

Majority Coalition Caucus of the Washington State Senate



TIMELINE OF MCC TRANSPORTATION PROGRESS

- **NOVEMBER 9, 2013**
Sen. King issues a [news release](#) stating “negotiators are working to have something in hand soon,” and that “they are continuing to move forward and are optimistic that an agreement can be reached.”
- **DECEMBER 18, 2013**
Last day of transportation negotiations. Democrats refuse another MCC proposal.
- **JANUARY 9, 2014**
In response to a [question from reporters at the Associated Press Transportation Forum](#), all four caucus transportation leaders state that the governor’s proposed low-carbon emission standard is an impediment to reaching an agreement on a transportation revenue package.
- **JANUARY 13, 2014**
Session begins. Sen. King [releases a statement](#) calling on Governor Inslee to make known his intent to impose a low-carbon emission standard.
- **JANUARY 14, 2014**
During the governor’s [state of the state address](#), he claims he’s “been pushing the Legislature to do something about this [transportation] since [his] first day in office.”
- **JANUARY 15, 2014**
MCC lawmakers introduce seven more reform bills (SB 5858 had been previously introduced in 2013), bringing the total to eight proposed reforms. Six are sent to the Senate Transportation Committee, one to Commerce and Labor and one to Ways and Means.
- **JANUARY 16, 2014**
Inslee [sends a letter](#) claiming he has “never proposed, nor discussed proposing, a ‘carbon-fuel tax’” and accuses Sen. King of “fear-mongering.”
- **JANUARY 17, 2014**
Sen. King responds to Inslee’s letter with [a letter of his own](#), calling on the governor to “categorically deny” his plans to unilaterally impose low-carbon emission standards. The governor refuses to do so.
- **JANUARY 29, 2014**
Despite repeated pleas from MCC members, the Democrat Senate Transportation Co-Chair refuses to allow hearings on MCC reform bills, [admitting in the committee hearing](#) that she will not allow reform bills to be considered by the Senate Transportation Committee until she receives “the rest of the package” (gas tax increase).
- **FEBRUARY 13, 2014**
[MCC unveils a compromise transportation package proposal](#) that spends approximately \$300 million more on multimodal than the previously-introduced MCC proposal and makes other concessions as well. MCC reserves a room and invites the governor, House and Senate stakeholders to attend a resumption of negotiations scheduled for February 19. Sen. King [sends a formal letter](#) calling for the restart of negotiations.

Within two hours of MCC news conference, House and Senate Democrats hold an impromptu news conference admitting they had not read the proposal but were dismissing it, claiming it was insufficient because it still didn’t spend enough on multimodal, spent too much on stormwater projects from the environmental cleanup account and continued to advocate for sales tax reform on transportation projects. In response to a question from reporters, [Sen. Eide admits that she’s holding the reform proposal hostage](#) because “it’s the only leverage [she’s] got.”

- FEBRUARY 19, 2014**
 Senate Democrats and House Republicans attend the resumed negotiation meeting with the MCC. Sen. Eide [provides a letter](#) repeating her critiques of the most recent MCC proposal. Representatives of the governor's office and House Democrats are conspicuously absent.
- FEBRUARY 21, 2014**
 Same parties meet again. The MCC proposes yet another compromise transportation package which invests another \$300 million in multimodal (for a total of \$804 million), reduces stormwater funding to \$40 million and reduces monies collected from transportation sales and use tax reform from \$840 million to \$720 million. Initial reaction from Senate Democrats is positive.
- FEBRUARY 25, 2014**
 Sen. Eide confers with Sen. King, verbally rejecting the most recent MCC package proposal and suggesting further MCC movement toward her position; however, no formal written counteroffer from Senate Democrats is produced.
- FEBRUARY 28, 2014**
 King introduces three new bills reflecting the MCC proposal made February 21. The bills are referred to the Senate Transportation Committee where the Democrat co-chair refuses to give them a public hearing.
- MARCH 5, 2014**
 Sen. Eide [sends a letter](#) to Sen. King offering to hold a public hearing on the three bills. Sen. King responds by her 5 p.m. deadline [with a letter](#) questioning whether she will hear reform bills as well as package bills.
- MARCH 6, 2014**
 Sen. Eide [sends a letter clarifying](#) she intends to hear and pass the package bills before allowing hearings on the reform bills. Sen. Hobbs [announces an MCC-like proposal](#) that reduces the sales tax reform to \$480 million, cuts state patrol salaries and increases multimodal spending beyond the most recent MCC proposal, however he admits he does not have support from his own caucus.
- MARCH 11, 2014**
 On TVW's "The Impact," the Senate Democrat Leader blames the MCC for the state's failure to pass a transportation package.
- MARCH 12, 2014**
 The House Transportation Chair on KIRO radio alludes to MCC members being the reason for the transportation package's failure, saying, *"I don't understand the rationale about people who represent those small rural areas, and Eastern Washington, which gets so much support from the state on their projects - why this was so important, that they would kill a package that was this good for the state."*