

## Overview: House Democrats Transportation Revenue Package Proposal

Revenues			
Highway/18 <sup>th</sup> Amendment Restricted		Flexible/Multimodal	
18 cent gas tax increase <i>(10 cents in the first year of the biennium, 8 cents in the second year; Indexed to CPI in following years)</i>	\$16.7b	Carbon Fee <i>(\$15/ton the first biennium, \$20/ton second biennium, \$30/ton third biennium; TR sector only)</i>	\$7.5b
3 cent additional diesel tax	\$386m	Passenger vehicle weight fees	\$527m
Truck License Fee by Weight	\$166m	Rental Car Sales Tax increase	\$110m
Plate Fees (Motorcycle/Car)	\$299m	Title Fees	\$76.8m
Personal Trailer Fees	\$42.1m	Aircraft Fuel Tax	\$27.2m
Other miscellaneous fees	\$36.7m	Motor Home vehicle weight fees	\$23.4m
<b>Total</b>	<b>\$17.6b</b>	<b>Total</b>	<b>\$8.3b</b>

Expenditures			
Highway/18 <sup>th</sup> Amendment Restricted		Flexible/Multimodal	
State & Local Capital Projects <i>(\$1 billion reserved for I-5 Crossing Bridge; other projects to be determined)</i>	\$6.7b	Carbon Reduction Investments <i>(Projects to be determined)</i>	\$2.5b
Maintenance & Preservation	\$4.6b	Transit grants <i>(Special needs transit, rural mobility, regional mobility, vanpool, green transit, transit fare access)</i>	\$2.6b
Culverts	\$3.5b	Transit projects	\$333m
Ferries capital	\$800m	Rail Investments	\$1.1b
Ferries operating	\$200m	Ferry electrification	\$569m
TIB preservation grants	\$828m	Bike/Ped grants	\$318m
CRAB preservation grants	\$582m	Bike/Ped projects	\$267m
WSDOT & OMWBE access & equity	\$64m	Safe Routes to Schools grants	\$290m
		Complete Streets grants	\$59m
		Connecting Communities grants	\$50m
<b>Total</b>	<b>\$17.2b</b>	<b>Total</b>	<b>\$8.3b</b>

**Policy Notes**

- The Carbon Fee is applied only to transportation sector emissions.
- The list of specific state & local capital projects will be developed in the coming weeks and ultimately negotiated with the Senate.
- Maintenance & preservation funding is expected to be allocated following a strategic plan to be developed by WSDOT.
- The current version of the proposal does not include any new revenue tools for local governments. Rep. Fey and his team have said this is an ongoing topic of discussion.
- The proposal is silent on a clean fuel standard, which is a major point of contention in the Senate.
- The proposal does not include any bonding, which means it requires only a simple majority to pass.