AN ACT Relating to transportation spending; adding a new section to chapter 47.01 RCW; creating new sections; making appropriations; providing an effective date; and declaring an emergency.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. Sec. 1. (1) Additive transportation funding is hereby adopted and, subject to the provisions set forth, the several amounts specified, or as much thereof as may be necessary to accomplish the purposes designated, are hereby appropriated from the several accounts and funds named to the designated state agencies and offices for employee compensation and other expenses, for capital projects, and for other specified purposes for the period ending June 30, 2023.

(2) The amounts provided in this act are intended as the first installment in the miles ahead Washington transportation investment package and shall be expended for purposes identified in LEAP Transportation Document 2021-1, as developed March 31, 2021. Further, it is the intent of the legislature that all amounts identified in LEAP Transportation Document 2021-1, as developed March 31, 2021, be provided for the identified purposes during the 16-year period beginning July 1, 2021, or as soon as thereafter as may be needed to fully expend the amounts.
(3) Unless the context clearly requires otherwise, the definitions in this subsection apply throughout this act:

(a) "Lapse" means the amount shall return to unappropriated status.

(b) "LEAP" means the legislative evaluation and accountability program committee.

(c) "Provided solely" means the specified amount may be spent only for the specified purpose. Unless otherwise specifically authorized in this act, any portion of an amount provided solely for a specified purpose that is not expended subject to the specified conditions and limitations to fulfill the specified purpose shall lapse.

NEW SECTION. Sec. 2. FOR THE COUNTY ROAD ADMINISTRATION BOARD—
CAPITAL
Miles Ahead Washington Account—State Appropriation ......................... $38,800,000

The appropriation in this section is subject to the following conditions and limitations: The entire miles ahead Washington account appropriation—state is provided solely for increased preservation activities.

NEW SECTION. Sec. 3. FOR THE TRANSPORTATION IMPROVEMENT BOARD—
CAPITAL
Miles Ahead Washington Account—State Appropriation. . . . $55,200,000

The appropriation in this section is subject to the following conditions and limitations: The entire miles ahead Washington account appropriation—state is provided solely for increased preservation activities.

NEW SECTION. Sec. 4. FOR THE DEPARTMENT OF TRANSPORTATION—
IMPROVEMENTS—PROGRAM I
Miles Ahead Washington Account—State Appropriation. . . . $65,000,000

The appropriation in this section is subject to the following conditions and limitations:

(1) Except as otherwise provided in this section, the entire miles ahead Washington account appropriation—state is provided solely
for the Program I projects and activities listed in LEAP Transportation Document 2021-2, as developed March 31, 2021.

(2) It is the intent of the legislature that the US 395 North Spokane Corridor project (M00800R) be advanced in the 2021-2023 biennial transportation appropriations act to allow for earlier completion and inflationary savings.

(3) It is the intent of the legislature that the State Route 155 - Omak Bridge Rehabilitation project (L2000203) be advanced in the 2021-2023 biennial transportation appropriations act to allow for earlier completion and inflationary savings.

NEW SECTION. Sec. 5. FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P
Miles Ahead Washington Account—State Appropriation . . . $575,000,000

The appropriation in this section is subject to the following conditions and limitations: The entire miles ahead Washington account appropriation—state is provided solely for increased preservation activities. Within this amount, the department shall repave Jackson Street under the Interstate 5 overpass in Seattle.

NEW SECTION. Sec. 6. FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W
Carbon Emissions Reduction Account—State Appropriation . . . $66,400,000

The appropriation in this section is subject to the following conditions and limitations:
(1) $28,500,000 of the carbon emissions reduction account—state appropriation is provided solely for vessel electrification.
(2) $37,900,000 of the carbon emissions reduction account—state appropriation is provided solely for terminal electrification.

NEW SECTION. Sec. 7. FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSIT—PROGRAM V
Miles Ahead Washington Account—State Appropriation . . . $20,000,000

The appropriation in this section is subject to the following conditions and limitations: The entire miles ahead Washington account appropriation—state is provided solely for expansion of the transit fare access grant program.
NEW SECTION. Sec. 8. FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL
PROGRAMS—PROGRAM Z—CAPITAL
Carbon Reduction Initiatives Account—State
Appropriation . . . . . . . . . . . . . . . . . . . . . $73,125,000
The appropriations in this section are subject to the following conditions and limitations:
(1) $39,700,000 of the carbon reduction initiatives account—state appropriation is provided solely to expand the bicycle and pedestrian grant program.
(2) $33,375,000 of the carbon reduction initiatives account—state appropriation is provided solely for additional bicycle and pedestrian projects.

NEW SECTION. Sec. 9. There is created in the motor vehicle fund the miles ahead Washington account. All moneys deposited in the motor vehicle fund to be credited to the miles ahead Washington account shall be expended for projects and expenditures identified as miles ahead Washington purposes in LEAP Transportation Document 2021-1, as developed March 31, 2021, or in any enacted transportation appropriations act. The account is subject to allotment procedures under chapter 43.88 RCW, and an appropriation is required for expenditures.

NEW SECTION. Sec. 10. The carbon emissions reduction account is created in the state treasury. Moneys in the account may be spent only after appropriation. Expenditures from the account are intended to affect reductions in transportation-sector carbon emissions through a variety of carbon-reducing investments including, but not limited to: Transportation alternatives to single occupancy passenger vehicles, reductions in single-occupancy passenger vehicle miles traveled; incentive programs for per mile emission reductions in single-occupancy passenger vehicles; and emission reduction programs for freight transportation, ferries, and other maritime and port activities. Expenditures from the account may only be made for transportation carbon emission reducing purposes. The account is subject to allotment procedures under chapter 43.88 RCW.

NEW SECTION. Sec. 11. A new section is added to chapter 47.01 RCW to read as follows:
The connecting communities program is hereby established within
the department of transportation. The purpose of the program is to
improve active transportation connectivity in communities by
providing equitable, safe, continuous routes for pedestrians,
bicyclists, and other nonvehicle users carrying out their daily
activities.

(1) The department must select projects to propose to the
legislature for funding. In selecting projects, the department must
consider, at a minimum, the following criteria:

(a) Access to a transit facility, community facility or
commercial center;

(b) The use of minority and women-owned businesses in design and
construction of the project;

(c) Whether the project is in a census tract with higher than
state average population for:
   (i) People of color;
   (ii) People of Hispanic heritage;
   (iii) Household incomes at or below 200% of federal poverty
level; and

(iv) People with disabilities.

(d) Environmental health disparities, such as those indicated by
the diesel pollution burden portion of the Washington environmental
health disparities map developed by the department of health, or
other similar indicators;

(e) Location on or adjacent to an Indian reservation;

(f) Accident experience involving pedestrians and bicyclists; and

(g) Identified need in the state active transportation plan or a
regional, county, or community plan.

(2) The department shall submit a report to the transportation
committees of the legislature by December 1, 2021, and each December
1st thereafter identifying the selected connecting communities
projects for funding by the legislature. The report must also include
the status of previously funded projects.

NEW SECTION. Sec. 12. This act is necessary for the immediate
preservation of the public peace, health, or safety, or support of
the state government and its existing public institutions, and takes
effect July 1, 2021.

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