

Issue Brief

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Move Ahead Washington

In February, Senate and House Democrats agreed to a \$16.8 billion statewide transportation spending package.

SB 5974 and SB 5975 / HB 2119 and HB 2118

↩ **Where the money comes from:**

\$2.4 billion–New fees

\$2.1 billion–Tax on fuel exports

\$2 billion–General Fund

\$5.4 billion–Climate Commitment Act (CCA)

\$3.4 billion–Federal

\$1 billion–Other miscellaneous revenue including tax deferrals on highway projects and shifting sales tax on construction from the general fund to transportation.

\$956 million–Existing bond authority

▼ **Where the money goes:**

\$3 billion–Maintenance & Preservation (M&P)

\$2.5 billion–Fish passage barrier removal

\$1.1 billion–Ferries (completes 4 new vessels)

\$2.5 billion–New capital projects

\$5.4 billion–Non-highway projects



Mike Ennis

Government Affairs Director

Transportation, Land Use, Telecom and Rural Vitality

MikeE@awb.org

360.943.1600

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+ Pros:

- Funds important highway capital projects, including \$1 billion for a new bridge across the Columbia River in Vancouver
- Backfills shortfalls on highways 520, 167, and Interstate 405
- Funds the state culvert obligation
- Focus on Maintenance & Preservation (M&P)
- Builds four new ferry vessels
- Directs all new monies outside Climate Commitment Act (CCA) to roads
- Transfers \$2 billion from General Fund

- Cons:

- \$4.4 billion tax and fee increase
- Fuel export tax, first in the country and raises constitutional questions
- Local option utility tax on natural gas and telecom, highest in the nation and no nexus
- Transfers only \$2 billion from General Fund, should be more with \$11 billion reserves
- Only 25% Climate Commitment Act (CCA) for ferries, should be more given significant needs in M&P and capital
- Climate Commitment Act (CCA) projects should focus more on reducing emissions, electric and hydrogen vehicle infrastructure
- Massive increase in spending on transit, despite record revenue growth and falling demand
- Few projects in Eastern Washington
2 roads, 1 rail, about 5 non-highway
- Raises TBD sales tax option and allows council to increase it
- Reducing Amtrak and Ferry revenue by eliminating fares for riders under 18
- Expands speed camera use to school walk zones, hospitals, and public parks
- Zero dollars to local governments
- Zero dollars to:
 - › Transportation Improvement Board (TIB)
 - › County Road Administration Board (CRAB)
 - › Freight Mobility Strategic Investment Board (FMSIB)
- Removes the gas tax link to the low-carbon Clean Fuel Standard (LCFS), which violates the LCFS agreement
- Local option gas tax for border cities w/ international border from 1 cent per gallon (cpg) to 2 cpg (with vote of people), and indexed, (opposed to indexing)
- Creates electric vehicle targets to meet the 2030 emissions goals (target to ban all fossil fuel cars and light duty trucks), which are already being directed by the cap and trade

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