

House Transportation Chair's Budget Proposals: 2021-23 Second Supplemental & 2023-25 Biennial Budgets

The House Chair's proposal for the second supplemental transportation budget for the 2021-23 biennium and the new transportation budget for the 2023-25 fiscal biennium provide spending authority of \$10.335 billion and \$13.601 billion, respectively. The budgets reflect a number of new legislative and governor priorities, as well as the need to address the fiscal realities relating to the COVID-19 pandemic and the continuation of previous legislative budgets.

Economic and Fiscal Context

Since the 2022 Supplemental Transportation Budget was adopted in March of 2022, the economy has started to slow somewhat, although inflation still remains high by the standard of recent decades and the labor market is still robust. The transportation revenue picture is mixed: the forecast for revenues generated by travel activity (fuel taxes, toll revenue, and ferry revenue) for the 2023-25 biennium dropped by \$210 million, or -4.7 percent. This was partially offset by increased license, permit, and fee revenue of \$159.8 million, or +8.4 percent -- but much of this is attributable to changes in the Move Ahead Washington funding package from 2022.

Second Supplemental 2021-23 Transportation Budget

The House Chair's proposal for the second supplemental transportation budget for the 2021-23 biennium addresses delayed spending and a few emergent priorities. The appropriations for capital projects are reduced by \$1.8 billion, with much of this reflecting delayed construction and preservation activity. A few emergent priorities are funded, such as equipment replacement at the Department of Transportation (DOT) for \$1.7 million

Biennial 2023-25 Transportation Budget

The House Chair's proposal for the 2023-25 biennial transportation budget reflects the first full biennium of the implementation of the 2022 Move Ahead Washington funding package, as well as the continuation of planned expenditures under the Connecting Washington Act, the Transportation Partnership Act, and The Transportation 2003 (Nickel) Act packages, as well as activities supported by previously existing funding.

The 2022 Move Ahead Washington package contained two distinct components: investments supported with funds derived from the proceeds of the auction of carbon emission allowances; and investments supported with all other funds.

By statute, the first \$723.3 million in funds derived from the proceeds of the auction of carbon emission allowances during the 2023-25 biennium are deposited to the Carbon Emissions Reduction Account (CERA). In addition, almost \$200 million of additional allowance proceeds are transferred to CERA, the result of auctions exceeding previous forecasts. Of the total amount, the House Chair's proposal invests \$160.6 million in active transportation programs; \$382.3 million in transit programs and projects; \$149.9 million in a commercial vehicle infrastructure and incentive program; \$88.8 million in various state ferry programs involving vessel or terminal electrification; \$70.1 million in other alternative

fuel/electrification efforts; \$21.6 million in rail initiatives; and about \$48 million in several other electrification projects.

Other Move Ahead Washington investments are funded out of the Move Ahead WA (MAW) Account and the Move Ahead WA - Flex (MAW-Flex) Account. The House Chair's budget includes \$1.8 billion in spending from the MAW Account, and \$69.4 million in spending from the MAW-Flex Account.

Operating Programs

DOT - Innovative Partnerships Program. This program is tasked with overseeing investments in alternative fueling infrastructure and related investments. In the House Chair's proposal:

- \$149.9M CERA is provided for implementation of commercial vehicle infrastructure and incentive programs.
- \$15.6M CERA is provided for the replacement of school buses powered by fossil fuels with zero-emission school buses, including the purchase and installation of zero-emission school bus refueling infrastructure.
- \$3.0M CERA is provided for hydrogen refueling infrastructure investments.

(The amounts for these first three items will be held by the Office of Financial Management in unallotted status until the Joint Transportation Committee completes the medium and heavy-duty vehicle infrastructure and incentive strategy funded in this act.)

- \$2.1M CERA is provided to fund electric vehicle charging infrastructure for the electric charging mega-site project at Mount Vernon Library Commons.
- \$30.0M CERA and \$3.8M Electric Vehicle Account (EVA) is provided for Zero-Emission Vehicle Infrastructure Partnerships Grant Program alternative fuel charging infrastructure grants.
- \$3.0M CERA and \$1.2M Multimodal Transportation Account (MMA) is provided to the Zero-Emission Vehicle Access Program from the Carbon Emissions Reduction Account for clean fuel car share grants to low-income communities not currently served with transit options.
- \$1.0M EVA and \$500,000 MMA is reappropriated for a co-located DC fast charging and hydrogen fueling station near Wenatchee or East Wenatchee to serve passenger, light-duty, and heavy-duty vehicles.
- \$25.0M MMA (federal funds) and \$200,000 EVA is provided for the National Electric Vehicle Infrastructure (NEVI) Formula program, including reappropriated funds from the 2023-25 biennium.
- \$800,000 MMA is provided for coordination with cities, counties, ports, and private entities to develop recommendations for state assistance in the development of specific candidate truck parking sites.

DOT - Public Transportation. This program provides grants and technical assistance to transit and paratransit entities. In addition to the amounts in the base budget, the House Chair's proposal adds the following amounts to several existing grant programs:

- \$73.0M Climate Transit Programs Account (CTPA) is provided for special needs transportation grants;
- \$39.5M CTPA is provided for the Green Transportation Capital Grant Program projects;
- \$4.0M CERA is provided for additional Green Transportation Capital Grants; and
- \$3.3M CTPA is provided for commute trip reduction grants and activities.

In addition to the existing grant programs, the House Chair's proposal invests in several Move Ahead Washington initiatives:

- \$188.9M CTPA is provided for transit support grants;
- \$10.7M CTPA is provided for grants to tribes for any transit purpose;
- \$37.2M CTPA is provided for the bus and bus facilities grant program; and
- \$36.2M CTPA is provided for transit projects selected in the Move Ahead Washington package.

DOT - Ferries - Operating. Overall operating funding for Washington State Ferries (WSF) in the House Chair proposal is \$728 million. This represents an increase of \$141 million from the 2021-23 biennial budget. The WSF operating budget is heavily weighted toward the costs of labor and fuel required to operate nearly 450 sailings per day on 9 ferry routes. Cost increases in these areas account for over \$110 million of the budget increase from biennium to biennium.

The House Chair's proposal focuses investments in the ferry workforce and in vessel maintenance. To address workforce shortages, the House Chair budget includes the following:

- \$8.9M Puget Sound Ferry Operations Account (PSFOA) is provided to increase the ranks of Licensed Deck Officers by providing a pathway for existing WSF Able-bodied sailors to become mates by assisting them with educational and pilotage requirements and providing scholarships for new mates coming from outside WSF.
- \$1.1M PSFOA is provided for new entry-level engine room positions ("wipers") that don't require any previous credential or experience.
- \$1.0M PSFOA is provided for 6 additional apprenticeships at the Eagle Harbor maintenance facility.
- \$855,000 PSFOA is provided for a partnership with the Seattle Maritime Academy, contingent on adoption of a memorandum of agreement addressing shared use of the training facility and development of a joint recruitment plan targeting women and people of color.
- \$230,000 PSFOA is provided for a workforce ombudsman to focus on workforce conditions and culture with direct access to WSF's executive team for resolution of issues.
- \$690,000 PSFOA is provided to increase human resources capacity for WSF's hiring, recruitment and retention efforts.
- \$8.5M PSFOA is provided for labor costs associated with overtime, familiarization for engine room and terminal staff assigned to new vessels or terminals, and training for new hires.

Vessel Maintenance initiatives include the following:

- \$4.4M PSFOA is provided for the phase-in of a second shift at Eagle Harbor maintenance facility, increasing the capacity of the facility to maintain and preserve the system's vessels and terminals.
- \$3.3M PSFOA is provided to increase the effectiveness of maintenance and preservation efforts, with investments in inventory, logistics, maintenance controls and asset management.

DOT - Aviation. This program provides grants and certain technical assistance to the general aviation airports throughout the state. The House Chair's proposal includes the following:

- \$1.9M Aeronautics Account is provided to support the Commercial Aviation Work Group for the purposes of HB 1791 (Commercial aviation services);

- \$324,000 Aeronautics Account is provided to provide information on reducing harms from leaded aviation gasoline for the purposes of HB 1554 (Lead impacts);
- \$1.5M CERA is provided for a sustainable aviation grants program;
- \$2.0M Aeronautics Account is provided for Move Ahead Washington aviation grants.
- \$300,000 Aeronautics Account is provided to develop a statewide advanced air mobility aircraft plan to integrate advanced air mobility aircraft into current model systems.

DOT - Rail Operating. This program provides support for the Amtrak Cascades corridor service, as well as for planning for other rail and freight initiatives. In the House Chair's proposal:

- \$1.6M CERA is provided for free fares for individuals 18 years of age and younger on the Amtrak Cascades corridor.
- \$5.0M Motor Vehicle Account (MVA) is provided for an analysis of highway, road, and freight rail transportation needs and options to accommodate the movement of freight and goods that move by barge through the lower Snake River dams.
- \$300,000 MMA is provided to pursue federal grant opportunities to develop and implement a technology-based truck parking availability system along the Interstate 5 (I-5) corridor in partnership with Oregon and California.
- \$2.3M MMA is provided for coordination, public engagement, and planning of ultra-high-speed ground transportation between British Columbia, Washington, and Oregon.

DOT - Highway Maintenance. The House Chair's proposal provides \$622 million for the DOT Highway Maintenance Program, including funding enhancements for:

- Measures to address safety and public health concerns associated with homeless encampments on state rights-of-ways (\$8.0M MVA);
- Increased cost of highway maintenance materials (\$15.2M MVA); and
- Increased costs to repair damages to highways caused by known and unknown third parties (\$9.4M MVA).

DOT - Other Operating Program Items. The other DOT programs include Information Technology; Facilities; and Transportation Equipment Fund. Items of note that are funded in the House Chair's proposal:

- \$2.5M Move Ahead Washington Account (MAW) is provided to support facility maintenance.
- \$759,000 MMA is provided to support the Clean Buildings Performance Standards.
- \$1.2M MVA is provided to evaluate DOT properties for potential truck parking expansion opportunities.
- \$21.6M MAW is provided for replacement equipment and additional mechanic support.
- \$6.2M MAW is provided to replace fuel sites to prevent risk of failure and environmental contamination.
- \$4.4M (\$2M from MMA and \$2.4M from Move Ahead Washington-Flexible Account (MAW-flex)) is provided for efforts to increase diversity in the transportation construction workforce through the pre-apprenticeship support services (PASS) Program and \$3 million to expand the PASS Program for training for inland waterways trades in the maritime industry.

Department of Licensing (DOL). The House Chair's proposal addresses several areas of need that are serviced by the DOL, including a shortage of persons with commercial driver's licenses (CDLs); driver's licensing and driver's training support for certain communities; and a few other items.

- \$4.1M Highway Safety Account (HSA) is provided to streamline CDL issuance, to improve CDL testing capacity and compliance, to improve the processing of medical certificates, and to integrate the DOL systems into the Federal Motor Carrier Safety Administration's drug and alcohol clearinghouse.
- Driver's license assistance and support services to low-income immigrant and refugee women is increased by \$1.0M HSA.
- Support for foster youth's driving needs, including reimbursement for foster youth insurance policies, roadside assistance, motor vehicle registration, comprehensive car insurance, and gas cards, is increased by \$1.1M Move Ahead Washington-Flexible Account (MAW-flex). The funds are made available via a transfer to the Department of Children, Youth, and Families.
- \$2.0M HSA is provided for a pilot program to employ a mobile licensing unit to provide greater access to licensing services.
- \$265,000 HSA is provided to support the cost of interpreters for driver training education for deaf and hard or hearing youth and to pilot a sustainable driver training education program.
- \$4.9 million MVA is provided to upgrade fuel tax collection software.

State Patrol. For the State Patrol (WSP), the House Chair's proposal includes \$646 million, an increase of \$94 million over the current biennium. Compensation changes resulting from collective bargaining agreements accounts for \$51 million of new costs. The remaining amount is due to investments in new activities for the State Patrol. In addition, the House Chair's proposed budget includes \$62 million in vacancy savings, offsetting the carry forward costs from the current biennium.

The investments include the following:

- \$13.6M State Patrol Highway Account (SPHA) is provided for body worn cameras for all commissioned officers and commercial vehicle enforcement officers and in-car camera systems and tasers are updated for troopers.
- \$4.4M SPHA is provided to replace 2 Cessna Aircraft and 2 forward looking infrared cameras as recommended by the Joint Transportation Committee's 2022 Cessna replacement study.
- \$2.7M SPHA is provided for three staff for the WSP's Diversity Equity and Inclusion office implement the strategic recruitment and retention plan and for 9 community engagement staff to build better relationships with historically underrepresented communities and strengthen recruiting from those communities.
- \$5.8M SPHA is provided for continuing software upgrade costs and equipment replacement for the WSP's Land Mobile Radio communications system. Funds are not provided for the mobile and portable radios and the WSP is directed to conduct a technical feasibility analysis and cost comparison between potential project vendors to determine the most effective project delivery that can maintain interoperability and maximum radio coverage.
- \$1.9M SPHA is provided to replace the Patrol's inventory of 585 unsafe Bushmaster rifles. Funding includes optics and suppressors on the replacement rifles.
- Substitute House Bill 1638 provides for hiring incentives for new cadets and lateral hires from other law enforcement agencies. \$2.8M SPHA is provided for bonuses of \$10,000 for cadets and \$15,000 for lateral hires and funding is also included for additional recruiting staff.
- SHB 1638 also requires the patrol to operate an expedited training program for lateral hires. \$4.7M SPHA is provided for 2 classes in the 2023-25 biennium.
- \$750,000 SPHA for the Governor's Office of Equity is continued in the 2023-25 biennium for the office to provide technical assistance and oversight of WSP's implementation of its diversity, equity, and inclusion strategic recruitment and retention plan.

Freight Mobility Strategic Investment Board (FMSIB). For the new FMSIB duties required by SHB 1084 (freight prioritization), \$343,000 Freight Mobility Investment Account is provided for a transportation planner, additional meeting expenses driven by a larger Board, as well as \$400,000 for a study of best practices for preventing or mitigating the impacts of freight projects on overburdened communities.

Other Agencies – Operating.

- \$17.9M CERA is provided for the Department of Enterprise Services (DES) for zero-emission vehicle supply equipment infrastructure to accommodate charging station installation at state agencies.
- \$2.2M CERA is provided for the Department of Natural Resources (DNR) for a fleet charging infrastructure expansion assessment, to develop a charger installation plan by location with cost estimates, and to procure and deploy electric pickup trucks.
- \$2.0M CERA is provided for the State Parks and Recreation Commission (P&R) for the replacement of agency vehicles and equipment with electric alternatives.
- \$3.0M MAW-flex is provided to the Office of Minority and Women’s Business Enterprises for increasing the number of certified women and minority-owned contractors outside of the Puget Sound area in the transportation sector and supporting these contractors to successfully compete and secure more transportation contracting opportunities.

Capital Programs

Fish passage barrier correction. The House Chair's proposal fully funds the fish passage barrier corrections as proposed by the Department of Transportation (DOT), at more than \$1 billion (\$662.0M MAW, and \$378.1M in federal funds), relating to the compliance with the federal injunction, for the 2023-25 period. The proposal also funds efforts to complete culvert inventories for counties.

Move Ahead Washington. Funding for preliminary engineering, rights-of-way acquisition and early construction for the Move Ahead Washington projects include (with amounts shown from the MAW, unless noted otherwise):

- I-5 Columbia River Bridge (\$275M, including \$53.0M MAW and \$222.0 M federal);
- Stormwater Retrofits and Improvements (\$66.7M);
- SR 18 Widening from Issaquah/Hobart Rd to Raging River (\$55.0M);
- US 2 Trestle Capacity Improvements and Westbound Trestle Replacement (\$17.0M); and
- US 101/Simdars Bypass project (\$2.6M).

For Highway Preservation, \$172.0M MAW is provided.

Continuation of Connecting Washington Commitments. Construction activity under the Connecting Washington (CW) program enacted by the Legislature in 2015 is expected to peak in the upcoming fiscal biennium. Total spending on capital highway improvement and preservation projects from the package is expected to exceed \$3.1 billion, including:

- SR 520 corridor improvements on the west end (\$395.0M);
- Corridor widening and improvements on I-405 from Renton to Bellevue (\$435.6M);
- Engineering, right-of-way acquisition, and construction on the Puget Sound Gateway, SR 167, and SR 509 (\$873.5M);
- Expansion of the I-5 corridor through Joint Base Lewis-McChord (\$227.6M);

- Continued construction of US 395 in the North Spokane Corridor (\$166.2M);
- SR 9/Marsh Road to 2nd Street - Widening with Bridge Construction (\$97.8M);
- I-5 Federal Way Triangle Vicinity interchange improvements (\$51.3M);
- Widening of I-90 Snoqualmie Pass to Easton (\$132.5M); and
- US 12/Walla Walla Corridor Improvements (\$27.2M).

The House Chair's proposal includes a repurposing of funds from CW that were originally intended for a project on SR 432. The new project is for replacement of an at-grade intersection and rail crossing on US 12 in Aberdeen. \$9.0M CW account funds are included for right-of-way acquisition for the project in the 2023-25 biennium.

Washington State Ferries (WSF) - Capital. Overall capital funding for Washington State Ferries (WSF) in the House Chair proposed transportation budget for the 2023-25 biennium is \$528 million. Fully \$297 million of this amount is for the preservation of terminals and vessels and \$51 million is provided for improvements which modernize vessels and terminals.

For system electrification, funds from the Climate Commitment Act will provide \$194.6 million over the next 8 years. In the upcoming 2023-25 biennium, the plan includes:

- \$45 million to convert all three of the Jumbo Mark II class of vessels to hybrid-electric propulsion for service on the Bainbridge and Edmonds/Kingston routes.
- \$19 million for terminal charging at Seattle, Bainbridge, Mukilteo, and Clinton.

The Move Ahead Washington revenue package funded 4 hybrid-electric Olympic Class vessels in addition to the new vessel funded in 2019, for a total investment of over \$1 billion. Funding for the first vessel of \$47 million is provided during the 2023-25 biennium, contingent upon enactment of House Bill 1846, which adopts a preference for Washington State shipyards, while still allowing out-of-state shipyards to bid on the project.

Move Ahead Washington also invested a total of \$160 million over 16 years into vessel and terminal preservation. Beginning in the current year and through the 2023-25 biennium, \$20.1 million is invested in preservation the MV Tillikum. Built in 1959, major investments are needed to keep the Tillikum in service through 2028. Until new vessels enter service, this type of investment in older vessels will be common.

During the 2023-25, the House chair's budget proposal includes \$29.5 million for systems to assist travelers and increase the efficiency of operations, including \$10 million for a new dispatch system, \$8 million to modernize ticketing and reservations, \$5 million for a system to provide better traveler information about wait times, \$5.5 million to update visual paging systems, and \$1 million for replacing the vessel scheduling system.

Rail and Freight. The House Chair's proposal provides almost \$200M funds for rail and freight in total, including several initiatives to reduce carbon emissions from heavy-emitting sources:

- \$6.3M CERA is provided to fund a zero-emission drayage truck demonstration project at Northwest Seaport Alliance facilities.
- \$14M CERA is provided to fund a zero-emission shore power infrastructure demonstration project at Northwest Seaport Alliance facilities.

- \$3M CERA is provided to fund a zero-emission electrification project at the Port of Everett, to include the electrification of a pier at the Port and funding for an all-electric powered tug and barge.
- \$5M CERA is provided to fund the replacement of two Tacoma Rail diesel-electric switcher locomotives with zero-emission battery-electric switcher locomotives and to install onsite charging equipment at a Tacoma Rail facility.
- \$50M CERA is reappropriated for the continued coordination, engagement, and planning for a new ultra high-speed ground transportation corridor with participation from Washington, Oregon, and British Columbia, with an expectation that only \$20M will be needed during the 2023-25 biennium.
- \$5M MMA in additional funding (\$12.316M when reappropriation is included) is provided to the Port of Moses Lake for right-of-way and construction funding for a new five-mile rail line along the Wheeler industrial corridor and rehabilitation of three miles of existing rail line to reconnect rail service.
- \$2.2M MMA is provided for preliminary engineering and right-of-way acquisition for a grade separation overpass along SR 548 at Bell Road.

Local Programs and Local Funding. The House Chair's proposal includes funding authority in the DOT Local Programs capital program, totaling over \$616M, for a variety of projects. Move Ahead Washington initiatives include:

- An additional \$37.6M Climate Active Transportation Account (CATA) is provided for the Pedestrian and Bicycle Safety grant program.
- An additional \$38.9M CATA is provided for the Safe Routes to School grant program.
- \$25.0M CATA is provided for Connecting Communities grants that improve active transportation connectivity in communities with a focus on overburdened communities. This Move Ahead Washington pilot program lasts four years.
- \$16.8M CATA is provided for school-based bicycle education statewide.
- \$28.9M CATA is provided for Move Ahead Washington local bicycle and pedestrian projects.
- \$134.0M MAW is provided for Move Ahead Washington local road projects.
- \$21.0M MAW is redirected to local jurisdictions to construct roundabouts on State Route 507.

New initiatives funded in Local Programs in the House Chair's proposal include:

- \$25.0M MVA (state funds) is provided for a federal fund exchange pilot program between WSDOT and local jurisdictions. Federal funds will be consolidated at the WSDOT which has greater capacity to comply with federal rules regarding expenditure of these funds.
- \$2.0M CERA is provided for a micromobility program to establish an e-bike lending library and ownership grant program.
- \$4.2M MVA state matching funds are provided to construct five bridges in Grant and Adams Counties as part of the Odessa Groundwater Replacement Program.
- \$14.0M CERA is provided for the all-electric Guemes Island ferry.

DOT Facilities. The House Chair's proposal includes funding from Move Ahead Washington to support the DOT Facilities program. \$9.8M MAW is provided to support facility maintenance and \$7.2M MAW is provided to help meet the department's stormwater management obligations.

Legislative Initiatives

The House Chair's proposal funds legislative initiatives in the area of traffic, bicycle, pedestrian, and transportation safety.

- \$750,000 from the Multimodal Transportation Account is provided to DOT Local Programs for a grant program to support local initiatives that establish or expand civilian intervention programs for addressing nonmoving violation causes.
- \$793,000 HSA and SPHA is provided to the DOL and WSP to implement three bills to improve the enforcement of traffic laws (HB 1112 [Negligent driving], HB 1104 [Deferred prosecutions], and HB 1493 [Impaired driving]).
- \$1.8M MVA is provided to DOT and \$1.9M SPHA is provided to the State Patrol to implement SB 5272 (Speed safety cameras) to improve the safety of workers in DOT work zones.
- \$7.6M MVA and \$5.0M Waste Tire Removal Account funds are provided to address homeless encampments, with \$4.6 M of the total provided for Seattle, Tacoma, Fife, and Spokane.
- \$21,000 MVA is provided for DOT to install signs on or near bridges to provide information to deter jumping from bridges (HB 1004 [Bridge Jumping Signs]).

The House Chair's proposal also addresses several other legislative priorities.

- SHB 1638 provides hiring incentives for new cadets and for lateral hires at the WSP (see above, under State Patrol).
- There are three truck parking initiatives:
 - In the DOT Facilities program, \$1.2M MVA is provided for truck parking evaluation at safety rest areas on I-5 and I-90.
 - In the DOT Innovative Partnerships program, \$800,000 MMA is provided to coordinate with local jurisdictions and private entities to develop recommendations re: candidate truck parking sites with amenities.
 - In the DOT Rail and Freight program, \$300,000 MMA is provided to match potential federal grants to develop/implement a technology-based truck parking availability system along I-5.
- Two special license plate bills were funded: ones commemorating Mt. St. Helens and the LeMay Car Museum.

Planning and Studies

- At the Joint Transportation Committee (JTC):
 - \$2.0 M CERA is provided for the design of an infrastructure and incentive strategy to drive medium and heavy-duty vehicle carbon emission reductions in the state, including for programs for drayage trucks and school buses; and for a review of the passenger vehicle tax incentive in current law and evaluation of its utility.
 - \$1.0 M CERA is provided for the development of tools and methodologies to assist in program delivery evaluation for programs that receive appropriations from the carbon emissions reduction account, the climate active transportation account, and the climate transit programs account.
 - \$250,000 MMA is provided for a benefit-cost analysis of electrification of Class I rail yards in Washington state to study the feasibility of rail yard electrification by working in consultation with Class 1 rail carriers operating in the state.
 - \$250,000 MVA is provided to determine the best option for a statewide household travel survey.
 - \$250,000 MVA of the city study funds under RCW 46.68.110 is provided to evaluate a statewide retail delivery fee on retail item delivery.

- At the Transportation Commission:
 - \$75,000 MVA is provided to carry out an initial assessment and scoping effort to determine the feasibility of creating a future west coast transportation network plan, to identify and coordinate improvements and investments across the west coast states to freight rail, passenger rail, highways, and air transportation.
- At the Department of Licensing:
 - \$150,000 MVA is provided to study a per-mile fee program implementation and administration, with an additional \$168,000 MVA provided to begin a vehicle odometer mileage collection program.
- At the DOT - Planning Program:
 - \$3M CERA is provided for WSDOT Planning to develop and implement a community outreach, education, and technical assistance program for overburdened communities and their community partners to develop community-centered carbon reduction strategies to make meaningful impacts in a community, and to provide assistance in gaining access to available funding to implement these strategies, where applicable.

Governance / Oversight

The House Chair's proposal includes several items that enhance the governance and oversight of the transportation system.

- At the JTC:
 - \$450,000 MVA is provided to oversee the procurement of hybrid-electric Olympic class vessels.
 - \$500,000 MVA is provided for an independent review of the impacts of shifting the movement of freight and goods that currently move by barge through the lower Snake River dams to highways, other roads, and rail.
 - \$250,000 MVA is provided to convene a WSDOT-local partnership work group to create a procedure that allows WSDOT to partner with local jurisdictions to allow local partners to undertake work on state highways.
 - \$420,000 MVA is provided to assist the WSF in implementing the recommended workforce plan.
- At FMSIB:
 - Funds are provided to implement HB 1084 (see section under FMSIB, above).