

Commute trip reduction

Funding past, present, and future

TDM Technical Committee meeting
May 1, 2025



25-27 budget timeline

Late March: House and Senate had different budgets. (Multimodal Account (MMA) funds removed from program funding in House.) New taxes proposed.

Early April: Committee presentations and practitioner testimony

Mid-April: MMA funds reinstituted in House. Legislative negotiations reconciled budgets. Tax proposals refined.

Late-April: Budget proposed to the Governor for review.

Current: CTR funds do not increase or decrease. They are the same as last biennium.

Next: Governor signs the budget.

Content and outcomes

Content

- Budget timeline
- Revenue
- Funding intentions
- Budgets
- Programs
- Provisos

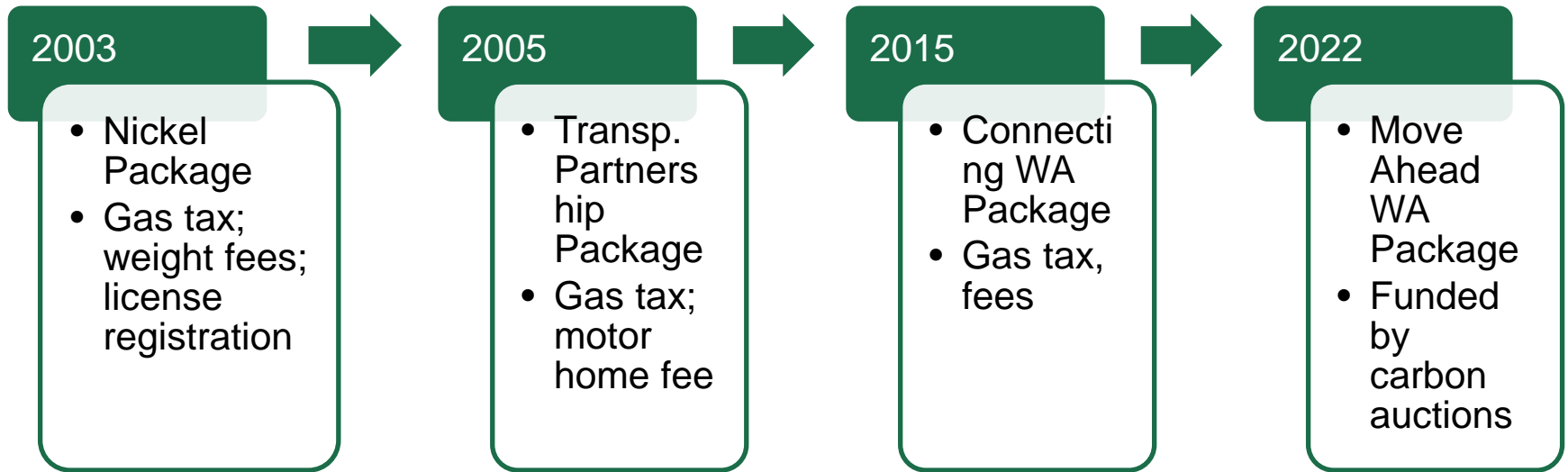
Outcomes

- Introduction to Transportation budget tools
- Understanding of how budgets may direct work
- Baseline for discussing budget development and CTR outcomes
- Break out rooms

Does not cover legislative process!

Revenue: package history

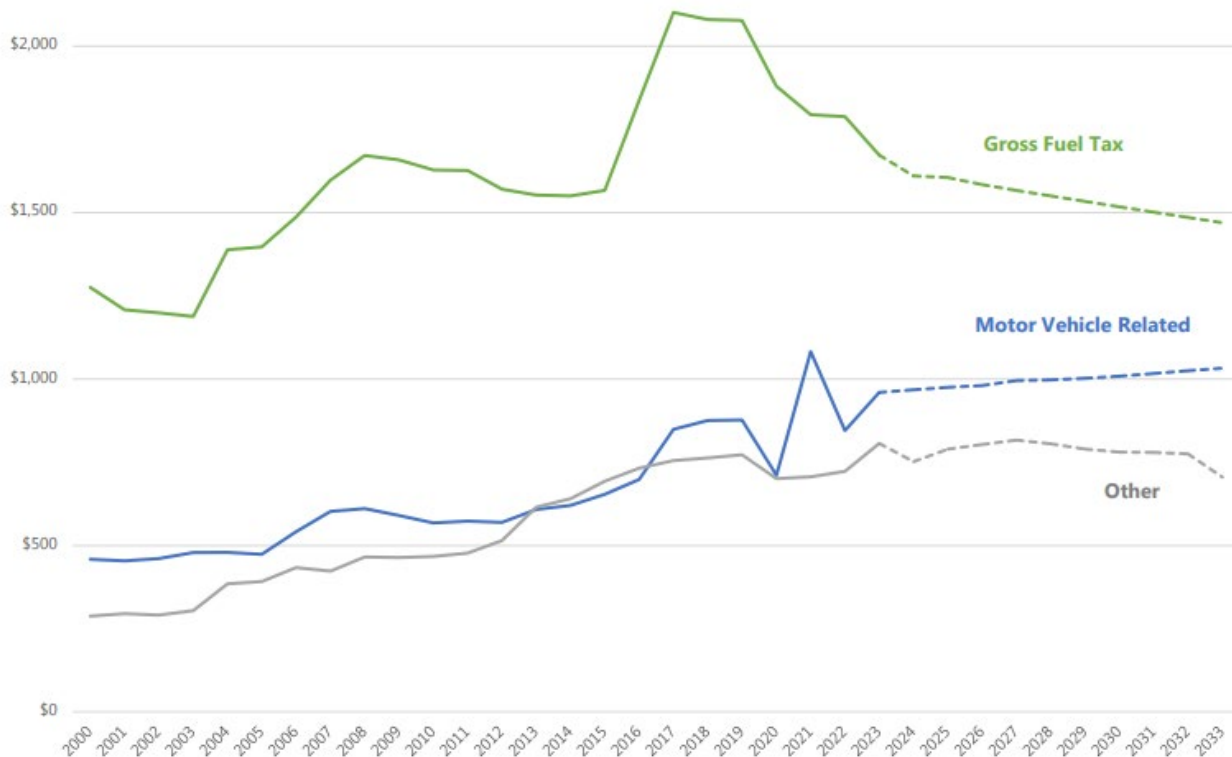
Pre-2003: Gas taxes, tolling, fees, registrations



Revenue: trends

- Revenues fluctuate
- Gas tax decline
- Other fees increase
- Reliability shifts

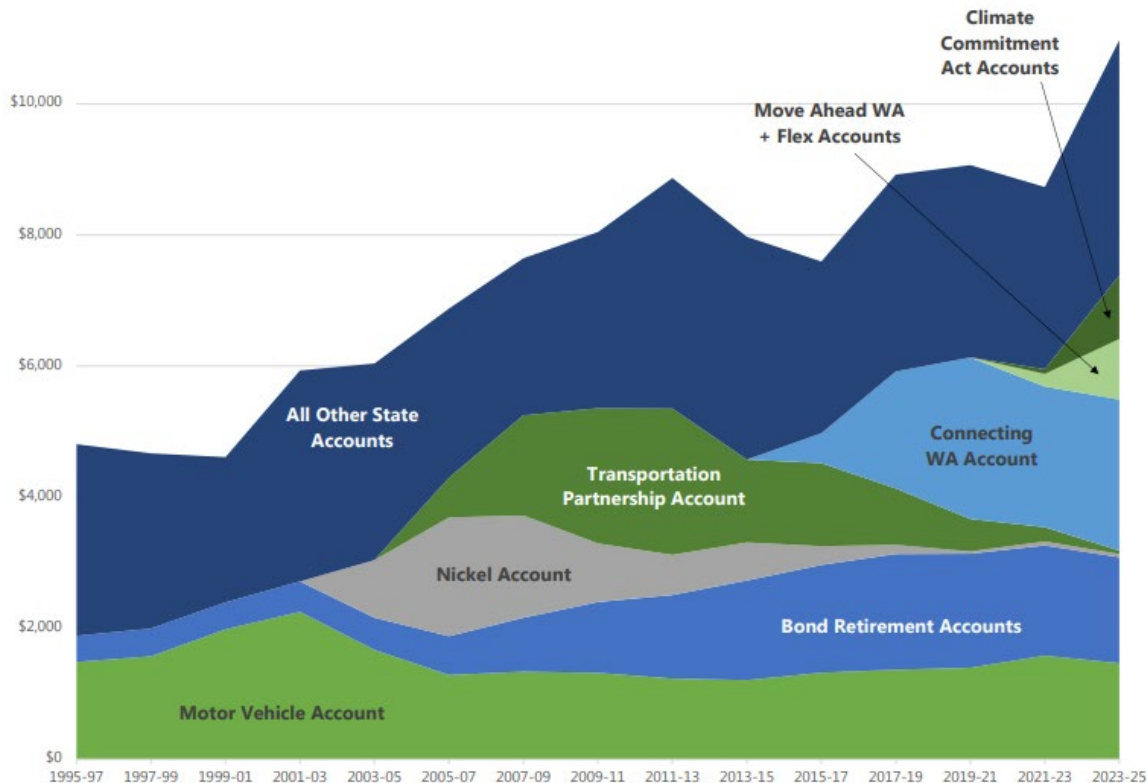
Source: WA Research Council



Revenue: appropriations by package

- Package intent varies
- Packages can expire, depending on their intent

Source: WA Research Council, 2023.



Funds: MMA

Multimodal transportation account (MMA):

- **Source:** Vehicle excise tax, motor vehicle licenses, permits, and other fees.
- **2/3 of CTR funding**
- **Intent:** Support system that could not be funded by gas tax.
- **Eligible projects:** Improve efficiency to transportation system.
- **Examples:** World Cup projects, vanpool vehicle replacement, rural transit programs

Flexible funding parameters

Funds: CERA

Carbon Emissions Reduction Account (CERA):

- **Source:** Carbon auction
- **1/3 of CTR funds**
- **Intent:** Reduce impact of carbon and pollutants. Eligibility further refined by HEAL Act.
- **Eligible projects:** Measurably reduce carbon and pollutants.
- **Examples:** Transit electrification, bike infrastructure, bus passes for mode-shift

Narrow funding parameters

Funds: Accounts used for CTR

Fund accounts used by Public Transportation programs:

- **State Vehicle Parking Account (Fund 045-1)**
- **Multimodal Transportation Account (MMA) (Fund 218-1)**
- **Carbon Emissions Reduction Account (CERA) (Fund 26A)**
- Regional Mobility Grant Program Account (Fund 11B-1)
- Rural Mobility Grant Program Account (Fund 153-1)



State agency CTR



Statewide CTR



Statewide CTR

Budget: proposed

Budget is determined by
appropriations.

2025-2027 appropriations
(right)



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20      NEW SECTION.    Sec. 221.  FOR THE DEPARTMENT OF TRANSPORTATION—
21      PUBLIC TRANSPORTATION—PROGRAM V
22 → Carbon Emissions Reduction Account—State
23      Appropriation. . . . . $275,545,000
24 → State Vehicle Parking Account—State Appropriation. . . . . $784,000
25      Rural Mobility Grant Program Account—State
26      Appropriation. . . . . $32,223,000
27 → Multimodal Transportation Account—State
28      Appropriation. . . . . $101,683,000
29      Multimodal Transportation Account—Federal
30      Appropriation. . . . . $4,459,000
31      Multimodal Transportation Account—Private/Local
32      Appropriation. . . . . $100,000
33      TOTAL APPROPRIATION. . . . . $414,794,000
34      The appropriations in this section are subject to the following
35      conditions and limitations:
36      (1) (a) $62,698,000 of the multimodal transportation account—state
37      appropriation and $78,525,000 of the carbon emissions reduction
38      account—state appropriation are provided solely for a grant program
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Budget proviso: proposed

What is a proviso?

Directs spending of specific funds on priorities of the legislature.

(6) \$6,195,000 of the multimodal transportation account—state appropriation, \$3,300,000 of the climate transit programs account—state appropriation, and \$784,000 of the state vehicle parking account—state appropriation are provided solely for CTR grants and activities. Fuel type may not be a factor in the grant selection process. Of this amount, \$495,000 of the multimodal transportation account—state appropriation is reappropriated and provided solely for continuation of previously approved projects under the first mile/last mile connections grant program.

Summary

- Taxes / fees organized through packages
- Fluctuations + package purpose determine amounts
- Legislature determines distribution
- Funds categorized into accounts
- Budget specifies funding amounts
- Directed through proviso

Questions?

Discussion

Breakout session discussion topics:

- In session, CTR funds were potentially reduced due to loss of MMA funds. How did you react? What did you do in response?
- What did you learn in the process?
- What do these lessons mean for your work?

Where do I learn about the budget?

Sources

- Office of Financial Management
- Fiscal.wa.gov
- Economic Revenue Forecast Council; [Washington State Economic and Revenue Forecast Council |](#)
- Washington Research Council; [Transportation2023.pdf](#)
- Washington State Standard: [“6-cent gas tax hike central to new transportation deal in WA Legislature • Washington State Standard”](#)

This PPT/PDF will be posted to the TDM Board website.