

Statewide Transportation Package Proposals



Evergreen Proposal - Proposed by Senator Saldaña

- 12 year timeframe- raises \$15.3 billion
- Uses carbon tax revenue
- Only new highway spending is Highway 2 trestle and Interstate Bridge (~\$2B)
- \$2 billion for maintenance/preservation
- Nearly fully funds culverts (\$3.2 billion)
- \$2 billion in multimodal spending: bike, pedestrian, transit grants
- \$1 billion for covid relief (no details on where this would be directed)
- \$2.5 billion for decarbonizing vehicle fleets, ferries.

House Democrats Proposal

- ★ 16 year timeframe: raises \$26 billion
- ★ Carbon tax of \$15 initially, then raised
- ★ Gas tax increase of 18 cents, then index with the CPI to keep up with inflation
- ★ \$1 billion for Interstate Bridge Project
- ★ \$5.7 billion for other new highway projects (likely Highway 2 trestle)
- ★ \$4.6 billion for preservation
- ★ \$3.5 billion for culverts
- ★ \$4 billion for multimodal investments including direct programs
- ★ \$2.5 billion for carbon reduction investments separate from ferries
- ★ No new debt- 37% of gas tax revenue currently funds debt

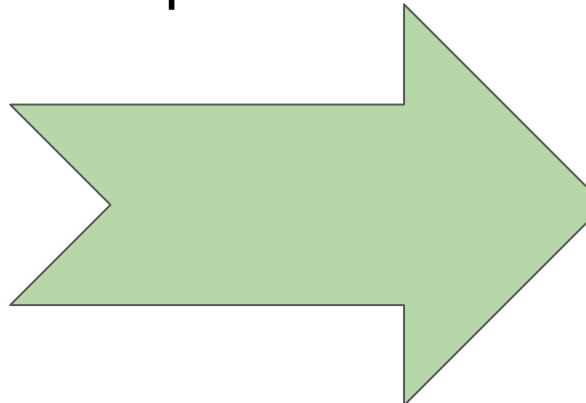
“Forward Washington” - Proposed by Senator Hobbs

- Also 16 years- raises \$18-19 billion
- Carbon tax OR cap and trade proposal
- Gas tax increase of 6 cents
- 1% added sales tax on bicycles?!
- Added property tax on new construction only. Residential \$2 per \$1000
- \$7.8 billion for new highways, including I-90 and Highway 2 trestle. 7 other projects with “widening” in the project name
- \$3.5 billion for culverts
- \$2 billion for multimodal projects
- \$400 million for carbon reduction programs
- \$1-2 billion in debt service over the life of the program

Carbon Tax Revenue Comparison

House

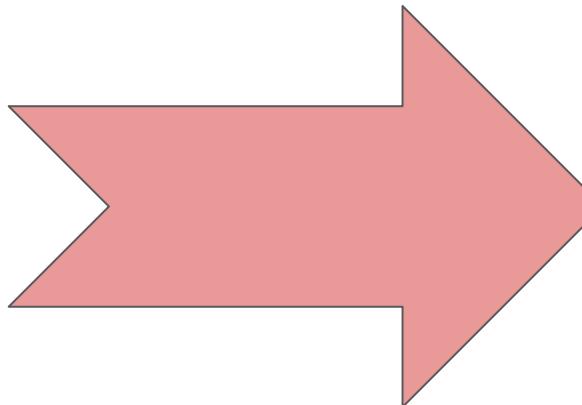
\$7.5 billion over
16 years



\$8.2 billion in
carbon
reduction

Senate

\$8.5 billion over
16 years



Around \$4
billion in carbon
reduction

Annual cost to Washington taxpayers

