

Time is running out for transportation revenue

Time is what transportation budget leadership needs right now, and it is fleeting. It appears they simply do not have enough time to pass a multi-year, billion-dollar revenue package.

With just a week until sine die (the last day allowed for regular session), there are likely too many moving targets to get a package over the finish line. The competing revenue packages require big new revenue, including taxes on carbon, as well as bonding authority, and a steady stream of projects that have been vetted and are ready to move forward.

The Senate moved its [Forward Washington package](#) of bills out of committee earlier this week, but no Republicans voted for any of the measures. To get a bond bill out of the Senate they will need a 60% majority vote. As of now, it does not appear they have those votes.

In the House we have yet to see bill language for Rep. Jake Fey's [Miles Ahead proposal](#). Just like the Senate, they need a revenue bill, a spending bill, and a bond bill.

To complicate matters further, both proposals rely heavily on carbon revenues (\$5+ billion). [SB 5126](#) (cap and invest) has emerged as the likely vehicle to raise the carbon revenue needed for the packages. But it appears to have hit a snag in the House where five Democrats have introduced a competing [carbon-fee-based bill](#).

The next week will be a critical one for transportation. But reality is also sinking in. Time is not on the legislatures side.