



MOVE AHEAD WASHINGTON

A HISTORIC SHIFT IN FUNDING TRANSPORTATION FOR A MULTIMODAL FUTURE

On Tuesday, February 8th 2022, Chairs of the Transportation Committee in both the House and Senate released their proposal to invest **over \$16 billion over 16 years** into Washington's transportation infrastructure- House Bills 2118/2119 and Senate Bills 5974/5975. A compromised Move Ahead WA package was passed on March 10th! Compared to the status quo, this historical and transformative package will **quintuple the amount we invest in transit and active transportation**, and for the first time ever makes multimodal investment a bigger spending category than new highway capacity. TCC is incredibly enthusiastic about the historic investments into transit and mobility! We are happy to see long standing asks from our organization, coalitions, and communities reflected in this work.

"This package will steward us toward a future where public transportation is accessible and ubiquitous and our communities are connected to each other with sustainable transportation, create green jobs, and improve the air and water quality throughout Washington."

- Executive Director, Alex Hudson

INVESTMENTS IN ACTIVE TRANSPORTATION

Mobility and accessibility are key to delivering a transportation network that connects everyone. That's why we are excited that the State is committing \$1.293 billion for active transportation. The Connecting Communities Grant will help make strides towards making those communities that have been damaged by transportation choices of the past whole again. The package aims to get free bikes to kids with the School Based Bike Program, and it makes streets safer for pedestrians with allocations to Complete Streets. We are also seeing a massive investment into walking, biking and rolling infrastructure with over a half a billion dollars allocated to Bicycle and Pedestrian projects.

\$1.293 billion for Active Transportation

- \$290 million to Safe Routes to School
- \$216 million to School Based Bike Program
- \$591 million to Bike/Ped Project list & Grants
- \$146 million to Complete Streets
- \$50 million to Connecting Communities Grant

INVESTMENTS IN TRANSIT

The State has *never* invested into transit the way we are seeing in this package. **\$3.004 billion is being dedicated strictly for transit!** About half of that will be available to transit agencies in the form of the Transit Support Grants, which provide additional operating and capital support for transit agencies that provide **fare free rides for youth under 18**, allowing them to expand routes and provide more frequent service . *This is a huge win for the next generation of riders and will lower the transportation cost of families!* We are also seeing **a brand new commitment to Tribal Nations across the state** with an allocation to their own Mobility Grant. **Green Transit Grants** will also support agencies in their conversion to zero emissions buses – saving agencies money on fuel and helping us all breathe easier.

Over \$3 billion for Transit Programs and Projects

- **\$1.45 billion to Transit Support Grants**
 - Must go fare free for under 18 by October 1, 2022
 - No language on reducing taxing authority, will need to come back next year and fix
- **\$80 million for Tribal Transit Mobility Grants**
- **\$244 million for Transit Projects**
- \$600 million for Special Needs Transit Grants
- \$300 million for Bus & Bus Facility Grant Program
- \$300 million for Green Transit Grants
- \$5 million for Transit Coordination Grants
- \$25 Transportation Demand Management (Including CTR)

INVESTMENTS IN DECARBONIZATION

Climate Commitment Act funds will also go a long way to directly reducing carbon emissions, through electrification, and local decarbonization efforts. To meet our state's greenhouse gas limits, vehicles of all types—from cars to buses to garbage trucks—will need to be **zero emissions**. The State will also invest into the proposed **Ultra High Speed Rail project** to connect Washington from British Columbia, all the way down to Portland, Oregon. We also see the commitment to our youth continued with funding to help ferries and rail go **fare free for riders under 18**.

- \$517 Million for Alternate Fuels and Electrification (State and Local Decarbonization, Carbon Emissions Reduction Local Grants)
- \$435 Million to Ferries (Electrification, 18 & Under Fare Free, and new vessel build costs)
- \$162 Million to Rail (Ultra High Speed Rail, and 18 & Under Fare Free on Amtrak)

Connecting WA from 2015 included 60% of funding allocated to highway expansion; Move Ahead WA only allocates 24%. In total, this bill has five times more for transit and active transportation than the 2015 package.

Other Investments

The remaining portions of the spending bill will invest \$4 billion into new and existing highway infrastructure, fully fund our culvert requirements (Fish Barrier Removal) for \$2.4 billion, invest \$3 billion into preservation and maintenance of Washington's infrastructure, and invest \$1.1 billion into Ferries. Connecting WA from 2015 included 60% of funding allocated to highway expansion; **Move Ahead WA only allocates 24%**. In total, *this bill has five times more for transit and active transportation than the 2015 package.*

LOCAL TAXING OPTIONS

Included in the bill are **new local taxing options**:

1. A **2% Utility Tax**, exclusively for transportation improvements, that can be councilmanically imposed
2. Increase in a Transportation Benefit District's **sales tax authority by .1%** that can be councilmanically imposed
3. Increases the allowed **border area fuel tax by \$.01** subject to voter approval

REVENUE

The Climate Commitment Act (CCA) was a game changer. The expected revenue along with the requirements for it to be used on carbon reducing efforts created an opportunity for these massive investments into our transportation system. The \$5.4 billion in expected revenue from the CCA will fund Active Transportation, Transit Programs and Projects, Alternate Fuels and Electrification, Ferries, and Rail. The CCA also requires *a minimum of 35% of these funds benefit communities overburdened by pollution, and 10% of investments are projects supported by Tribal Nations.*

Move Ahead WA is funded by a variety of different revenue sources, the largest being the Climate Commitment Act (\$5.4 billion), the New Surface Transportation reauthorization from the Infrastructure Investment and Jobs Act (\$3.4 billion), a one time transfer from the General Fund (\$2 billion), additional transfers from the Public Works Assistance Account and general fund.

ENVIROMENTAL JUSTICE

The legislation directs the Environmental Justice Council to provide recommendations in the development and implementation of these climate programs, including the Climate Transit Programs Account and the Climate Active Transportation Account. It is critical that frontline communities and carbon emission reduction remain top priorities for these projects, and that a minimum of 35% of funds, with a goal of 40%, are investments in overburdened communities.

ADDITIONAL TRANSPORTATION PROVISIONS

Included in the Move Ahead WA Package and the Supplemental budget are other notable Transportation related policies or budget provisos:

- **\$450,000 for WSDOT to develop a performance-based project evaluation model**
- **\$400,000 for nondriver study**
- **Seattle automated traffic safety camera pilot program is extended by two years to 2025, which gives the city an opportunity to learn about the effectiveness of this intervention as well as any equity impacts**
- **\$250,000 to the joint transportation committee, to conduct a study of statewide transit service benchmarks**
- **\$2.5 million for I-5 Planning Study Funding is provided for an Interstate 5 planning and environmental linkage study. Additional funding is provided for this item in future years, for a 16-year total of \$40 million**
- \$250,000 to conduct a study examining options for multimodal high capacity transportation (HCT) to serve travelers on the I-5 corridor between central Thurston county (Olympia area) and Pierce county.
- \$600,000 provided solely for the city of Seattle's office of planning and community development to support an equitable development initiative to reconnect the South Park neighborhood, currently divided by State Route 99
- \$150,000 provide recommendations for a state program to assist with the establishment of powered micro-mobility device lending libraries
- Joint transportation committee must convene a work group to discuss, collaborate, and develop recommendations to the committee on the distribution of federal-aid highway formula program funding from the infrastructure investment and jobs act to state and local government in future biennia
- \$400,000 to conduct an independent review of an ultra high-speed ground transportation corridor between Portland, Oregon and Vancouver, British Columbia.
- \$400,000 of the Cooper Jones active transportation safety account—state appropriation is provided solely for grant projects or programs for bicycle, pedestrian, and non-motorist safety improvement ministered by the commission
- Sound Transit-
 - Reduced the minimum payment to Dept. of Licensing from \$3.3 million per year to \$668k per year
 - Allows Sound Transit to compete for Regional Mobility Grants on a permanent basis as long as the board adopts a fare free under 18 policy by Oct. 1, 2022

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