

# The Costs of I-2117 to Washington's Maritime Jobs & Economy



If passed into law, I-2117 would devastate job-creating investments in our state's maritime economy - from investments in vessel construction to shore power projects to port electrification and more. I-2117 would remove the funding source for the following:

## 2024 Transportation investments:

- Shore Power and Emissions Study: \$477,000
- Tribal Grants for Boat Electrification: \$5,000,000
- Kitsap Transit Hydrofoil Design: \$4,000,000
- Vessel and Terminal Electrification: \$24,265,000
- Hybrid Electric Vessel Construction: \$17,729,000
- Out-year Hybrid Electric Vessel Construction: \$106,881,000
- Out-year Vessel & Terminal Electrification: \$47,225,000
- NW Seaport Alliance - Zero Emission Shorepower Demonstration Project: \$14,000,000
- Port of Anacortes Electrification: \$1,500,000
- County Youth Ferry Fares: \$275,000

## 2024 Operating Budget:

- Offshore Wind Supply Chain Study: \$250,000
- Offshore Wind Energy: \$338,000

## 2023 Transportation Investments:

- New Hybrid Electric Vessel (HB 1846): \$46,818,000
- Hybrid Electric Vessel Ongoing Procurement: \$2,782,000
- Hybrid Electric Vessel Ongoing Conversion: \$25,792,000
- Seattle-Bainbridge Terminal Electrification: \$9,300,000
- Terminal Energy Efficiency Project: \$38,000
- ZEV Drayage Demo with NW Seaport Alliance: \$6,300,000
- Shore Power Infrastructure: \$14,000,000
- Tacoma Rail Battery Electric Switchers & EVSE: \$5,000,000
- Port Electrification Grants: \$26,500,000
- Bremerton Port Electrification: \$2,000,000
- Anacortes Port Electrification: \$500,000
- Guemes Electric Ferry: \$14,000,000

**Join Us: Endorse No on 2117**

**Join our growing, unprecedented statewide coalition of over 180 Washington State companies, Tribal Nations, labor unions, environmental and clean energy groups, and community organizations in Washington State coming together to defeat I-2117.**

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