

### **Temporary committee lull before pace returns.**

As we enter week seven, we start with the first fiscal cutoff, Monday, February 22. After Monday, bills must be out of their fiscal committee of origin, or they are considered dead. The first cutoff is a major milestone of any legislative session, and a large majority of bills will fail to advance. That does not mean there are not still hundreds of bills still advancing, but it does mean there are a lot less to keep track of. Bills that are fortunate enough to still be moving are likely sitting in the Rules committee awaiting their fate for floor action. If they make it through that process they will advance to the opposite house for the same process.

As I write this article it is still too early to do a full roundup of what died and what survived. Check out my week eight article for those updates.

### **What is next?**

With cutoff happening Monday it means fiscal committees will have marathon executive sessions all day. Bills must see executive action by 5pm. The rest of the week will be dedicated to floor action, and committee work will take a pause. Expect the next couple of weeks to be dedicated almost exclusively to floor work.

### **Revenue proposals**

On Friday, February 19, Senator Curtis King (R-Yakima) released a revenue proposal of his own. An 8-year plan, Senator King invests heavily in state maintenance and preservation (\$5.1 billion), as well as state fish passage barrier removal (\$2.23 billion). Among his other investments he funds city and county fish passage barrier projects at \$123 million, and drives money into various grant programs, including, special needs transit, rural mobility, safe routes to schools, complete streets., and bus and bus facility programs. Senator King also earmarks \$1.725 billion for major projects (I-5 Columbia River bridge, US 2 Trestle, Hood River Bridge, Snoqualmie Pass, and the West Seattle Bridge).

Senator King raises \$10.178 billion to pay for his revenue package. Revenue streams include a 3-cent gas tax increase, an “assessed value transportation fee”, increases to weight and motorhome fees, and various other fee and tax increase.

For the full proposal [see here](#).

We continue to await more information on this and the other revenue proposals that have been introduced. As a reminder, Senator Hobbs and Representative Fey have proposed large-scale, multi-year transportation revenue proposals. [Read more about those here](#).