

MEMO TO TRANSPORTATION FUTURES TASK FORCE

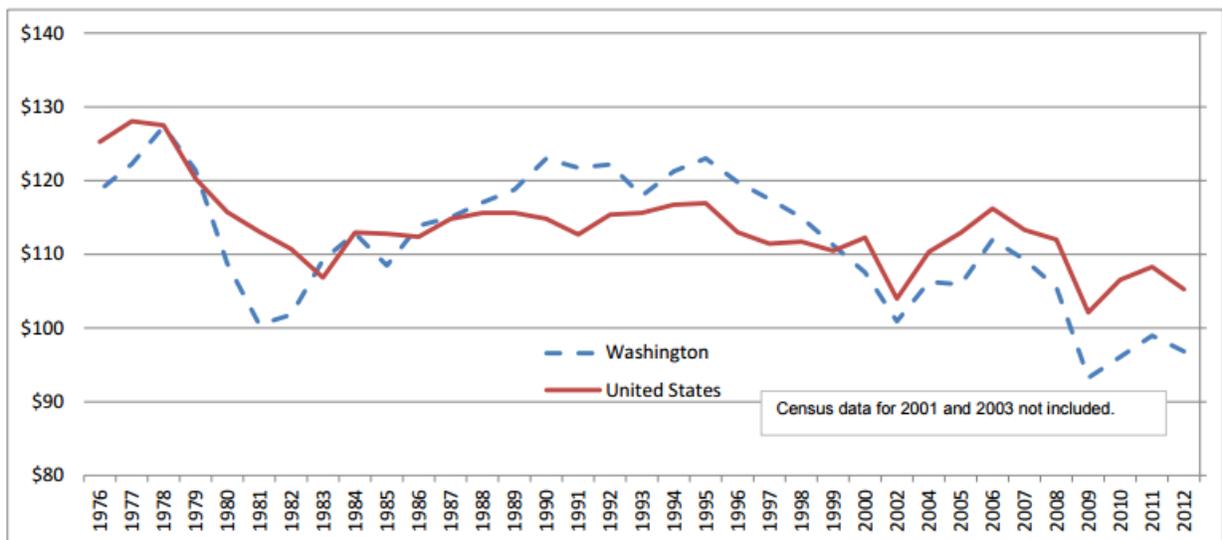
Follow-up Information from May 27 Transportation Futures Task Force Meeting

At the May 27 Transportation Futures Task Force meeting, members raised several questions in the course of the conversation on equity dimensions of transportation funding. This memo identifies the questions raised by Task Force members and supplies answers to the extent that available information is available. Staff are also available to address any additional feedback from the answers provided.

Historic & Current Tax Burden

The Task Force asked to know about current and historic tax burdens (i.e. the proportion of income in taxes paid today vs. the past). The following chart helps answer this question:

**Chart 2. State and Local Taxes Per \$1,000 of Personal Income
Washington and All States Average 1976 - 2012**



Source: Washington State Department of Revenue, 2014.

Key points to consider:

- The combined tax burden (state and local taxes) per \$1,000 of personal income has decreased since 1976 and is lower than the national average. The tax burden falls disproportionately on lower-income households, however, because of a reliance on sales tax.
- In addition to state sales taxes, local governments are also increasingly turning to sales taxes as a source of revenue instead of sources like property taxes. In 1970, property taxes accounted for 86.5% of local revenues. By 2007, that percentage had declined to 57.8%.

Source: Washington State Department of Revenue.

- <http://dor.wa.gov/docs/reports/2014/Compare14/Chart2.pdf>
- <http://dor.wa.gov/Content/AboutUs/StatisticsAndReports/2012/Compare12/default.aspx>

County Tax Generation & Contribution

The Task Force wondered about the share of tax revenues the counties in the Puget Sound are generating and the amount of these revenues that are exported outside of the Puget Sound region. Another consideration was this same question, but applied specifically to transportation revenues.

An April 2015 report from the Washington State Office of Financial Management looking at state expenditures versus state revenue collections by county (and excluding transportation funding) provides the following data points for fiscal year 2013:

- For every dollar in state tax revenue collected from King County, King County receives \$0.55 in general fund expenditures.
- For every dollar in state tax revenue collected from Kitsap County, Kitsap County receives \$1.03 in general fund expenditures.
- For every dollar in state tax revenue collected from Pierce County, Pierce County receives \$1.22 in general fund expenditures.
- For every dollar in state tax revenue collected from Snohomish County, Snohomish County receives \$0.86 in general fund expenditures.

Source: Washington State Office of Financial Management, [State Expenditures and Revenues by County: Fiscal Year 2013, April 2015](#).

A 2013 analysis prepared by the Washington State Department of Transportation (WSDOT) conducted a county by county comparison of a return per dollar contributed by citizens within each county based on state and federal transportation funds between 2004 and 2012. This comparison includes pre-existing transportation sources as well as the 2003 and 2005 transportation funding packages to arrive at the following breakdown in the Puget Sound (in the WSDOT analysis, the Puget Sound consists of King, Pierce, and Snohomish Counties only):

- The Puget Sound counties contributed approximately \$13.8 billion and received transportation distributions and expenditures in the amount of approximately \$13.3 billion, receiving \$0.96 for every \$1.00 contributed.

Source: Washington State Department of Transportation, [County By County Comparison: Return Per Dollar Contributed by Citizens within Each County State & Federal Transportation Funds. 2013 Analysis. a Nine-Year Historical Look. 2004-2012](#), February 2013.

Telecommuting Rates

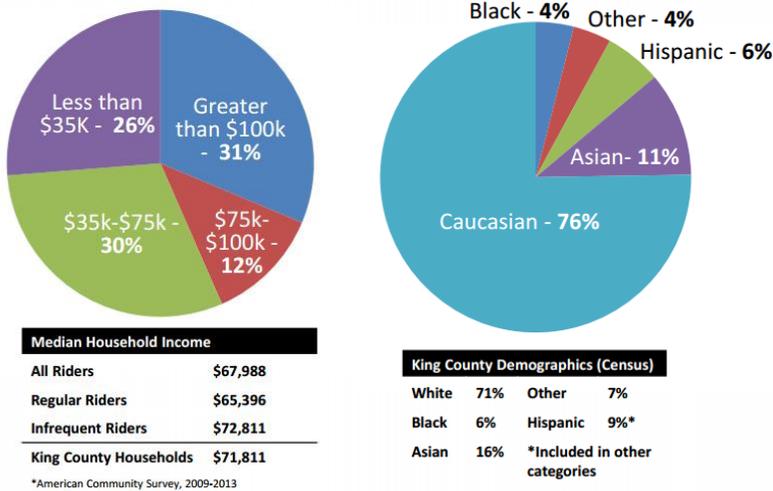
Another question that was raised by the Task Force had to do with the extent to which Puget Sound residents are telecommuting and if this trend might possibly contribute to less congestion or if population growth is negating the difference. PSRC has recently begun tracking this data for the region, but does not have earlier years for comparison. The following figures come from a household travel survey conducted by the Puget Sound Regional Council in spring 2014:

- 14.1% of workers telecommuted for some portion of the survey travel day.
 - 20% of those that telecommuted on the survey day worked a full 8-hour day, meaning that approximately 3% of people who worked on the survey travel day did so remotely.
- 25% of workers that do telecommute only do a few times per month. 10% of workers that telecommute do so 5 days a week, while another 10% of workers that telecommute do so once a week.

Source: Puget Sound Regional Council, [2014 Puget Sound Regional Travel Study](#), February 2015.

Transit Rider Demographics

Some Task Force members were interested in seeing demographic characteristics of transit riders in the region, given that approximately 88% of King County Metro riders had access to a vehicle. The following two charts indicate income and demographic characteristics of King County Metro's riders:



Source: King County Metro Transit, *King County Metro Transit 2014 Rider Survey Final Report Summary*, April 2015
 The 2014 survey was based on a random telephone (landline and cell phone) sample of 5,348 King County residents aged 16 and older. <http://metro.kingcounty.gov/am/reports/2014/2014-rider-survey-summary.pdf>