



BILL BRIEF

HB 1125 – 2023-25 Transportation Budget

Key Points

- The 2023-25 budget is **\$13.2 billion**.
- This budget is more consistent with last year's budget than the governor's proposal.
- The project list and related documents can be found on the [LEAP website](#).
- The Transportation Committee added \$25.5 million to the bill that was briefed on Monday.

Background

Last year's budget included \$11.6 billion for the 2021-23 biennium with sizeable unexpected federal amounts. The [March revenue forecast](#) projects \$7 billion in state revenues for 2023-2025. [HB 1125](#) proposes spending \$13.2 billion. There is \$860 million in funding that was unspent by 2023 that is being moved into the next biennium which is referred to as "reappropriation". Bond servicing will cost \$1.8 billion. This includes the final revision for the 2021-23 biennium (second supplemental budget), a reduction of \$1.3 billion.

What this legislation does

WSDOT – \$9.8 billion

- The priority for this budget is to keep Connecting Washington (2015) projects on track to be constructed before Move Ahead WA (2022) projects. Most of the projects were aged and phased based on what WSDOT indicated they could do rather than the delays in the governor's budget. Look for project amounts to be in the project list rather than the text of the bill.
- \$498.5 million for preservation and \$648 million for maintenance with delays as requested by WSDOT. Yet, WSDOT in September reported an unfunded need of \$830 million annually and requested 200 additional FTEs.
- \$275 million for the I-5 bridge over the Columbia River with intent language of committing \$1 billion for the project.
- \$176 million *additional* for the North-South Freeway without the governor's scheduled delay.
- \$265 million *additional* for the Gateway project without the governor's scheduled delay for a total of \$873.5 million.
- \$10 million for clean-up of encampments on the right-of-way with \$1 million each for Spokane, Tacoma, and Seattle.
- Continues the green transportation programs, including electric vehicle programs ZEVIP, ZAP and NEVI.
- \$1 billion for fish passage barrier removal with an intent to commit \$2.4 billion and be in compliance with the 2030 federal court obligation. WSDOT is to use a watershed approach in replacing both state and local culverts.
- \$40 million intended expenditure over 16 years for an I-5 planning and environmental linkage study and a potential lid being added near the Chinatown district in Seattle.
- WSDOT must establish a preclearance program for weigh stations in accordance with Federal Motor Carrier Safety Administration standards.
- There are hundreds of millions of dollars caused by Executive Branch mistakes and delays.
- This bill reappropriates the unspent funding for the ultra-high speed rail project.

Bill status for House Floor as of April 3, 2023

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Carbon Commitment Act – \$723 million + \$198 million from the Operating Budget

- \$161 million for active transportation, including \$35 million for safe routes to schools.
- \$382 million for transit programs and projects, including \$73 million for special needs transit grants.
- \$70 million for alternative fuel and electrification grants and projects, including \$30 million for electric vehicle charging infrastructure, and \$18 million for Department of Enterprise Services to buy chargers.
- \$3 million for hydrogen refueling infrastructure projects.
- \$16 million for electric school busses and infrastructure.

Studies of note

- \$5 million is provided for WSDOT to analyze what needs to happen to transfer freight movement from barges onto other transportation modes if the Snake River dams were to be removed. The Legislature's Joint Transportation Committee will have an independent review consultant to make assessments of WSDOT's findings.
- The Joint Transportation Committee will gather stakeholders together to create a process for WSDOT and local governments to better perform projects in partnership.
- Cities are using their funds for a report on a potential statewide retail delivery charge on packages to homes.
- The Transportation Commission will look at new technologies to use for compliance with HOV, construction zones, and toll facility requirements (aka cameras) and report back on what is needed to enable its use in the future.
- The Transportation Commission is directed to continue investigating a road usage charge.
- \$2 million for an e-bike lending library and ownership grant program with information being provided to UW.

Washington State Patrol – \$646 million

- Provides funding for the hiring incentive bonuses provided in [HB 1638](#).
- It pays for two accelerated training programs to hire law enforcement personnel from other organizations. The patrol has had a policy that all new employees have to go through the full training program in the past.
- It funds community engagement to improve relationships with historically underrepresented communities and to recruit and retain a diverse workforce along with an internal diversity, equity, and inclusion program.

Department of Licensing – \$418 million

- \$2 million is provided for the department to establish a mobile licensing unit with staff that is able to travel to places that do not have offices to provide licensing and identicaid services.
- \$1.3 million for the department to redesign and improve its online services and website.
- DOL is directed to report on the feasibility of implementing and administering a per-mile fee program including identifying the staffing and resources needed to administer a program and costs. The report is due December 31, 2023. This is an aspect that has been missing in prior road usage charge inquiries.

Washington State Ferries – \$1.26 billion

- \$728 million operating costs (an increase of \$145 million) and \$527 million for capital funding.
- \$8 million to modernize the ticketing and reservation system.
- \$141 million total for ferry fuel, which is an increase of \$73 million, and of that amount \$24 million is due to the Climate Commitment Act and the clean fuels program (aka low carbon fuel standard).
- There are extensive changes to address work force shortages, implementing many suggestions from the [JTC study](#).
- \$71 million to convert three [Jumbo Mark II](#) vessels to hybrid-electric propulsion systems.
- \$47 million to begin the process to buy four new 144-car capacity ferries with potential investment over \$1 billion with expected new ferries arriving years from now.

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