



The Washington State Good Roads and Transportation Association

proudly present our legislative priorities for the 2010 Legislative Session

As our name implies, we are advocates for our statewide transportation system. With a history of more than 100 years, our association was founded by Sam Hill, R H Thompson and former Governor Roland Hartley in 1899. Sam Hill, who became known as Mr. Highways, served as our first president. Initially the organization was known as the Washington State Good Roads Association a name that was more recently expanded to include the word Transportation to better represent the fact that we support all forms of transportation. Of interest, there was a Good Roads building and exhibit at the Alaska-Yukon-Pacific Exposition in 1909.

The Washington State Good Roads and Transportation Association promotes and fosters construction, maintenance, and improvement of good roads and transportation infrastructure throughout the State of Washington. We accomplish this by:

- providing information to our members concerning legislation, regulation, and taxation affecting transportation.
- lending our influence, as sound judgment dictates, to the development of better transportation in this state
- serving as a forum for discussion of policies and programs concerning transportation in the State
- coordinating our members in energizing and accomplishing programs that are in the best public interest for improved transportation
- developing alliances with like-minded organizations
- seeking to achieve long-term, predictable revenue for all modes of transportation
- educating the public on what transportation means to economic vitality and quality of life for all communities in the State
- serving as a citizen voice to governments at all levels for needed improvements in transportation
- assisting state and local agencies in long-range transportation planning

Our membership includes representatives from State, County, City, Transit, and Council of Government Agencies plus unions, consulting engineering companies, and construction contractors.

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Rick Door - President - Kennewick | Mark Kushner - Past President - Richland | Dennis Piatek - President Elect - Kennewick
Roger Horton - Secretary - Lacey | Robert Schuster - Treasurer - Olympia



2010 WSGRTA Legislative Agenda

While there is an extreme shortage of funding for highway projects across the state, particularly at the county and city level, there is also little support for increasing the gas tax. Therefore, the Washington State Good Roads and Transportation Association has adopted the following recommendations to reduce the cost of projects while seeking funding sources separate from the gas tax:

1) Sales tax on road projects

Sales tax is paid on road projects. This was implemented in the 60's. With gas tax revenues on the demise, paying these taxes is becoming a burden to all affected. These dollars go into the states' general fund.

WSGRTA supports eliminating sales tax on road projects or funneling these dollars back into the transportation fund.

2) Streamlining of Permitting Process

The WSGRTA supports streamlining of the permitting process. We propose reaching out to our legislators to accomplish a reduction in red tape.

We also support legislation which would prohibit "local" agency permit requirements on transportation projects.

3) Studded Tires

At its November 20, 2008 meeting, the WSGRTA took a vote to support the phasing out and eventual ban on studded tires. The position of WSGRTA for the ban on studded tires was reaffirmed at its July 2009. Phasing out the use of studded tires was also a recommendation of the Blue Ribbon Commission Report.

The WSGRTA supports working with state legislatures' to phase out and eventually ban studded tires in Washington State.

4) Alternative Funding Opportunities

- a. Tolling, provided that these funds are directed solely to the construction and maintenance cost of the projects where the tolls are collected.
- b. Hot Occupancy Tolling lanes, as stated above these revenues should also be directed only toward offsetting the implementation cost and resulting maintenance cost.
- c. Public-Private Partnerships

The WSGRTA supports these alternative funding opportunities.

5) Project Priority/Road Safety

The WSGRTA supports funding safety projects which target the reduction of fatalities. State and county rural two-lane roads, where fatalities rates are highest, need to be a priority.