvements included in a local, regional, or state transportation plan. Improvements can range from roads and transit service to sidewalks and transportation demand management. Construction, maintenance, and operation costs are eligible.

As of December 19, 2019, the Municipal Research and Services Center identified 109 cities and towns and five counties that have formed transportation benefit districts (TBD), 60 of which had a vehicle license fee implemented.<sup>73</sup> Based on early FY 2019 data these vehicle license fees were estimated to generate a total of \$61.95 million in FY 2019.

I-976 eliminates vehicle license fees as an option for TBDs, meaning TBDs must find another revenue source. The most common alternative to vehicles license fees is a 10-year sales and use tax of up to 0.2%, which must be approved by a simple majority of voters.<sup>74</sup> If extrapolated from 2020 to 2029, local governments with TBDs will lose a rough total of \$602 million if they do not replace their license fee with another tax.<sup>75</sup>

A full list of TBD's can be found in Appendix B.

## IMPACT ON LOCAL GOVERNMENT AND SOUND TRANSIT

The Central Puget Sound Regional Transit Authority (RTA), also referred to as Sound Transit, is a public transit agency serving the Seattle metropolitan area in Washington state. The agency builds and operates a variety of regional transit service throughout the urban areas of Pierce, King and Snohomish Counties. Sound transit funds construction, operations, and maintenance with a combination of grants, proceeds from debt, fares, other miscellaneous sources, and local taxes approved by voters. These taxes contribute over half of the agency's current and projected revenue.<sup>76</sup>

An RTA tax is a tax approved by voters within the Sound Transit District to build and operate the regional mass transit system. As of December 1, 2019, were at the following rates:

- Car tab (motor vehicle excise tax) - 1.1% (\$110 annually for each \$10,000 of vehicle valuation)
- Property tax - \$0.25 annually per \$1,000 of assessed valuation (\$100 annually on a \$400,000 house)
- Sales and use tax - 1.4% (\$0.14 on a \$10 taxable purchase)
- Rental car sales - 0.8 percent (\$0.80 on a \$100 car rental)

I-976 allows, and state law requires, Sound Transit to continue collecting its current voter-approved Motor Vehicle Excise Tax and its Rental Car Tax until all bond and other debts secured by the taxes are repaid. The initiative requires Sound Transit to accelerate repayment of these

bonds and other debts.<sup>77</sup> If the bonds are not able to be defeased, the RTA MVET will remain unchanged to pay off the bonds. If the bonds are able to be defeased, Sound Transit could lose approximately \$328 million annually in previously anticipated revenue (based on 2018 revenue).<sup>78</sup>

To repay its bonds and debts early, Sound Transit would have to collect additional taxes and divert revenues from transit projects in order to pay the cost of bond defeasance, refinancing, or retirement. This would require cutting or significantly delaying Sound Transit projects and services. An analysis shows that delays of approximately five years could be required for projects not already under construction or under contract. This would require local taxpayers to pay an estimated \$25 billion more to absorb inflation of project costs and repay additional and higher-interest debt.<sup>79</sup>

This puts the agency in a vulnerable position as it continues a 25-year \$54 billion plan to expand transit service in Pierce, King, and Snohomish counties. The agency is projected to lose \$6.95 billion in Sound Transit MVET revenues forecasted through 2041, which will cause certain light-rail projects to be canceled or delayed.<sup>80</sup>

## LAWSUIT

Soon after the initiative received voter approval, Seattle, King County, the Garfield County Transportation Authority, and six other plaintiffs sued, arguing the measure violated several constitutional provisions.<sup>81</sup> A King County Superior Court judge granted an injunction, which was then upheld by the State Supreme Court. This injunction stopped I-976 from taking effect as scheduled on Dec. 5 2019; halting the initiative until a final ruling is made.<sup>82</sup>

In February 2020, King County Superior Court Judge Marshall Ferguson rejected and dismissed all but two of the plaintiffs' constitutional claims and left the "preliminary injunction" on Initiative 976 in place until those two remaining claims were resolved. Ferguson ruled that the plaintiffs did not demonstrate that the ballot summary was misleading or that the measure violated Washington's single-subject rule.<sup>83</sup>

In March 2020, the first of the remaining two challenges succeeded: Ferguson ruled that provisions of the initiative requiring vehicle values to be based on the Kelley Blue Book violated the "privileges and immunities" clause of the state constitution. However, Ferguson determined that the unconstitutional provisions favoring Kelley Blue Book were "severable" from the rest of Initiative 976, which was preserved. The second remaining constitutional challenge was specific to the city of Burien, which argued that Initiative 976 unconstitutionally impairs its legal contracts with its bondholders. Judge Ferguson planned to let Initiative 976 go into effect for the whole state except Burien while the city of Burien's claim is still being litigated.<sup>84</sup>

On March 27, Judge Ferguson granted the plaintiffs' emergency motion to delay Initiative 976 until the Washington State Supreme Court rules on the issue. The state's Supreme Court will consider whether Judge Ferguson's order lifting the preliminary injunction for the state, except

for Burien, should go into effect, or whether it should be “stayed” pending the appeal. The high court will also decide whether to retain the appeal for direct review.<sup>85</sup>

## ANALYSIS – WHY THE OPPOSING CAMPAIGN FAILED

The campaign opposing I-976 held several advantages in its race against the supporting campaign, however its disadvantages were significant and can likely explain the voting results. Despite spending six times more than Eyman and his campaign, the opposing effort lacked several key features that typically seen in an effective ballot campaign.

### BROAD COALITIONS AND GRASSROOTS MOBILIZATION

Keep Washington Rolling (KWR) built a large diverse coalition of business, labor, and transit leaders and spent ten months informing voters of why I-976 should not pass. This is a critical factor in many ballot campaigns; however, the presence of massive coalition is unlikely to carry the same weight with voters as it does with legislators. Legislators weigh the prominent opinions expressed by large organizations, while many voters will likely only consider their own individual preference.

In addition, KWR and its campaign did not have the same grassroots mobilization effort the supporting campaign displayed. Eyeman proposed the initiative in March 2018 and spent the next eight months gathering 350,000 signatures to place I-976 on the ballot in January 2019.<sup>86</sup> KWR was not contesting the initiative until January 2019, and by then Eyeman had already gathered a significant supporter base.

### EFFECTIVE CAMPAIGN STRATEGIES

KWR's campaign strategies may have backfired in several ways. KWR composed and aired at least five different television ads, however these ads quickly drew public criticisms and accusations of misrepresenting content and misleading viewers. Some of these criticisms were highlighted on Washington State news channels. This negative interpretation plaid into the hand of the supportive campaign, which, from the onset, espoused distrust of politicians, the government, and Sound Transit.

Similarly, KWR made efforts to enforce the link between Eyman and I-976, possibly in the hopes that public distaste for the individual would translate to distaste for the ballot measure and curb the initiative's popularity. It is unclear if this focus on Eyman had the intended effect on voters, however some suggest it may have been a tactical error.<sup>87</sup> This may have in fact just provided the Eyeman with extra representative and recognition.

### SUPPORTIVE INDIVIDUALS TO CHAMPION THE CAMPAIGN

Effective campaigns often feature an individual, often the state governor, as a staunch supporter that champions and enforces the campaign's messaging. This "champion" ideally provides social and political clout to the campaign that will attract support from other officials and the public. This often increases the likelihood of passing a proposal.<sup>88</sup>

In this instance, KWR and the supportive campaign did not feature a prominent champion. Gov. Jay Inslee along with numerous mayors and legislators were officially part of the KWR coalition and against I-976, but none provided the required leadership to become the public face of the opposition.

In contrast, Eyeman served as the only champion of the supporting campaign, constantly speaking publicly at debates, conferences, and media events.

#### A LACK OF POLITICAL LEADERSHIP

Similar to the having a champion, strong political leadership from the legislature can also contribute to an effective campaign.<sup>89</sup> While the State Legislature could not prevent I-976 from being approved, it also didn't provide an alternative to the proposed initiative which would have also been placed on the ballot. The Legislature rejected I-976, thereby placing it on the 2019 general election ballot, in the hopes that it would fail, and transportation policies would remain unchanged.

The supporting campaign capitalized on this decision from the Legislature, by promoting the notion that state legislators influenced by public interest groups failed to address an issue that citizens have been protesting for over two years and have yet again failed to propose an alternative measure.

#### CONTINUATION OF A PATTERN

Washington State politics has experienced this pattern in 2010 and 2015 when state officials transferred millions provided by driver taxes and fees to non-highway purposes.<sup>90</sup> The approval of I-976 may discourage lawmakers from diverting money collected from drivers away from road projects to other programs, a practice which has drawn criticism in the past.<sup>91</sup> Similarly, concerns over I-976's implementation are akin to those that were expressed about Initiative 695 in 2000. A year after the passage of Initiative 695, government agencies adapted to a loss of revenue through a combination of reordered budget priorities, program savings, and alternative revenue sources.<sup>92</sup>

## APPENDIX A: FULL LIST OF NO ON I-976 ENDORSEMENTS

### BUSINESS & ECONOMY

- A & R Solar
- American Council of Engineering Companies – Washington
- American Council of Engineering Companies – Oregon
- Association of General Contractors, Washington
- Association of General Contractors, Inland Northwest Chapter
- Association of Washington Business
- Bellevue Chamber of Commerce
- Bellevue Downtown Association
- Downtown Seattle Association
- Economic Alliance of Snohomish County
- Expedia
- Fire Mountain Solar
- GeoEngineers, Inc.
- Greater Seattle Business Association: Washington’s LGBTQ and Allied Chamber
- Greater Spokane Incorporated
- Greater Vancouver Chamber of Commerce
- H.W. Lochner, Inc.
- Nichols Brothers Boat Builders
- NW National Construction Alliance
- PRR
- Seattle Aquarium
- Seattle Metropolitan Chamber of Commerce
- Tacoma-Pierce County Chamber of Commerce
- Washington Economic Development Association
- Washington Roundtable

### ENVIRONMENT, TRANSPORTATION, & COMMUNITY ADVOCATES

- 350 Seattle
- All Aboard Washington
- Alliance for Jobs and Clean Energy
- Asian Counseling and Referral Service
- Community Center for Education Results
- Audubon Washington
- Cascade Bicycle Club
- Climate Solutions
- Downtown on the Go
- Earth Ministry
- El Centro de la Raza
- Feet First
- Front and Centered
- Futurewise
- Got Green
- Healthy King County

- HomeSight
- Housing Development Consortium
- Kent Youth and Family Services
- Kitsap Environmental Coalition
- Lid I-5
- MIG
- National Resources Defense Council
- The Nature Conservancy
- New Progressive Alliance
- Northwest Energy Coalition
- Puget Sound Sage
- RE Sources for Sustainable Communities
- School’s Out Washington
- Seattle/King County Coalition on Homelessness
- Seattle Neighborhood Greenways
- Seattle Subway
- Sierra Club
- Transit Riders Union
- Transportation Choices Coalition
- The Urbanist
- Washington Bikes
- Washington Environmental Council/Washington Conservation Voters
- Welcoming Wallingford
- The Wilderness Society
- Youth Development Executives of King County
- YouthCare

### CIVIC

- 5th District Democrats
- 27th District Democrats
- 34th District Democrats
- 36th District Democrats
- 37th District Democrats
- 38th District Democrats
- 41st District Democrats
- 43rd District Democrats
- 46th District Democrats
- 47th District Democrats
- Chelan County Democrats
- Fuse Washington
- Jefferson County Democrats
- King County Young Democrats
- Kitsap County Democrats
- League of Women Voters
- Mainstream Republicans
- Majority Rules
- North Seattle Progressives
- Northwest Progressive Institute

- Olympia Indivisible
- Retired Public Employees Council of Washington
- San Juan County Democrats
- Skagit County Democrats
- Spokane County Democrats Executive Committee
- Washington State Democrats
- Washington State Patrol Lieutenants and Captains Association
- Washington State Patrol Troopers Association
- Whatcom County Democrats

## LABOR

- Amalgamated Transit Union Legislative Council of Washington State
- ATU 587
- Central Puget Sound Carpenters Local 30
- IBEW 46
- IBEW 73
- IBEW 76
- IBEW 112
- IBEW 191
- Inlandboatmen’s Union of the Pacific
- IUOE 302
- Laborers Local 238
- Longview/Kelso Building Trades Council
- Pacific Northwest Regional Council of Carpenters
- SEIU Healthcare 1199NW
- Spokane Regional Labor Council AFL-CIO
- UAW 4121
- Washington and Northern Idaho District Council of Laborers
- Washington Federation of State Employees, AFSCME
- Washington State Building & Construction Trades Council, AFL-CIO
- Washington State Labor Council, AFL-CIO

## ELECTED OFFICIALS

- Governor Jay Inslee
- Mayor Jenny Durkan, City of Seattle
- Mayor Dave Earling, City of Edmonds
- Mayor Cassie Franklin, City of Everett
- Mayor Jennifer Gregerson, City of Mukilteo
- Mayor Kyoko Matsumoto Wright, City of Mountlake Terrace
- Mayor Anne McEnerny-Ogle, City of Vancouver
- Mayor Nicola Smith, City of Lynnwood
- Mayor Penny Sweet, City of Kirkland
- Mayor Victoria Woodards, City of Tacoma
- Executive Dow Constantine, King County

- Executive Dave Somers, Snohomish County
- State Senator Andy Billig
- State Senator Mona Das
- State Senator Steve Hobbs
- State Senator Sam Hunt
- State Senator Joe Nguyen
- State Senator Emily Randall
- State Senator Rebecca Saldaña
- State Senator Lisa Wellman
- State House Representative Lisa Callan
- State House Representative Mike Chapman
- State House Representative Lauren Davis
- State House Representative Beth Doglio
- State House Representative Jake Fey
- State House Representative Joe Fitzgibbon
- State House Representative Mia Gregerson
- State House Representative Zack Hudgins
- State House Representative Shelley Kloba
- State House Representative Nicole Macri
- State House Representative Jared Mead
- State House Representative Timm Ormsby
- State House Representative Lillian Ortiz-Self
- State House Representative Mike Pellicciotti
- State House Representative Bill Ramos
- State House Representative Marcus Riccelli
- State House Representative Cindy Ryu
- State House Representative Sharon Shewmake
- State House Representative Monica Stonier
- State House Representative Gael Tarleton
- State House Representative Sharon Tomiko Santos
- State House Representative Vandana Slatter
- State House Representative Amy Walen
- Commissioner Helen Price Johnson, Island County
- Councilmember Claudia Balducci, King County Council
- Councilmember Angela Birney, City of Redmond
- Councilmember Larry Brown, City of Auburn
- Councilmember Kate Burke, City of Spokane
- Councilmember Rod Dembowski, King County Council
- Councilmember Clark Gilman, City of Olympia
- Councilmember Karen Guzak, City of Snohomish
- Councilmember Dennis Higgins, City of Kent
- Councilmember Rick Hughes, San Juan County Council
- Councilmember Steven Kasner, East Bellevue Community Council
- Councilmember Phillippa Kassover, City of Lake Forest Park
- Councilmember Joe McDermott, King County Council

- Councilmember Ryan McIrvin, City of Renton
- Councilmember Ryan Mello, City of Tacoma
- Councilmember Abel Pacheco, City Seattle
- Councilmember Ed Prince, City of Renton
- Councilmember Paul Roberts, City of Everett
- Council President Ben Stuckart, City of Spokane
- Councilmember Ryan Walters, City of Anacortes
- Councilmember Ben Wick, City of Spokane Valley
- Councilmember Lynda Zeman, City of Lacey
- Boardmember Kirstin Haugen, King Conservation District

#### RESOLUTIONS AGAINST I-976

- Affiliated Tribes of Northwest Indians
- City of Auburn
- City of Bainbridge Island
- City of Burien
- City of Cheney
- City of Edmonds
- City of Everett
- City of Kenmore
- City of Kirkland
- City of Lake Forest Park
- City of Lynnwood
- City of Sammamish
- City of Seattle
- City of Shoreline
- City of Tacoma
- City of Tumwater
- City of Vancouver

## APPENDIX B: LIST OF TRANSPORTATION BENEFIT DISTRICTS

### City Transportation Benefit Districts (TBDs) in Washington State

(as of December 19, 2019)<sup>93</sup>

City	County/Counties	Sales Tax	Vehicle License Fee	FY 2019 Estimated Revenue
Aberdeen	Grays Harbor	0.18%		
Airway Heights	Spokane	0.20%		
Anacortes	Skagit	0.20%		\$339,686
Arlington	Snohomish	0.20%		
Auburn	King/Pierce			
Bainbridge Island	Kitsap		\$20	\$427,264
Battle Ground	Clark		\$20	\$279,536
Bellingham	Whatcom	0.20%		
Black Diamond	King		\$20	\$98,050
Blaine	Whatcom	0.20%		
Bothell	King/Snohomish			
Bremerton	Kitsap		\$20	\$549,381
Bridgeport	Douglas		\$20	\$50,173
Buckley	Pierce		\$20	\$96,782
Burien	King		\$20	\$755,162
Carbonado	Pierce		\$20	\$14,810
Castle Rock	Cowlitz	0.20%		
Centralia	Lewis	0.20%		
Chehalis	Lewis	0.20%		
Clarkston	Asotin	0.20%		
College Place	Walla Walla			
Connell	Franklin	0.20%		
Covington	King		\$20	\$342,279
Dayton	Columbia	0.20%		
Des Moines	King		\$40	\$908,052
DuPont	Pierce		\$20	\$93,862
Duvall	King	0.20%		
East Wenatchee	Douglas		\$20	\$246,989
Eatonville	Pierce		\$20	\$60,727
Edgewood	Pierce		\$20	\$199,950
Edmonds	Snohomish		\$20	\$693,852
Electric City	Grant		\$20	\$16,474
Ellensburg	Kittitas	0.20%		
Elmer City	Okanogan		\$20	\$5,584
Enumclaw	King	0.10%	\$20	\$235,089
Ephrata	Grant	0.20%		

Everett	Snohomish		\$20	\$1,483,746
Ferndale	Whatcom	0.20%		
Fife	Pierce		\$20	\$158,717
Friday Harbor	San Juan	0.20%		
George	Grant	0.20%	\$20	\$12,434
Gig Harbor	Pierce	0.20%		
Grand Coulee	Grant	0.20%		
Grandview	Yakima		\$20	\$174,557
Granite Falls	Snohomish		\$20	\$74,884
Kalama	Cowlitz		\$40	\$68,112
Kelso	Cowlitz		\$20	\$184,774
Kenmore	King		\$20	\$356,219
Kirkland	King			
Kittitas	Kittitas		\$20	\$20,988
Lacey	Thurston	0.20%		
Lake Forest Park	King		\$40	\$434,201
Lakewood	Pierce		\$20	\$795,356
Leavenworth	Chelan	0.20%		
Liberty Lake	Spokane			
Long Beach	Pacific	0.20%		
Longview	Cowlitz		\$20	\$586,080
Lynden	Whatcom	0.20%		
Lynnwood	Snohomish	0.10%	\$40	\$1,141,071
Mabton	Yakima		\$20	\$33,066
Maple Valley	King		\$20	\$393,584
Marysville	Snohomish	0.20%		
Mattawa	Grant	0.20%		
Mercer Island	King		\$20	\$386,539
Monroe	Snohomish	0.20%		
Moses Lake	Grant	0.20%		
Mountlake Terrace	Snohomish		\$20	\$322,700
Mount Vernon	Skagit	0.20%		
Mukilteo	Snohomish	0.10%		
Normandy Park	King		\$20	\$113,454
North Bend	King	0.20%		
Oak Harbor	Island	0.20%		
Ocean Shores	Grays Harbor	0.20%		
Olympia	Thurston		\$40	\$1,682,756
Orting	Pierce		\$20	\$128,763
Othello	Adams	0.20%		
Port Angeles	Clallam	0.20%		
Port Orchard	Kitsap		\$20	\$222,922

Prosser	Benton		\$25	\$93,179
Richland	Benton		\$20	\$949,780
Ridgefield	Clark		\$20	(No data - TBD effective 7-1-19)
Roy	Pierce		\$20	\$14,098
Royal City	Grant		\$20	\$25,740
Seattle	King	0.10%	\$80	\$32,322,535
Sedro-Woolley	Skagit		\$20	\$191,941
Sequim	Clallam	0.20%		
Shelton	Mason	0.20%		
Shoreline	King	0.20%	\$40	\$823,179
Snohomish	Snohomish	0.20%		
Snoqualmie	King		\$20	\$201,488
Soap Lake	Grant		\$20	\$25,463
Spokane	Spokane		\$20	\$2,987,290
Stanwood	Snohomish	0.20%		
Steilacoom	Pierce			
Tacoma	Pierce	0.10%	\$20	\$2,862,678
Toppenish	Yakima		\$20	\$144,698
Tumwater	Thurston	0.20%		
Twisp	Okanogan	0.20%		
University Place	Pierce		\$35	\$471,425
Vancouver	Clark		\$40	\$4,791,403
Waitsburg	Walla Walla	0.10%		
Walla Walla	Walla Walla	0.20%		
Wapato	Yakima		\$20	\$76,824
Washougal	Clark		\$20	(No data - TBD effective 6-1-19)
Wenatchee	Chelan		\$20	\$633,996
Wilkeson	Pierce		\$20	\$11,880
Woodland	Cowlitz/Clark			
Yakima	Yakima		\$20	\$1,424,145
Zillah	Yakima		\$20	\$50,648
<b>Total</b>				<b>\$62,291,011</b>

## REFERENCES

- <sup>1</sup> "Initiative Measure No. 976 - County Results", Washington State Office of the Secretary of State. [https://results.vote.wa.gov/results/20191105/State-Measures-Initiative-Measure-No-976\\_ByCounty.html](https://results.vote.wa.gov/results/20191105/State-Measures-Initiative-Measure-No-976_ByCounty.html)
- <sup>2</sup> "Proposed Initiatives to the Legislature - 2018", Washington State Office of the Secretary of State. <https://www.sos.wa.gov/elections/initiatives/initiatives.aspx?y=2018&t=l>
- <sup>3</sup> Ibid.
- <sup>4</sup> "Initiative Measure No. 976", Washington State Office of the Secretary of State. [https://sos.wa.gov/assets/elections/initiatives/finaltext\\_1519.pdf](https://sos.wa.gov/assets/elections/initiatives/finaltext_1519.pdf)
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