

# WASHINGTON'S TRANSPORTATION PROPOSALS

**FORWARD WASHINGTON**



**HOBBS**

**HOUSE TRANSPORTATION PROPOSAL**



**FEY**

**EVERGREEN TRANSPORTATION PLAN**



**SALDAÑA**

**REALLOCATE VEHICLE SALES TAX**



**KING**

**WASHINGTON STRONG**



**LEKANOFF SHEWMAKE & LOVELETT**

CAP & INVEST

**REVENUE RAISED**  
\$15.9B  
CARBON FEE  
\$15.7B

\$26.7B

\$19.4B

\$10.1B

INDETERMINATE\*

\*RAISES \$5.6B, OF WHICH A PORTION COULD BE ALLOCATED TO TRANSPORTATION

**DURATION**

16 YEARS

16 YEARS

16 YEARS

8 YEARS

4 YEARS

**REVENUE DETAIL**

CONTAINS BOTH A CAP & INVEST AND A CARBON FEE OPTION

PROPOSAL ALSO TIES GAS TAX TO INFLATIONARY ADJUSTMENT

CARBON PRICING MECHANISM IS UNSPECIFIED INCLUDES A \$3.3B VEHICLE EMISSION FEE NEW CAR SALES

\$8.2B VEHICLE SALES TAX SHIFT

ONLY ALLOCATES FUNDING FOR TRANS INFRASTRUCTURE WHICH REDUCES GHG EMISSION

**CAP & INVEST POTENTIAL REVENUE**

\$5.2B

\$5B

**CARBON FEE POTENTIAL REVENUE**

\$8.5B @ \$20/METRIC TON OF CARBON

\$7.5B @ \$15/METRIC TON OF CARBON

\$5B

\$25/METRIC TON CARBON

**GAS TAX INCREASE**

\$3.4B  
RAISES GAS TAX \$.06/GAL

\$16.7B  
RAISES GAS TAX \$.18/GAL

\$2.8B  
RAISES GAS TAX \$.05/GAL

\$835M  
RAISES GAS TAX \$.03/GAL

**PORT & FREIGHT HIGHLIGHTS**

\$100M PORT GRANT & LOAN PROGRAM

\$386M FREIGHT SPENDING (UNSPECIFIED)

**FMSIB**

\$50M

**FREIGHT RAIL**

\$213.5M (NON-PORT)

\$201 (PCC ONLY)

\$50M

**GHG REDUCTION PROJECTS**

\$500M (ELIGIBILITY TBD)

\$2.5B (ELIGIBILITY TBD)

\$300M (HYDROGEN)

INDETERMINATE

**MAINTENANCE & PRESERVATION**

\$2.7B (HIGHWAY)

\$6B (SYSTEM-WIDE)

\$3.0B (\$100M LOCAL GOV)

\$5B (HIGHWAY)

**FISH PASSAGE BARRIER REMOVAL**

\$3.5B FUNDING FROM CAP & INVEST UNSPECIFIED

\$3.5B

\$3.5B

\$2.36B (\$125M LOCAL)

**FERRY CAPITAL & ELECTRIFICATION**

\$1.3B

\$1.4B

\$2B

\$300M

**NEW PROJECT FUNDING**

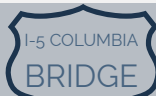
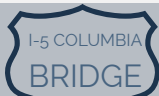
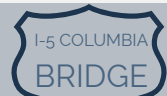
\$5.4B

\$6.7B (INCLUDES UNSPECIFIED FREIGHT FUNDING)

\$5.94B (\$1B EMERGING NEEDS)

\$1.725B

**INCLUDING...**



\*LESS THAN FULL FUNDING

