

ESHB 1160 - CONF REPT
By Conference Committee

SENATE ADOPTED 04/28/2019

1 Strike everything after the enacting clause and insert the
2 following:

3 **"2019-2021 FISCAL BIENNIUM**

4 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state
5 is hereby adopted and, subject to the provisions set forth, the
6 several amounts specified, or as much thereof as may be necessary to
7 accomplish the purposes designated, are hereby appropriated from the
8 several accounts and funds named to the designated state agencies and
9 offices for employee compensation and other expenses, for capital
10 projects, and for other specified purposes, including the payment of
11 any final judgments arising out of such activities, for the period
12 ending June 30, 2021.

13 (2) Unless the context clearly requires otherwise, the
14 definitions in this subsection apply throughout this act.

15 (a) "Fiscal year 2020" or "FY 2020" means the fiscal year ending
16 June 30, 2020.

17 (b) "Fiscal year 2021" or "FY 2021" means the fiscal year ending
18 June 30, 2021.

19 (c) "FTE" means full-time equivalent.

20 (d) "Lapse" or "revert" means the amount shall return to an
21 unappropriated status.

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

28 (f) "Reappropriation" means appropriation and, unless the context
29 clearly provides otherwise, is subject to the relevant conditions and
30 limitations applicable to appropriations.

1 (g) "LEAP" means the legislative evaluation and accountability
2 program committee.

3 **GENERAL GOVERNMENT AGENCIES—OPERATING**

4 NEW SECTION. **Sec. 101. FOR THE DEPARTMENT OF ARCHAEOLOGY AND**
5 **HISTORIC PRESERVATION**

6 Motor Vehicle Account—State Appropriation \$545,000

7 NEW SECTION. **Sec. 102. FOR THE UTILITIES AND TRANSPORTATION**
8 **COMMISSION**

9 Grade Crossing Protective Account—State Appropriation . . . \$504,000

10 Pilotage Account—State Appropriation. \$150,000

11 TOTAL APPROPRIATION. \$654,000

12 NEW SECTION. **Sec. 103. FOR THE OFFICE OF FINANCIAL MANAGEMENT**

13 Motor Vehicle Account—State Appropriation \$1,403,000

14 Multimodal Transportation Account—State Appropriation. . . . \$300,000

15 Puget Sound Ferry Operations Account—State Appropriation . . \$116,000

16 TOTAL APPROPRIATION. \$1,819,000

17 The appropriations in this section are subject to the following
18 conditions and limitations: \$300,000 of the multimodal transportation
19 account—state appropriation is provided solely for the office of
20 financial management, in direct coordination with the office of state
21 treasurer, to evaluate, coordinate, and assist in efforts by state
22 agencies in developing cost recovery mechanisms for credit card and
23 other financial transaction fees currently paid from state funds.
24 This may include disbursing interagency reimbursements for the
25 implementation costs incurred by the affected agencies. As part of
26 the first phase of this effort, the office of financial management,
27 with the assistance of relevant agencies, must develop implementation
28 plans and take all necessary steps to ensure that the actual cost-
29 recovery mechanisms will be in place by January 1, 2020, for the
30 vehicles and drivers programs of the department of licensing. By
31 November 1, 2019, the office of financial management must provide a
32 report to the joint transportation committee on the phase 1
33 implementation plan and options to expand similar cost recovery
34 mechanisms to other state agencies and programs, including the
35 ferries division.

1 NEW SECTION. **Sec. 104. FOR THE STATE PARKS AND RECREATION**
2 **COMMISSION**

3 Motor Vehicle Account—State Appropriation \$1,186,000

4 The appropriation in this section is subject to the following
5 conditions and limitations: The entire appropriation in this section
6 is provided solely for road maintenance purposes.

7 NEW SECTION. **Sec. 105. FOR THE DEPARTMENT OF AGRICULTURE**

8 Motor Vehicle Account—State Appropriation \$1,357,000

9 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
10 **ACCOUNTABILITY PROGRAM COMMITTEE**

11 Motor Vehicle Account—State Appropriation \$652,000

12 NEW SECTION. **Sec. 107. FOR THE JOINT LEGISLATIVE AUDIT AND**
13 **REVIEW COMMITTEE**

14 State Patrol Highway Account—State Appropriation. \$90,000

15 The appropriation in this section is subject to the following
16 conditions and limitations: \$90,000 of the state patrol highway
17 account—state appropriation is provided solely for an update to the
18 1999 study of the Washington state patrol's vehicle replacement life
19 cycle cost model.

20 NEW SECTION. **Sec. 108. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

21 Pilotage Account—State Appropriation \$5,228,000

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

24 (1) \$3,125,000 of the pilotage account—state appropriation is
25 provided solely for self-insurance liability premium expenditures;
26 however, this appropriation is contingent upon the board:

27 (a) Annually depositing the first one hundred fifty thousand
28 dollars collected through Puget Sound pilotage district pilotage
29 tariffs into the pilotage account; and

30 (b) Assessing a self-insurance premium surcharge of sixteen
31 dollars per pilotage assignment on vessels requiring pilotage in the
32 Puget Sound pilotage district.

33 (2) The board of pilotage commissioners shall file the annual
34 report to the governor and chairs of the transportation committees

1 required under RCW 88.16.035(1)(f) by September 1, 2019, and annually
2 thereafter. The report must include the continuation of policies and
3 procedures necessary to increase the diversity of pilots, trainees,
4 and applicants, including a diversity action plan. The diversity
5 action plan must articulate a comprehensive vision of the board's
6 diversity goals and the steps it will take to reach those goals.

7 NEW SECTION. **Sec. 109. FOR THE HOUSE OF REPRESENTATIVES**

8 Motor Vehicle Account—State Appropriation \$2,861,000

9 NEW SECTION. **Sec. 110. FOR THE SENATE**

10 Motor Vehicle Account—State Appropriation \$2,998,000

11 NEW SECTION. **Sec. 111. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

12 Motor Vehicle Account—State Appropriation. \$350,000

13 The appropriation in this section is subject to the following
14 conditions and limitations: \$350,000 of the motor vehicle account—
15 state appropriation is provided solely for the department, from
16 amounts set aside out of statewide fuel taxes distributed to cities
17 according to RCW 46.68.110(2), to contract with the association of
18 Washington cities to inventory and assess fish passage barriers
19 associated with city roads located in the *U.S. v. Washington* case
20 area, water resource inventory area numbers one through twenty-three.
21 The study is a continuation of previous inventories, and priority
22 must be given to the assessment of sites that have not yet been
23 inventoried. The initial goal of the study is to finalize the
24 inventory of all city-owned fish passage barriers within the case
25 area. After the initial goal has been met, within any remaining funds
26 and after consultation with the Washington association of cities, the
27 department shall perform downstream access checks on city inventory
28 sites and to reassess existing city inventories that have not been
29 assessed since June 2012. The inventories and assessments must be
30 conducted using the methods described in the department's fish
31 passage, inventory, assessment, and prioritization manual. A report
32 of the study must be provided to the office of financial management
33 and the transportation committees of the legislature by July 1, 2020.

34 NEW SECTION. **Sec. 112. FOR THE DEPARTMENT OF ECOLOGY**

1 (1) (a) When distributing funds for litter control the department
2 shall give priority to litter control along state highways.

3 (b) The department shall contract with the department of
4 transportation to schedule litter prevention messaging and
5 coordination of litter emphasis patrols with the Washington state
6 patrol. The department of transportation may coordinate with the
7 department to conduct litter pickup during scheduled maintenance
8 closures as situations allow.

9 **TRANSPORTATION AGENCIES—OPERATING**

10 NEW SECTION. **Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**
11 **COMMISSION**

12 Highway Safety Account—State Appropriation	\$4,588,000
13 Highway Safety Account—Federal Appropriation	\$27,035,000
14 Highway Safety Account—Private/Local Appropriation	\$118,000
15 School Zone Safety Account—State Appropriation	\$850,000
16 TOTAL APPROPRIATION.	\$32,591,000

17 The appropriations in this section are subject to the following
18 conditions and limitations:

19 (1) \$150,000 of the highway safety account—state appropriation is
20 provided solely for the implementation of chapter . . . (Substitute
21 Senate Bill No. 5710), Laws of 2019 (Cooper Jones Active
22 Transportation Safety Council). If chapter . . . (Substitute Senate
23 Bill No. 5710), Laws of 2019 is not enacted by June 30, 2019, the
24 amount provided in this subsection lapses.

25 (2) The Washington traffic safety commission may oversee a pilot
26 program in up to three cities implementing the use of automated
27 vehicle noise enforcement cameras in zones that have been designated
28 by ordinance as "Stay Out of Areas of Racing."

29 (a) Any programs authorized by the commission must be authorized
30 by December 31, 2019.

31 (b) If a city has established an authorized automated vehicle
32 noise enforcement camera pilot program under this section, the
33 compensation paid to the manufacturer or vendor of the equipment used
34 must be based upon the value of the equipment and services provided
35 or rendered in support of the system.

1 (c) Any city administering a pilot program overseen by the
2 traffic safety commission shall use the following guidelines to
3 administer the program:

4 (i) Automated vehicle noise enforcement camera may record
5 photographs or audio of the vehicle and vehicle license plate only
6 while a violation is occurring. The picture must not reveal the face
7 of the driver or of passengers in the vehicle;

8 (ii) The law enforcement agency of the city or county government
9 shall plainly mark the locations where the automated vehicle noise
10 enforcement camera is used by placing signs on street locations that
11 clearly indicate to a driver that he or she is entering a zone where
12 traffic laws violations are being detected by automated vehicle noise
13 enforcement cameras that record both audio and video;

14 (iii) Cities testing the use of automated vehicle noise
15 enforcement cameras must provide periodic notice by mail to its
16 residents indicating the zones in which the automated vehicle noise
17 enforcement cameras will be used;

18 (iv) A city may only issue a warning notice with no penalty for a
19 violation detected by automated vehicle noise enforcement cameras in
20 a Stay Out of Areas of Racing zone. Warning notices must be mailed to
21 the registered owner of a vehicle within fourteen days of the
22 detected violation;

23 (v) A violation detected through the use of automated vehicle
24 noise enforcement cameras is not part of the registered owner's
25 driving record under RCW 46.52.101 and 46.52.120;

26 (vi) Notwithstanding any other provision of law, all photographs,
27 videos, microphotographs, audio recordings, or electronic images
28 prepared under this section are for the exclusive use of law
29 enforcement in the discharge of duties under this section and are not
30 open to the public and may not be used in a court in a pending action
31 or proceeding. No photograph, microphotograph, audio recording, or
32 electronic image may be used for any purpose other than the issuance
33 of warnings for violations under this section or retained longer than
34 necessary to issue a warning notice as required under this subsection
35 (2); and

36 (vii) By June 30, 2021, the participating cities shall provide a
37 report to the commission and appropriate committees of the
38 legislature regarding the use, public acceptance, outcomes, warnings
39 issued, data retention and use, and other relevant issues regarding

1 automated vehicle noise enforcement cameras demonstrated by the pilot
2 projects.

3 NEW SECTION. **Sec. 202. FOR THE COUNTY ROAD ADMINISTRATION BOARD**

4 Rural Arterial Trust Account—State Appropriation	\$1,137,000
5 Motor Vehicle Account—State Appropriation	\$2,803,000
6 County Arterial Preservation Account—State	
7 Appropriation	\$1,677,000
8 TOTAL APPROPRIATION.	\$5,617,000

9 NEW SECTION. **Sec. 203. FOR THE TRANSPORTATION IMPROVEMENT BOARD**

10 Transportation Improvement Account—State	
11 Appropriation	\$4,526,000

12 NEW SECTION. **Sec. 204. FOR THE JOINT TRANSPORTATION COMMITTEE**

13 Motor Vehicle Account—State Appropriation	\$1,938,000
14 Multimodal Transportation Account—State Appropriation.	\$750,000
15 Highway Safety Account—State Appropriation.	\$275,000
16 TOTAL APPROPRIATION.	\$2,963,000

17 The appropriations in this section are subject to the following
18 conditions and limitations:

19 (1) \$400,000 of the motor vehicle account—state appropriation and
20 \$50,000 of the multimodal transportation account—state appropriation
21 is for the joint transportation committee to conduct a comprehensive
22 assessment of statewide transportation needs and priorities, and
23 existing and potential transportation funding mechanisms to address
24 those needs and priorities. The assessment must include: (a)
25 Recommendations on the critical state and local transportation
26 projects, programs, and services needed to achieve an efficient,
27 effective, statewide transportation system over the next ten years;
28 (b) a comprehensive menu of funding options for the legislature to
29 consider to address the identified transportation system investments;
30 and (c) an analysis of the economic impacts of a range of future
31 transportation investments. The assessment must be submitted to the
32 transportation committees of the legislature by June 30, 2020.
33 Starting July 1, 2020, and concluding by December 31, 2020, a
34 committee-appointed commission or panel shall review the assessment
35 and make final recommendations to the legislature for consideration
36 during the 2021 legislative session on a realistic, achievable plan

1 for funding transportation programs, projects, and services over the
2 next ten years including a timeline for legislative action on funding
3 the identified transportation system needs shortfall.

4 (2) (a) \$450,000 of the multimodal transportation account—state
5 appropriation is for the joint transportation committee to conduct an
6 analysis of the electrification of public fleets in Washington state.
7 The study must include the following:

8 (i) An inventory of existing public fleets for the state of
9 Washington, counties, a sampling of cities, and public transit
10 agencies. The inventory must differentiate among battery and fuel
11 cell electric vehicles, hybrid vehicles, gasoline powered vehicles,
12 and any other functional categories. Three cities from each of the
13 following population ranges must be selected for the analysis:

14 (A) Population up to and including twenty-five thousand;

15 (B) Population greater than twenty-five thousand and up to and
16 including fifty thousand;

17 (C) Population greater than fifty thousand and up to and
18 including one hundred thousand;

19 (D) Population greater than one hundred thousand;

20 (ii) A review of currently available battery and fuel cell
21 electric vehicle alternatives to the vehicle types most commonly used
22 by the state, counties, cities, and public transit agencies. The
23 review must include:

24 (A) The average vehicle cost differential among the commercially
25 available fuel options;

26 (B) A cost benefit analysis of the conversion of different
27 vehicle classes; and

28 (C) Recommendations for the types of vehicles that should be
29 excluded from consideration due to insufficient alternatives,
30 unreliable technology, or excessive cost;

31 (iii) The projected costs of achieving substantial conversion to
32 battery and/or fuel cell electric fleets by 2025, 2030, and 2035 for
33 the state, counties, cities, and public transit agencies. This cost
34 estimate must include:

35 (A) Vehicle acquisition costs, charging and refueling
36 infrastructure costs, and other associated costs;

37 (B) Financial constraints of each type of entity to transition to
38 an electric vehicle fleet; and

39 (C) Any other identified barriers to transitioning to a battery
40 and/or fuel cell electric vehicle fleet;

1 (iv) Identification and analysis of financing mechanisms that
2 could be used to finance the transition of publicly owned vehicles to
3 battery and fuel cell electric vehicles. These mechanisms include,
4 but are not limited to: Energy or carbon savings performance
5 contracting, utility grants and rebates, revolving loan funds, state
6 grant programs, private third-party financing, fleet management
7 services, leasing, vehicle use optimization, and vehicle to grid
8 technology; and

9 (v) The predicted number and location profile of electric vehicle
10 fueling stations needed statewide to provide fueling for the fleets
11 of the state, counties, cities, and public transit agencies.

12 (b) In developing and implementing the study, the joint
13 transportation committee must solicit input from representatives of
14 the department of enterprise services, the department of
15 transportation, the department of licensing, the department of
16 commerce, the Washington state association of counties, the
17 association of Washington cities, the Washington state transit
18 association, transit agencies, and others as deemed appropriate.

19 (c) The joint transportation committee must issue a report of its
20 findings and recommendations to the transportation committees of the
21 legislature by September 30, 2020.

22 (3) (a) \$250,000 of the multimodal transportation account—state
23 appropriation is for the joint transportation committee to conduct a
24 study of the feasibility of an east-west intercity passenger rail
25 system. The study must include the following elements:

26 (i) Projections of potential ridership;

27 (ii) Review of relevant planning studies;

28 (iii) Establishment of an advisory group and associated meetings;

29 (iv) Development of a Stampede Pass corridor alignment to
30 maximize ridership, revenue, and rationale, considering service to
31 population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg,
32 Toppenish, and Spokane;

33 (v) Assessment of current infrastructure conditions, including
34 station stop locations;

35 (vi) Identification of equipment needs; and

36 (vii) Identification of operator options.

37 (b) A report of the study findings and recommendations is due to
38 the transportation committees of the legislature by June 30, 2020.

1 (4) (a) \$275,000 of the highway safety fund—state appropriation is
2 for a study of vehicle subagents in Washington state. The study must
3 consider and include recommendations, as necessary, on the following:

4 (i) The relevant statutes, rules, and/or regulations authorizing
5 vehicle subagents and any changes made to the relevant statutes,
6 rules, and/or regulations;

7 (ii) The current process of selecting and authorizing a vehicle
8 subagent, including the change of ownership process and the
9 identification of any barriers to entry into the vehicle subagent
10 market;

11 (iii) The annual business expenditures borne by each of the
12 vehicle subagent businesses since fiscal year 2010 and identification
13 of any materials, including office equipment and supplies, provided
14 by the department of licensing to each vehicle subagent since fiscal
15 year 2010. To accomplish this task, each vehicle subagent must
16 provide expenditure data to the joint transportation committee for
17 the purposes of this study;

18 (iv) The oversight provided by the county auditors and/or the
19 department of licensing over the vehicle subagent businesses;

20 (v) The history of service fees, how increases to the service fee
21 rate are made, and how the requested fee increase is determined;

22 (vi) The online vehicle registration renewal process and any
23 potential improvements to the online process;

24 (vii) The department of licensing's ability to provide more
25 vehicle licensing services directly, particularly taking into account
26 the increase in online vehicle renewal transactions;

27 (viii) The potential expansion of services that can be performed
28 by vehicle subagents; and

29 (ix) The process by which the geographic locations of vehicle
30 subagents are determined.

31 (b) In conducting the study, the joint transportation committee
32 must consult with the department of licensing, a representative of
33 county auditors, and a representative of vehicle subagents.

34 (c) The joint transportation committee may collect any data from
35 the department of licensing, county auditors, and vehicle subagents
36 that is necessary to conduct the study.

37 (d) The joint transportation committee must issue a report of
38 its findings and recommendations to the transportation committees of
39 the legislature by September 30, 2020.

1 NEW SECTION. **Sec. 205. FOR THE TRANSPORTATION COMMISSION**

2	Motor Vehicle Account—State Appropriation	\$2,893,000
3	Multimodal Transportation Account—State Appropriation . . .	\$112,000
4	Interstate 405 Express Toll Lanes Operations	
5	Account—State Appropriation.	\$250,000
6	TOTAL APPROPRIATION.	\$3,255,000

7 The appropriations in this section are subject to the following
8 conditions and limitations:

9 (1) (a) The commission shall reconvene the road usage charge
10 steering committee, with the same membership described in chapter
11 297, Laws of 2018, and shall report at least once every three months
12 to the steering committee with updates on report development for the
13 completed road usage charge pilot project until the final report is
14 submitted. The final report on the road usage charge pilot project is
15 due to the transportation committees of the legislature by January 1,
16 2020, and should include recommendations for necessary next steps to
17 consider impacts to communities of color, low-income households,
18 vulnerable populations, and displaced communities. Any legislative
19 vacancies on the steering committee must be appointed by the speaker
20 of the house of representatives for a house of representatives member
21 vacancy, and by the president of the senate for a senate member
22 vacancy.

23 (b) The commission shall coordinate with the department of
24 transportation to jointly seek federal funds available through the
25 federal surface transportation system funding alternatives grant
26 program, applying toll credits for meeting match requirements. One or
27 more grant applications may be developed that, at a minimum, propose
28 to:

29 (i) (A) Update the recommended road usage charge operational
30 concepts and business case presented to the road usage charge
31 steering committee to reflect a range of scenarios regarding fleet
32 electrification and use of shared vehicles. The operational concepts
33 must include technological or system features necessary to ensure
34 collection of the road usage charge from electric vehicles and fleets
35 of shared and/or autonomous vehicles, if applicable. The business
36 case must assess a range of gross revenue impacts to a road usage
37 charge and fuel taxes resulting from changes to total vehicle miles
38 traveled under scenarios with varying degrees of shared, autonomous,
39 and/or electric vehicle adoption rates;

1 (B) Develop a detailed plan for phasing in the implementation of
2 road usage charges for vehicles operated in Washington, incorporating
3 any updates to road usage charge policy recommendations made in (a)
4 and (b) (i) (A) of this subsection and including consideration of
5 methods for reducing the cost of collections for a road usage charge
6 system in Washington state; and

7 (C) Examine the allocation of current gas tax revenues and
8 possible frameworks for the allocation of road usage charge revenues
9 that could be used to evaluate policy choices once road usage charge
10 revenues comprise a significant share of state revenues for
11 transportation purposes.

12 (ii) A year-end report on the status of any federally-funded
13 project for which federal funding is secured must be provided to the
14 governor's office and the transportation committees of the
15 legislature by January 1, 2020.

16 (2) (a) \$250,000 of the Interstate 405 express toll lanes
17 operations account—state appropriation is provided solely for the
18 transportation commission to conduct a study, applicable to the
19 Interstate 405 express toll lanes, of discounted tolls and other
20 similar programs for low-income drivers that are provided by other
21 states, countries, or other entities and how such a program could be
22 implemented in the state of Washington. The transportation commission
23 may contract with a consultant to conduct all or a portion of this
24 study.

25 (b) In conducting this study, the transportation commission shall
26 consult with both the department of transportation and the department
27 of social and health services.

28 (c) The transportation commission shall, at a minimum, consider
29 the following issues when conducting the study of discounted tolls
30 and other similar programs for low-income drivers:

31 (i) The benefits, requirements, and any potential detriments to
32 the users of a program;

33 (ii) The most cost-effective way to implement a program given
34 existing financial commitments, shared cost requirements across
35 facilities, and technical requirements to execute and maintain a
36 program;

37 (iii) The implications of a program for tolling policies,
38 revenues, costs, operations, and enforcement; and

39 (iv) Any implications to tolled facilities based on the type of
40 tolling implemented on a particular facility.

1 (d) The transportation commission shall provide a report
2 detailing the findings of this study and recommendations for
3 implementing a discounted toll or other appropriate program in the
4 state of Washington to the transportation committees of the
5 legislature by June 30, 2021.

6 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
7 **INVESTMENT BOARD**

8 Freight Mobility Investment Account—State
9 Appropriation \$813,000

10 NEW SECTION. **Sec. 207. FOR THE WASHINGTON STATE PATROL**

11 State Patrol Highway Account—State Appropriation \$508,503,000
12 State Patrol Highway Account—Federal Appropriation . . . \$16,069,000
13 State Patrol Highway Account—Private/Local
14 Appropriation \$4,257,000
15 Highway Safety Account—State Appropriation \$1,188,000
16 Ignition Interlock Device Revolving Account—State
17 Appropriation \$7,010,000
18 Multimodal Transportation Account—State Appropriation . . . \$286,000
19 TOTAL APPROPRIATION. \$537,313,000

20 The appropriations in this section are subject to the following
21 conditions and limitations:

22 (1) Washington state patrol officers engaged in off-duty
23 uniformed employment providing traffic control services to the
24 department of transportation or other state agencies may use state
25 patrol vehicles for the purpose of that employment, subject to
26 guidelines adopted by the chief of the Washington state patrol. The
27 Washington state patrol must be reimbursed for the use of the vehicle
28 at the prevailing state employee rate for mileage and hours of usage,
29 subject to guidelines developed by the chief of the Washington state
30 patrol.

31 (2) \$510,000 of the ignition interlock device revolving account—
32 state appropriation is provided solely for the ignition interlock
33 program at the Washington state patrol to provide funding for two
34 staff to work and provide support for the program in working with
35 manufacturers, service centers, technicians, and participants in the
36 program.

1 (3) \$1,424,000 of the state patrol highway account—state
2 appropriation is provided solely to enter into an agreement for
3 upgraded land mobile software, hardware, and equipment.

4 (4) \$2,582,000 of the state patrol highway account—state
5 appropriation is provided solely for the replacement of radios and
6 other related equipment.

7 (5) \$343,000 of the state patrol highway account—state
8 appropriation is provided solely for aerial criminal investigation
9 tools, including software licensing and maintenance, and annual
10 certification.

11 (6) \$514,000 of the state patrol highway account—state
12 appropriation is provided solely for additional staff to address the
13 increase in the number of toxicology cases from impaired driving and
14 death investigations.

15 (7) \$580,000 of the state patrol highway account—state
16 appropriation is provided solely for the operation of and
17 administrative support to the license investigation unit to enforce
18 vehicle registration laws in southwestern Washington. The Washington
19 state patrol, in consultation with the department of revenue, shall
20 maintain a running estimate of the additional vehicle registration
21 fees, sales and use taxes, and local vehicle fees remitted to the
22 state pursuant to activity conducted by the license investigation
23 unit. Beginning October 1, 2019, and quarterly thereafter, the
24 Washington state patrol shall submit a report detailing the
25 additional revenue amounts generated since July 1, 2017, to the
26 director of the office of financial management and the transportation
27 committees of the legislature. At the end of the calendar quarter in
28 which it is estimated that more than \$625,000 in state sales and use
29 taxes have been remitted to the state since July 1, 2017, the
30 Washington state patrol shall notify the state treasurer and the
31 state treasurer shall transfer funds pursuant to section 406 of this
32 act.

33 (8) \$18,000 of the state patrol highway account—state
34 appropriation is provided solely for the license investigation unit
35 to procure an additional license plate reader and related costs.

36 (9) The Washington state patrol and the office of financial
37 management must be consulted by the department of transportation
38 during the design phase of any improvement or preservation project
39 that could impact Washington state patrol weigh station operations.

1 During the design phase of any such project, the department of
2 transportation must estimate the cost of designing around the
3 affected weigh station's current operations, as well as the cost of
4 moving the affected weigh station.

5 (10) \$4,210,000 of the state patrol highway account—state
6 appropriation is provided solely for a third arming and a third
7 trooper basic training class. The cadet class is expected to graduate
8 in June 2021.

9 (11) \$65,000 of the state patrol highway account—state
10 appropriation is provided solely for the implementation of
11 chapter . . . (Engrossed Second Substitute Senate Bill No. 5497),
12 Laws of 2019 (immigrants in the workplace). If chapter . . .
13 (Engrossed Second Substitute Senate Bill No. 5497), Laws of 2019 is
14 not enacted by June 30, 2019, the amount provided in this subsection
15 lapses.

16 (12)(a) The Washington state patrol must report quarterly to the
17 house and senate transportation committees on the status of
18 recruitment and retention activities as follows:

- 19 (i) A summary of recruitment and retention strategies;
- 20 (ii) The number of transportation funded staff vacancies by major
21 category;
- 22 (iii) The number of applicants for each of the positions by these
23 categories;
- 24 (iv) The composition of workforce; and
- 25 (v) Other relevant outcome measures with comparative information
26 with recent comparable months in prior years.

27 (b) By January 1, 2020, the Washington state patrol must submit
28 to the transportation committees of the legislature and the governor
29 a workforce diversity plan. The plan must identify ongoing, and both
30 short-term and long-term, specific comprehensive outreach and
31 recruitment strategies to increase populations underrepresented
32 within both commissioned and noncommissioned employee groups.

33 **NEW SECTION. Sec. 208. FOR THE DEPARTMENT OF LICENSING**

34 Marine Fuel Tax Refund Account—State Appropriation	\$34,000
35 Motorcycle Safety Education Account—State	
36 Appropriation	\$5,044,000
37 State Wildlife Account—State Appropriation	\$536,000
38 Highway Safety Account—State Appropriation	\$243,189,000

1	Highway Safety Account—Federal Appropriation	\$1,294,000
2	Motor Vehicle Account—State Appropriation	\$77,219,000
3	Motor Vehicle Account—Private/Local Appropriation	\$2,858,000
4	Ignition Interlock Device Revolving Account—State	
5	Appropriation	\$6,143,000
6	Department of Licensing Services Account—State	
7	Appropriation	\$8,012,000
8	License Plate Technology Account—State	
9	Appropriation	\$4,250,000
10	Abandoned Recreational Vehicle Account—State	
11	Appropriation.	\$2,925,000
12	Limousine Carriers Account—State Appropriation.	\$113,000
13	DOL Technology Improvement & Data Management	
14	Account—State Appropriation.	\$2,250,000
15	Agency Financial Transaction Account—State	
16	Appropriation.	\$11,903,000
17	TOTAL APPROPRIATION.	\$365,770,000

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) \$139,000 of the motorcycle safety education account—state
21 appropriation is provided solely for the implementation of
22 chapter . . . (Substitute House Bill No. 1116), Laws of 2019
23 (motorcycle safety). If chapter . . . (Substitute House Bill No.
24 1116), Laws of 2019 is not enacted by June 30, 2019, the amount
25 provided in this subsection lapses.

26 (2) \$404,000 of the highway safety account—state appropriation is
27 provided solely for a new driver testing system at the department.
28 Pursuant to RCW 43.135.055 and 46.82.310, the department is
29 authorized to increase driver training school license application and
30 renewal fees in fiscal years 2020 and 2021, as necessary to fully
31 support the cost of activities related to administration of the
32 driver training school program, including the cost of the new driver
33 testing system described in this subsection.

34 (3) \$25,000 of the motorcycle safety education account—state
35 appropriation, \$4,000 of the state wildlife account—state
36 appropriation, \$1,708,000 of the highway safety account—state
37 appropriation, \$576,000 of the motor vehicle account—state
38 appropriation, \$22,000 of the ignition interlock device revolving

1 account—state appropriation, and \$28,000 of the department of
2 licensing services account—state appropriation are provided solely
3 for the department to fund the appropriate staff, other than data
4 stewards, and necessary equipment and software for data management,
5 data analytics, and data compliance activities. The department must,
6 in consultation with the office of the chief information officer,
7 construct a framework with goals for providing better data
8 stewardship and a plan to achieve those goals. The department must
9 provide the framework and plan to the transportation committees of
10 the legislature by December 31, 2019. Appropriations provided for the
11 data stewardship and privacy project described in this subsection are
12 subject to the conditions, limitations, and review provided in
13 section 701 of this act.

14 (4) Appropriations provided for the cloud continuity of
15 operations project in this section are subject to the conditions,
16 limitations, and review provided in section 701 of this act.

17 (5) The department shall continue to encourage the use of online
18 vehicle registration renewal reminders and minimize the number of
19 letters mailed by the department. Beginning January 1, 2020, and
20 semiannually thereafter, the department must report on the percentage
21 of different types of transactions performed online by region and the
22 estimated printing and postage costs saved from a fiscal year 2017
23 baseline from these efforts.

24 (6) \$24,028,000 of the highway safety account—state appropriation
25 is provided solely for costs necessary to accommodate increased
26 demand for enhanced drivers' licenses and enhanced identicards. The
27 department shall report on a quarterly basis on the use of these
28 funds, associated workload, and information with comparative
29 information with recent comparable months in prior years. The report
30 must include detailed statewide and by licensing service office
31 information on staffing levels, average monthly wait times, the
32 number of enhanced drivers' licenses and enhanced identicards issued/
33 renewed, and the number of primary drivers' licenses and identicards
34 issued/renewed. Within the amounts provided in this subsection, the
35 department shall implement efficiency measures to reduce the time for
36 licensing transactions and wait times including, but not limited to,
37 the installation of additional cameras at licensing service offices
38 that reduce bottlenecks and align with the "keep your customer"
39 initiative.

1 (7) Within amounts provided in this section, the department shall
2 take immediate steps to ensure that all statutorily allowed
3 transactions that can be performed by subagents are logistically
4 allowed and supported, including potentially allowing vessel reports
5 of sale to be processed in subagent offices. By December 1, 2019, the
6 department of licensing shall report to director of the office of
7 financial management and the transportation committees of the
8 legislature on the actions taken pursuant to this subsection.

9 (8) \$507,000 of the motor vehicle account—state appropriation is
10 provided solely for the implementation of chapter . . . (Substitute
11 Senate Bill No. 5419), Laws of 2019 (vehicle service fees) or
12 chapter . . . (Engrossed House Bill No. 1789), Laws of 2019 (vehicle
13 service fees). If neither chapter . . . (Substitute Senate Bill No.
14 5419), Laws of 2019 or chapter . . . (Engrossed House Bill No. 1789),
15 Laws of 2019 are enacted by June 30, 2019, the amount provided in
16 this subsection lapses.

17 (9) \$62,000 of the highway safety account—state appropriation is
18 provided solely for the implementation of chapter . . . (Substitute
19 Senate Bill No. 5694), Laws of 2019 (commercial beekeeper drivers).
20 If chapter . . . (Substitute Senate Bill No. 5694), Laws of 2019 is
21 not enacted by June 30, 2019, the amount provided in this subsection
22 lapses.

23 (10) \$25,000 of the motor vehicle account—state appropriation is
24 provided solely for the implementation of chapter . . . (Engrossed
25 House Bill No. 1996), Laws of 2019 (San Juan Islands license plate).
26 If chapter . . . (Engrossed House Bill No. 1996), Laws of 2019 is not
27 enacted by June 30, 2019, the amount provided in this subsection
28 lapses.

29 (11) \$24,000 of the motor vehicle account—state appropriation is
30 provided solely for the implementation of chapter . . . (House Bill
31 No. 2062), Laws of 2019 (Seattle Storm license plate). If
32 chapter . . . (House Bill No. 2062), Laws of 2019 is not enacted by
33 June 30, 2019, the amount provided in this subsection lapses.

34 (12) \$14,000 of the motor vehicle account—state appropriation is
35 provided solely for the implementation of chapter . . . (Substitute
36 Senate Bill No. 5591), Laws of 2019 (stolen vehicle check fee). If
37 chapter . . . (Substitute Senate Bill No. 5591), Laws of 2019 is not
38 enacted by June 30, 2019, the amount provided in this subsection
39 lapses.

1 (13) \$65,000 of the highway safety account—state appropriation is
2 provided solely for the implementation of chapter . . . (Engrossed
3 Second Substitute Senate Bill No. 5497), Laws of 2019 (immigrants in
4 the workplace). If chapter . . . (Engrossed Second Substitute Senate
5 Bill No. 5497), Laws of 2019 is not enacted by June 30, 2019, the
6 amount provided in this subsection lapses.

7 (14) The appropriations in this section assume implementation of
8 additional cost recovery mechanisms to recoup at least \$11,903,000 in
9 credit card and other financial transaction costs as part of charges
10 imposed for driver and vehicle fee transactions beginning January 1,
11 2020. At the direction of the office of financial management, the
12 department must develop a method of tracking the additional amount of
13 credit card and other financial cost-recovery revenues. In
14 consultation with the office of financial management, the department
15 must notify the state treasurer of these amounts and the state
16 treasurer must deposit these revenues in the agency financial
17 transaction account created in section 717 of this act on a quarterly
18 basis.

19 (15) Within amounts provided in this section, the department,
20 shall convene a work group of relevant stakeholders, to make
21 recommendations on methods to assist former military members with
22 demonstrated comparable recent military experience transition into
23 civilian employment in commercial trucking and the construction
24 trades. The issues explored by the work group may include, but are
25 not limited to, expanding the allowed waivers under the federal motor
26 carrier safety administration regulations, the specific training
27 documents and military license information needed to demonstrate
28 comparable military experience, the options to ensure that the former
29 military drivers have the requisite knowledge and skills to safely
30 operate commercial motor vehicles, and options to expand the
31 transition and employment opportunities of former military drivers.
32 The work group shall submit a report with its findings and
33 recommendations to the transportation committees of the legislature
34 by December 1, 2019.

35 (16) Within amounts provided in this section, the department, in
36 consultation with the department of ecology and the Washington state
37 patrol, shall convene a work group that includes representation from
38 the vehicle recycling community, local law enforcement, environmental
39 interests, and other appropriate parties to review enforcement of and
40 compliance with the state's vehicle wrecking laws.

1 (a) The work group shall review the current problems relating to
2 illegal vehicle wrecking operations and efforts underway in other
3 west coast states to address the problems of illegal vehicle wrecking
4 operations, including tax evasion, environmental impacts, health
5 impacts, and facilitation of vehicle theft, and other related issues.

6 (b) The work group shall consider strategies for bringing illegal
7 vehicle wreckers into compliance through compliance assistance,
8 education and training, or other methods, including coordinated
9 enforcement and compliance activities, and recommendations for
10 statutory and administrative changes needed to better allow for
11 enforcement against illegal wrecking operations.

12 (c) By December 1, 2019, the department must submit a preliminary
13 progress report on the work group activities to the transportation
14 committees of the legislature. By August 1, 2020, the department must
15 submit a final report with potential legislation to the
16 transportation committees of the legislature.

17 (17)(a) To ensure the most accurate and cost-effective method of
18 determining whether an abandoned vehicle owner is an active duty
19 service member, the department shall convene a work group comprised
20 of registered tow truck operators from different regions of the
21 state, a representative of the military department, and
22 representatives from the military branches of service by invitation
23 as appropriate, to develop options for a financially viable and
24 sustainable plan for the verification of a registered vehicle owner's
25 active duty military status for both in state and out-of-state
26 registered vehicles. The work group must examine:

27 (i) How other states and their respective towing and recovery
28 industries have addressed the workload, liability, and costs of
29 verification of a registered vehicle owner's active duty military
30 status; and

31 (ii) Appropriate sources of funding to support the implementation
32 of the policy options developed by the work group.

33 (b) A final report and draft legislation are due to the standing
34 transportation committees of the legislature on June 1, 2020.

35 (18) \$1,281,000 of the department of licensing service account—
36 state appropriation is provided solely for savings from the
37 implementation of chapter . . . (Engrossed House Bill No. 1789), Laws
38 of 2019 (vehicle service fees). If chapter . . . (Engrossed House
39 Bill No. 1789), Laws of 2019 is enacted by June 30, 2019, the amount
40 provided in this subsection lapses.

1 (19) \$2,650,000 of the abandoned recreational vehicle disposal
2 account—state appropriation is provided solely for providing
3 reimbursements in accordance with the department's abandoned
4 recreational vehicle disposal reimbursement program. It is the intent
5 of the legislature that the department prioritize this funding for
6 allowable and approved reimbursements and not to build a reserve of
7 funds within the account.

8 (20) \$20,000 of the motor vehicle account—state appropriation is
9 provided solely for the implementation of chapter . . . (Substitute
10 House Bill No. 1197), Laws of 2019 (Gold Star license plate). If
11 chapter . . . (Substitute House Bill No. 1197), Laws of 2019 is not
12 enacted by June 30, 2019, the amount provided in this subsection
13 lapses.

14 (21) \$31,000 of the motor vehicle account—state appropriation is
15 provided solely for the implementation of chapter . . . (Substitute
16 House Bill No. 1436), Laws of 2019 (snow bikes). If chapter . . .
17 (Substitute House Bill No. 1436), Laws of 2019 is not enacted by June
18 30, 2019, the amount provided in this subsection lapses.

19 (22) \$24,000 of the motor vehicle account—state appropriation is
20 provided solely for the implementation of chapter . . . (House Bill
21 No. 2058), Laws of 2019 (Purple Heart license plate). If
22 chapter . . . (House Bill No. 2058), Laws of 2019 is not enacted by
23 June 30, 2019, the amount provided in this subsection lapses.

24 (23) \$24,000 of the motor vehicle account—state appropriation is
25 provided solely for the implementation of chapter . . . (Engrossed
26 House Bill No. 2067), Laws of 2019 (vehicle and vessel owner
27 information). If chapter . . . (Engrossed House Bill No. 2067), Laws
28 of 2019 is not enacted by June 30, 2019, the amount provided in this
29 subsection lapses.

30 (24) \$24,000 of the motor vehicle account—state appropriation is
31 provided solely for the implementation of chapter . . . (House Bill
32 No. 1255), Laws of 2019 (Patches Pal license plate). If chapter . . .
33 (House Bill No. 1255), Laws of 2019 is not enacted by June 30, 2019,
34 the amount provided in this subsection lapses.

35 (25) \$600,000 of the highway safety account—state appropriation
36 is provided solely for the department to provide an interagency
37 transfer to the department of social and health services, children's
38 administration division for the purpose of providing driver's license
39 support to a larger population of foster youth than is already served

1 within existing resources. Support services include reimbursement of
2 driver's license issuance costs, fees for driver training education,
3 and motor vehicle liability insurance costs.

4 (26) The department must place personal and company data elements
5 in separate data fields to allow the department to select discrete
6 data elements when providing information or data to persons or
7 entities outside the department. Pursuant to the restrictions in
8 federal and state law, a person's photo, social security number, or
9 medical information must not be made available through public
10 disclosure or data being provided under RCW 46.12.630 or 46.12.635.

11 (27) The budget includes amounts for the department to implement
12 employee training and other activities related to improving the
13 protection of private information and increasing racial and cultural
14 awareness by employees in administering licensing responsibilities.

15 (28) Within existing funds, the department shall conduct a study
16 to evaluate options for the implementation of prismatic
17 retroreflective technology on license plates. The department must
18 consult with the department of corrections, the department of
19 transportation, the Washington state patrol, and other appropriate
20 entities in conducting the study. The report must include information
21 on the potential improvements to license plate retroreflectivity and
22 legibility, implementation costs, effects of prismatic
23 retroreflective technology on license plate readers used by the
24 Washington state patrol for enforcement and by the department of
25 transportation in the photo toll collection process, and other
26 implementation issues. The department shall issue the report to the
27 transportation committees of the legislature by December 31, 2019.

28 (29) \$149,000 of the highway safety account—state appropriation
29 and \$218,000 of the ignition interlock device revolving account—state
30 appropriation are provided solely for the implementation of
31 chapter . . . (Engrossed Substitute House Bill No. 1504), Laws of
32 2019 (impaired driving). If chapter . . . (Engrossed Substitute House
33 Bill No. 1504), Laws of 2019 is not enacted by June 30, 2019, the
34 amount provided in this subsection lapses.

35 (30) \$91,000 of the highway safety account—state appropriation is
36 provided solely for the department's costs related to the one
37 Washington project.

38 (31) \$974,000 of the highway safety account—state appropriation
39 is provided solely for communication and outreach activities

1 necessary to inform the public of federally acceptable identification
 2 options including, but not limited to, enhanced drivers' licenses and
 3 enhanced identicards. The department shall continue the outreach plan
 4 that includes informational material that can be effectively
 5 communicated to all communities and populations in Washington. To
 6 accomplish this work, the department shall contract with an external
 7 vendor with demonstrated experience and expertise in outreach and
 8 marketing to underrepresented communities in a culturally-responsive
 9 fashion.

10 NEW SECTION. **Sec. 209. FOR THE DEPARTMENT OF TRANSPORTATION—**

11 **TOLL OPERATIONS AND MAINTENANCE—PROGRAM B**

12	High Occupancy Toll Lanes Operations Account—State	
13	Appropriation	\$3,774,000
14	Motor Vehicle Account—State Appropriation	\$513,000
15	State Route Number 520 Corridor Account—State	
16	Appropriation	\$43,773,000
17	State Route Number 520 Civil Penalties Account—State	
18	Appropriation	\$4,145,000
19	Tacoma Narrows Toll Bridge Account—State	
20	Appropriation	\$27,807,000
21	Alaskan Way Viaduct Replacement Project Account—State	
22	Appropriation.	\$20,061,000
23	Interstate 405 Express Toll Lanes Operations	
24	Account—State Appropriation	\$18,329,000
25	TOTAL APPROPRIATION.	\$118,402,000

26 The appropriations in this section are subject to the following
 27 conditions and limitations:

28 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
 29 appropriation and \$11,034,000 of the state route number 520 corridor
 30 account—state appropriation are provided solely for the purposes of
 31 addressing unforeseen operations and maintenance costs on the Tacoma
 32 Narrows bridge and the state route number 520 bridge, respectively.
 33 The office of financial management shall place the amounts provided
 34 in this subsection, which represent a portion of the required minimum
 35 fund balance under the policy of the state treasurer, in unallotted
 36 status. The office may release the funds only when it determines that
 37 all other funds designated for operations and maintenance purposes
 38 have been exhausted.

1 (2) As long as the facility is tolled, the department must
2 provide quarterly reports to the transportation committees of the
3 legislature on the Interstate 405 express toll lane project
4 performance measures listed in RCW 47.56.880(4). These reports must
5 include:

6 (a) Information on the travel times and travel time reliability
7 (at a minimum, average and 90th percentile travel times) maintained
8 during peak and nonpeak periods in the express toll lanes and general
9 purpose lanes for both the entire corridor and commonly made trips in
10 the corridor including, but not limited to, northbound from Bellevue
11 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
12 state route number 522, Bellevue to Bothell (both NE 8th to state
13 route number 522 and NE 8th to state route number 527), and a trip
14 internal to the corridor (such as NE 85th to NE 160th) and similar
15 southbound trips;

16 (b) A month-to-month comparison of travel times and travel time
17 reliability for the entire corridor and commonly made trips in the
18 corridor as specified in (a) of this subsection since implementation
19 of the express toll lanes and, to the extent available, a comparison
20 to the travel times and travel time reliability prior to
21 implementation of the express toll lanes;

22 (c) Total express toll lane and total general purpose lane
23 traffic volumes, as well as per lane traffic volumes for each type of
24 lane (i) compared to total express toll lane and total general
25 purpose lane traffic volumes, as well as per lane traffic volumes for
26 each type of lane, on this segment of Interstate 405 prior to
27 implementation of the express toll lanes and (ii) compared to total
28 express toll lane and total general purpose lane traffic volumes, as
29 well as per lane traffic volumes for each type of lane, from month to
30 month since implementation of the express toll lanes; and

31 (d) Underlying congestion measurements, that is, speeds, that are
32 being used to generate the summary graphs provided, to be made
33 available in a digital file format.

34 (3)(a) \$71,000 of the high occupancy toll lanes operations
35 account—state appropriation, \$1,238,000 of the state route number 520
36 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
37 toll bridge account—state appropriation, \$460,000 of the Interstate
38 405 express toll lanes operations account—state appropriation, and
39 \$699,000 of the Alaskan Way viaduct replacement project account—state

1 appropriation are provided solely for the department to finish
2 implementing a new tolling customer service toll collection system,
3 and are subject to the conditions, limitations, and review provided
4 in section 701 of this act.

5 (b) The department shall continue to work with the office of
6 financial management, office of the chief information officer, and
7 the transportation committees of the legislature on the project
8 management plan that includes a provision for independent
9 verification and validation of contract deliverables from the
10 successful bidder and a provision for quality assurance that includes
11 reporting independently to the office of the chief information
12 officer on an ongoing basis during system implementation.

13 (4) The department shall make detailed quarterly reports to the
14 transportation committees of the legislature and the public on the
15 department's web site on the following:

16 (a) The use of consultants in the tolling program, including the
17 name of the contractor, the scope of work, the type of contract,
18 timelines, deliverables, any new task orders, and any extensions to
19 existing consultant contracts;

20 (b) The nonvendor costs of administering toll operations,
21 including the costs of staffing the division, consultants, and other
22 personal service contracts required for technical oversight and
23 management assistance, insurance, payments related to credit card
24 processing, transponder purchases and inventory management, facility
25 operations and maintenance, and other miscellaneous nonvendor costs;

26 (c) The vendor-related costs of operating tolled facilities,
27 including the costs of the customer service center, cash collections
28 on the Tacoma Narrows bridge, electronic payment processing, and toll
29 collection equipment maintenance, renewal, and replacement;

30 (d) The toll adjudication process, including a summary table for
31 each toll facility that includes:

32 (i) The number of notices of civil penalty issued;

33 (ii) The number of recipients who pay before the notice becomes a
34 penalty;

35 (iii) The number of recipients who request a hearing and the
36 number who do not respond;

37 (iv) Workload costs related to hearings;

38 (v) The cost and effectiveness of debt collection activities; and

39 (vi) Revenues generated from notices of civil penalty; and

1 (e) A summary of toll revenue by facility on all operating toll
2 facilities and high occupancy toll lane systems, and an itemized
3 depiction of the use of that revenue.

4 (5) \$17,517,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation is provided solely for
6 operational costs related to the express toll lane facility.

7 (6) In calendar year 2021, toll equipment on the Tacoma Narrows
8 Bridge will have reached the end of its operational life. During the
9 2019-2021 fiscal biennium, the department plans to issue a request
10 for proposals as the first stage of a competitive procurement process
11 that will replace the toll equipment and select a new tolling
12 operator for the Tacoma Narrows Bridge. The request for proposals and
13 subsequent competitive procurement must incorporate elements that
14 prioritize the overall goal of lowering costs per transaction for the
15 facility, such as incentives for innovative approaches which result
16 in lower transactional costs, requests for efficiencies on the part
17 of the bidder that lower operational costs, and incorporation of
18 technologies such as self-serve credit card machines or other point-
19 of-payment technologies that lower costs or improve operational
20 efficiencies.

21 (7) \$19,362,000 of the Alaskan Way viaduct replacement project
22 account—state appropriation is provided solely for the new state
23 route number 99 tunnel toll facility's expected share of collecting
24 toll revenues, operating customer services, and maintaining toll
25 collection systems. The legislature expects to see appropriate
26 reductions to the other toll facility accounts once tolling on the
27 new state route number 99 tunnel toll facility commences and any
28 previously incurred costs for start-up of the new facility are
29 charged back to the Alaskan Way viaduct replacement project account.
30 The office of financial management shall closely monitor the
31 application of the cost allocation model and ensure that the new
32 state route number 99 tunnel toll facility is adequately sharing
33 costs and the other toll facility accounts are not being overspent or
34 subsidizing the new state route number 99 tunnel toll facility.

35 (8) \$256,000 of the high occupancy toll lanes operations account—
36 state appropriation and \$352,000 of the Interstate 405 express toll
37 lanes operations account—state appropriation are provided solely for
38 increased levels of service from the Washington state patrol for
39 enforcement of toll lane violations on the state route number 167

1 high occupancy toll lanes and the Interstate 405 express toll lanes.
2 The department shall compile monthly data on the number of Washington
3 state patrol enforcement hours on each facility and the percentage of
4 time during peak hours that speeds are at or above forty-five miles
5 per hour on each facility. The department shall provide this data in
6 a report to the transportation committees of the legislature on at
7 least a calendar quarterly basis.

8 NEW SECTION. **Sec. 210. FOR THE DEPARTMENT OF TRANSPORTATION—**
9 **INFORMATION TECHNOLOGY—PROGRAM C**

10	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
11	Motor Vehicle Account—State Appropriation	\$94,993,000
12	Puget Sound Ferry Operations Account—State	
13	Appropriation	\$263,000
14	Multimodal Transportation Account—State	
15	Appropriation	\$2,878,000
16	Transportation 2003 Account (Nickel Account)—State	
17	Appropriation	\$1,460,000
18	TOTAL APPROPRIATION.	\$101,054,000

19 The appropriations in this section are subject to the following
20 conditions and limitations:

21 (1) \$8,114,000 of the motor vehicle account—state appropriation
22 is provided solely for the development of the labor system
23 replacement project and is subject to the conditions, limitations,
24 and review provided in section 701 of this act. It is the intent of
25 the legislature that if any portion of the labor system replacement
26 project is leveraged in the future for the time, leave, and labor
27 distribution of any other agencies, the motor vehicle account will be
28 reimbursed proportionally for the development of the system since
29 amounts expended from the motor vehicle account must be used
30 exclusively for highway purposes in conformance with Article II,
31 section 40 of the state Constitution. This must be accomplished
32 through a loan arrangement with the current interest rate under the
33 terms set by the office of the state treasurer at the time the system
34 is deployed to additional agencies. If the motor vehicle account is
35 not reimbursed for future use of the system, it is further the intent
36 of the legislature that reductions will be made to central service
37 agency charges accordingly. The department shall provide a report to
38 the transportation committees of the legislature by December 31,

1 2019, detailing the project timeline as of July 1, 2019, an updated
2 project timeline if necessary, expenditures made to date for the
3 purposes of this project, and expenditures projected through the
4 remainder of the project timeline.

5 (2) \$198,000 of the motor vehicle account—state appropriation is
6 provided solely for the department's cost related to the one
7 Washington project.

8 (3) \$21,500,000 of the motor vehicle account—state appropriation
9 is provided solely for the activities of the information technology
10 program in developing and maintaining information systems that
11 support the operations and program delivery of the department,
12 ensuring compliance with section 701 of this act, and the
13 requirements of the office of the chief information officer under RCW
14 43.88.092 to evaluate and prioritize any new financial and capital
15 systems replacement or modernization project and any other
16 information technology project. During the 2019-2021 biennium, the
17 department is prohibited from using the distributed direct program
18 support or any other cost allocation method to fund any new financial
19 and capital systems replacement or modernization project without
20 having the project evaluated and prioritized by the office of the
21 chief information officer and submitting a decision package to the
22 governor and the transportation committees of the legislature as part
23 of the normal budget process.

24 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
25 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
26 **OPERATING**

27	Motor Vehicle Account—State Appropriation	\$33,149,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation	\$34,000
30	TOTAL APPROPRIATION.	\$33,183,000

31 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
32 **AVIATION—PROGRAM F**

33	Aeronautics Account—State Appropriation	\$7,635,000
34	Aeronautics Account—Federal Appropriation	\$2,542,000
35	Aeronautics Account—Private/Local Appropriation	\$60,000
36	TOTAL APPROPRIATION.	\$10,237,000

1 The appropriations in this section are subject to the following
2 conditions and limitations:

3 (1) \$2,751,000 of the aeronautics account—state appropriation is
4 provided solely for the airport aid grant program, which provides
5 competitive grants to public use airports for pavement, safety,
6 maintenance, planning, and security.

7 (2) \$468,000 of the aeronautics account—state appropriation is
8 provided solely for one FTE dedicated to planning aviation emergency
9 services and addressing emerging aeronautics requirements, and for
10 the implementation of chapter . . . (House Bill No. 1397), Laws of
11 2019 (electric aircraft work group), which extends the electric
12 aircraft work group past its current expiration and allows WSDOT to
13 employ a consultant to assist with the work group. If chapter . . .
14 (House Bill No. 1397), Laws of 2019 is not enacted by June 30, 2019,
15 \$200,000 of the amount in this subsection lapses.

16 (3) \$200,000 of the aeronautics account—state appropriation is
17 provided solely for the department to convene an electric aircraft
18 work group to study the state of the electrically powered aircraft
19 industry and assess infrastructure needs related to the deployment of
20 electric or hybrid-electric aircraft for commercial air travel in
21 Washington state.

22 (a) The chair of the work group may be a consultant specializing
23 in aeronautics. The work group must include, but is not limited to,
24 representation from the electric aircraft industry, the aircraft
25 manufacturing industry, electric utility districts, the battery
26 industry, the department of commerce, the department of
27 transportation aviation division, the airline pilots association, a
28 primary airport representing an airport association, and the airline
29 industry.

30 (b) The study must include, but is not limited to:

31 (i) Infrastructure requirements necessary to facilitate electric
32 aircraft operations at airports;

33 (ii) Potential economic and public benefits including, but not
34 limited to, the direct and indirect impact on the number of
35 manufacturing and service jobs and the wages from those jobs in
36 Washington state;

37 (iii) Potential incentives for industry in the manufacturing and
38 operation of electric aircraft for regional air travel;

1 (iv) Educational and workforce requirements for manufacturing and
2 maintaining electric aircraft;

3 (v) Demand and forecast for electric aircraft use to include
4 expected timeline of the aircraft entering the market given federal
5 aviation administration certification requirements;

6 (vi) Identification of up to six airports in Washington state
7 that may benefit from a pilot program once an electrically propelled
8 aircraft for commercial use becomes available; and

9 (vii) Recommendations to further the advancement of the
10 electrification of aircraft for regional commercial use within
11 Washington state, including specific, measureable goals for the years
12 2030, 2040, and 2050 that reflect progressive and substantial
13 increases in the utilization of electric and hybrid-electric
14 commercial aircraft.

15 (c) The work group must submit a report and accompanying
16 recommendations to the transportation committees of the legislature
17 by November 15, 2020.

18 (d) If chapter . . . (House Bill No. 1397), Laws of 2019 is
19 enacted by June 30, 2019, the amount provided in this subsection (3)
20 lapses.

21 (4) \$150,000 of the aeronautics account—state appropriation is
22 provided solely for the implementation of chapter . . . (Substitute
23 Senate Bill No. 5370), Laws of 2019 (aviation coordinating
24 commission). If chapter . . . (Substitute Senate Bill No. 5370), Laws
25 of 2019 is not enacted by June 30, 2019, the amount provided in this
26 subsection lapses.

27 NEW SECTION. **Sec. 213. FOR THE DEPARTMENT OF TRANSPORTATION—**
28 **PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H**

29	Motor Vehicle Account—State Appropriation	\$59,801,000
30	Motor Vehicle Account—Federal Appropriation	\$500,000
31	Multimodal Transportation Account—State Appropriation	\$258,000
32	TOTAL APPROPRIATION.	\$60,559,000

33 The appropriations in this section are subject to the following
34 conditions and limitations:

35 (1) The legislature recognizes that the trail known as the Rocky
36 Reach Trail, and its extensions, serve to separate motor vehicle
37 traffic from pedestrians and bicyclists, increasing motor vehicle
38 safety on state route number 2 and the coincident section of state

1 route number 97. Consistent with chapter 47.30 RCW and pursuant to
2 RCW 47.12.080, the legislature declares that transferring portions of
3 WSDOT Inventory Control (IC) No. 2-09-04686 containing the trail and
4 associated buffer areas to the Washington state parks and recreation
5 commission is consistent with the public interest. The legislature
6 directs the department to transfer the property to the Washington
7 state parks and recreation commission.

8 (a) The department must be paid fair market value for any
9 portions of the transferred real property that is later abandoned,
10 vacated, or ceases to be publicly maintained for trail purposes.

11 (b) Prior to completing the transfer in this subsection (1), the
12 department must ensure that provisions are made to accommodate
13 private and public utilities and any facilities that predate the
14 department's acquisition of the property, at no cost to those
15 entities. Prior to completing the transfer, the department shall also
16 ensure that provisions, by fair market assessment, are made to
17 accommodate other private and public utilities and any facilities
18 that have been legally allowed by permit or other instrument.

19 (c) The department may sell any adjoining property that is not
20 necessary to support the Rocky Reach Trail and adjacent buffer areas
21 only after the transfer of trail-related property to the Washington
22 state parks and recreation commission is complete. Adjoining property
23 owners must be given the first opportunity to acquire such property
24 that abuts their property, and applicable boundary line or other
25 adjustments must be made to the legal descriptions for recording
26 purposes.

27 (2) With respect to Parcel 12 of the real property conveyed by
28 the state of Washington to the city of Mercer Island under that
29 certain quitclaim deed, dated April 19, 2000, recorded in King county
30 under recording no. 20000425001234, the requirement in the deed that
31 the property be used for road/street purposes only will be deemed
32 satisfied by the department of transportation so long as commuter
33 parking, as part of the vertical development of the property, is one
34 of the significant uses of the property.

35 (3) \$1,600,000 of the motor vehicle account—state appropriation
36 is provided solely for real estate services activities. Consistent
37 with RCW 47.12.120 and during the 2019-2021 fiscal biennium, when
38 initiating, extending, or renewing any rent or lease agreements with
39 a regional transit authority, consideration of value must be
40 equivalent to one hundred percent of economic or market rent.

1 (4) (a) \$100,000 of the motor vehicle account—state appropriation
2 is provided solely for the department to:

3 (i) Determine the real property owned by the state of Washington
4 and under the jurisdiction of the department in King county that is
5 surplus property located in an area encompassing south of Dearborn
6 Street in Seattle, south of Newcastle, west of SR 515, and north of
7 South 216th to SR 515; and

8 (ii) Use any remaining funds after (a)(i) of this subsection is
9 completed to identify additional real property across the state owned
10 by the state of Washington and under the jurisdiction of the
11 department that is surplus property.

12 (b) The department shall provide a report to the transportation
13 committees of the legislature describing the properties it has
14 identified as surplus property under (a) of this subsection by
15 October 1, 2020.

16 NEW SECTION. **Sec. 214. FOR THE DEPARTMENT OF TRANSPORTATION—**
17 **PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K**

18	Motor Vehicle Account—State Appropriation	\$670,000
19	Electric Vehicle Account—State Appropriation.	\$2,000,000
20	Multimodal Transportation Account—State Appropriation. . .	\$1,634,000
21	TOTAL APPROPRIATION.	\$4,304,000

22 The appropriations in this section are subject to the following
23 conditions and limitations:

24 (1) The economic partnerships program must continue to explore
25 retail partnerships at state-owned park and ride facilities, as
26 authorized in RCW 47.04.295.

27 (2) \$350,000 of the multimodal transportation account—state
28 appropriation is provided solely for the department to execute a
29 transit oriented development pilot project at Kingsgate park and ride
30 in Kirkland intended to be completed by December 31, 2023. The
31 purpose of the pilot project is to demonstrate how appropriate
32 department properties may be used to provide multiple public benefits
33 such as affordable and market rate housing, commercial development,
34 and institutional facilities in addition to transportation purposes.
35 To accomplish the pilot project, the department is authorized to
36 exercise all legal and administrative powers authorized in statute
37 that may include, but is not limited to, the transfer, lease, or sale
38 of some or all of the property to another governmental agency, public

1 development authority, or nonprofit developer approved by the
2 department and partner agencies. The department may also partner with
3 sound transit, King county, the city of Kirkland, and any other
4 federal, regional, or local jurisdiction on any policy changes
5 necessary from those jurisdictions to facilitate the pilot project.
6 By December 1, 2019, the department must report to the legislature on
7 any legislative actions necessary to facilitate the pilot project and
8 future transit oriented development projects.

9 (3) \$2,000,000 of the electric vehicle account—state
10 appropriation is provided solely for the clean alternative fuel
11 vehicle charging and refueling infrastructure program in
12 chapter . . . (Engrossed Second Substitute House Bill No. 2042), Laws
13 of 2019 (advancing green transportation adoption). If chapter . . .
14 (Engrossed Second Substitute House Bill No. 2042), Laws of 2019 is
15 not enacted by June 30, 2019, the amount provided in this subsection
16 lapses.

17 (4) \$1,200,000 of the multimodal transportation account—state
18 appropriation is provided solely for the pilot program established
19 under chapter . . . (Engrossed Second Substitute House Bill No.
20 2042), Laws of 2019 (advancing green transportation adoption) to
21 provide clean alternative fuel vehicle use opportunities to
22 underserved communities and low to moderate income members of the
23 workforce not readily served by transit or located in transportation
24 corridors with emissions that exceed federal or state emissions
25 standards. If chapter . . . (Engrossed Second Substitute House Bill
26 No. 2042), Laws of 2019 is not enacted by June 30, 2019, the amount
27 provided in this subsection lapses.

28 (5) \$84,000 of the multimodal transportation account—state
29 appropriation is provided solely for an interagency transfer to the
30 department of commerce for the purpose of conducting a study as
31 described in chapter . . . (Engrossed Second Substitute House Bill
32 No. 2042), Laws of 2019 (advancing green transportation adoption) to
33 identify opportunities to reduce barriers to electric vehicle
34 adoption by lower income residents of the state through the use of
35 vehicle and infrastructure financing assistance. If chapter . . .
36 (Engrossed Second Substitute House Bill No. 2042), Laws of 2019 is
37 not enacted by June 30, 2019, the amount provided in this subsection
38 lapses.

1 NEW SECTION. **Sec. 215. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **HIGHWAY MAINTENANCE—PROGRAM M**

3 Motor Vehicle Account—State Appropriation \$495,228,000
4 Motor Vehicle Account—Federal Appropriation \$7,000,000
5 State Route Number 520 Corridor Account—State
6 Appropriation \$4,447,000
7 Tacoma Narrows Toll Bridge Account—State
8 Appropriation \$1,549,000
9 Alaskan Way Viaduct Replacement Project
10 Account—State Appropriation \$9,533,000
11 Interstate 405 Express Toll Lanes Operations
12 Account—State Appropriation. \$1,370,000
13 TOTAL APPROPRIATION. \$519,127,000

14 The appropriations in this section are subject to the following
15 conditions and limitations:

16 (1) (a) \$6,170,000 of the motor vehicle account—state
17 appropriation is provided solely for utility fees assessed by local
18 governments as authorized under RCW 90.03.525 for the mitigation of
19 stormwater runoff from state highways. Plan and reporting
20 requirements as required in chapter . . . (Senate Bill No. 5505),
21 Laws of 2019 (Local Stormwater Charges) shall be consistent with the
22 January 2012 findings of the Joint Transportation Committee Report
23 for Effective Cost Recovery Structure for WSDOT, Jurisdictions, and
24 Efficiencies in Stormwater Management.

25 (b) Pursuant to RCW 90.03.525(3), the department and the
26 utilities imposing charges to the department shall negotiate with the
27 goal of agreeing to rates such that the total charges to the
28 department for the 2019-2021 fiscal biennium do not exceed the amount
29 provided in this subsection. The department shall report to the
30 transportation committees of the legislature on the amount of funds
31 requested, the funds granted, and the strategies used to keep costs
32 down, by January 17, 2021. If chapter . . . (Senate Bill No. 5505),
33 Laws of 2019 (local stormwater charges) is enacted by June 30, 2019,
34 this subsection (1) (b) does not take effect.

35 (2) \$4,447,000 of the state route number 520 corridor account—
36 state appropriation is provided solely to maintain the state route
37 number 520 floating bridge. These funds must be used in accordance
38 with RCW 47.56.830(3).

1 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
2 appropriation is provided solely to maintain the new Tacoma Narrows
3 bridge. These funds must be used in accordance with RCW 47.56.830(3).

4 (4) \$1,370,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation is provided solely to maintain
6 the Interstate 405 express toll lanes between Lynnwood and Bellevue.
7 These funds must be used in accordance with RCW 47.56.830(3).

8 (5) \$5,000,000 of the motor vehicle account—state appropriation
9 is provided solely for a contingency pool for snow and ice removal.
10 The department must notify the office of financial management and the
11 transportation committees of the legislature when they have spent the
12 base budget for snow and ice removal and will begin using the
13 contingency pool funding.

14 (6) \$1,025,000 of the motor vehicle account—state appropriation
15 is provided solely for the department to implement safety
16 improvements and debris clean up on department-owned rights-of-way in
17 the city of Seattle at levels above that being implemented as of
18 January 1, 2019. The department must contract out or hire a crew
19 dedicated solely to collecting and disposing of garbage, clearing
20 debris or hazardous material, and implementing safety improvements
21 where hazards exist to the traveling public, department employees, or
22 people encamped upon department-owned rights-of-way. The department
23 may request assistance from the Washington state patrol as necessary
24 in order for both agencies to provide enhanced safety-related
25 activities regarding the emergency hazards along state highway
26 rights-of-way in the Seattle area.

27 (7) \$1,015,000 of the motor vehicle account—state appropriation
28 is provided solely for a partnership program between the department
29 and the city of Tacoma. The program shall address the safety and
30 public health problems created by homeless encampments on the
31 department's property along state highways within the city limits.
32 \$570,000 is for dedicated department maintenance staff and associated
33 clean-up costs. The department and the city of Tacoma shall enter
34 into a reimbursable agreement to cover up to \$445,000 of the city's
35 expenses for clean-up crews and landfill costs.

36 (8) The department must commence a pilot program for the
37 2019-2021 fiscal biennium at the four highest demand safety rest
38 areas to create and maintain an online calendar for volunteer groups
39 to check availability of weekends for the free coffee program. The

1 calendar must be updated at least weekly and show dates and times
2 that are, or are not, available to participate in the free coffee
3 program. The department must submit a report to the legislature on
4 the ongoing pilot by December 1, 2020, outlining the costs and
5 benefits of the online calendar pilot, and including surveys from the
6 volunteer groups and agency staff to determine its effectiveness.

7 NEW SECTION. **Sec. 216. FOR THE DEPARTMENT OF TRANSPORTATION—**
8 **TRAFFIC OPERATIONS—PROGRAM Q—OPERATING**

9	Motor Vehicle Account—State Appropriation	\$70,681,000
10	Motor Vehicle Account—Federal Appropriation	\$2,050,000
11	Motor Vehicle Account—Private/Local Appropriation	\$250,000
12	TOTAL APPROPRIATION.	\$72,981,000

13 The appropriations in this section are subject to the following
14 conditions and limitations:

15 (1) \$6,000,000 of the motor vehicle account—state appropriation
16 is provided solely for low-cost enhancements. The department shall
17 give priority to low-cost enhancement projects that improve safety or
18 provide congestion relief. By December 15th of each odd-numbered
19 year, the department shall provide a report to the legislature
20 listing all low-cost enhancement projects completed in the prior
21 fiscal biennium.

22 (2) (a) During the 2019-2021 fiscal biennium, the department shall
23 continue a pilot program that expands private transportation
24 providers' access to high occupancy vehicle lanes. Under the pilot
25 program, when the department reserves a portion of a highway based on
26 the number of passengers in a vehicle, the following vehicles must be
27 authorized to use the reserved portion of the highway if the vehicle
28 has the capacity to carry eight or more passengers, regardless of the
29 number of passengers in the vehicle: (i) Auto transportation company
30 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
31 carrier vehicles regulated under chapter 81.70 RCW, except marked or
32 unmarked stretch limousines and stretch sport utility vehicles as
33 defined under department of licensing rules; (iii) private nonprofit
34 transportation provider vehicles regulated under chapter 81.66 RCW;
35 and (iv) private employer transportation service vehicles. For
36 purposes of this subsection, "private employer transportation
37 service" means regularly scheduled, fixed-route transportation
38 service that is offered by an employer for the benefit of its

1 employees. Nothing in this subsection is intended to authorize the
2 conversion of public infrastructure to private, for-profit purposes
3 or to otherwise create an entitlement or other claim by private users
4 to public infrastructure.

5 (b) The department shall expand the high occupancy vehicle lane
6 access pilot program to vehicles that deliver or collect blood,
7 tissue, or blood components for a blood-collecting or distributing
8 establishment regulated under chapter 70.335 RCW. Under the pilot
9 program, when the department reserves a portion of a highway based on
10 the number of passengers in a vehicle, blood-collecting or
11 distributing establishment vehicles that are clearly and identifiably
12 marked as such on all sides of the vehicle are considered emergency
13 vehicles and must be authorized to use the reserved portion of the
14 highway.

15 (c) The department shall expand the high occupancy vehicle lane
16 access pilot program to private, for hire vehicles regulated under
17 chapter 81.72 RCW that have been specially manufactured, designed, or
18 modified for the transportation of a person who has a mobility
19 disability and uses a wheelchair or other assistive device. Under the
20 pilot program, when the department reserves a portion of a highway
21 based on the number of passengers in a vehicle, wheelchair-accessible
22 taxicabs that are clearly and identifiably marked as such on all
23 sides of the vehicle are considered public transportation vehicles
24 and must be authorized to use the reserved portion of the highway.

25 (d) Nothing in this subsection (2) is intended to exempt these
26 vehicles from paying tolls when they do not meet the occupancy
27 requirements established by the department for high occupancy toll
28 lanes.

29 (3) When regional transit authority construction activities are
30 visible from a state highway, the department shall allow the regional
31 transit authority to place safe and appropriate signage informing the
32 public of the purpose of the construction activity.

33 (4) The department must make signage for low-height bridges a
34 high priority.

35 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**
36 **TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S**

37	Motor Vehicle Account—State Appropriation	\$38,782,000
38	Motor Vehicle Account—Federal Appropriation	\$1,380,000

1	Motor Vehicle Account—Private/Local Appropriation	\$500,000
2	Multimodal Transportation Account—State	
3	Appropriation	\$1,129,000
4	TOTAL APPROPRIATION.	\$41,791,000

5 The appropriations in this section are subject to the following
6 conditions and limitations:

7 (1) \$2,000,000 of the motor vehicle account—state appropriation
8 is provided solely for a grant program that makes awards for the
9 following: (a) Support for nonprofit agencies, churches, and other
10 entities to help provide outreach to populations underrepresented in
11 the current apprenticeship programs; (b) preapprenticeship training;
12 and (c) child care, transportation, and other supports that are
13 needed to help women, veterans, and minorities enter and succeed in
14 apprenticeship. The department must report on grants that have been
15 awarded and the amount of funds disbursed by December 1st each year.
16 If moneys are provided in the omnibus operating appropriations act
17 for a career connected learning grant program, defined in
18 chapter . . . (Substitute House Bill No. 1336), Laws of 2019, or
19 otherwise, the amount provided in this subsection lapses.

20 (2) \$150,000 of the motor vehicle account—state appropriation is
21 provided solely for a user-centered and mobile-compatible web site
22 redesign using estimated web site ad revenues.

23 (3) From the revenues generated by the five dollar per studded
24 tire fee under RCW 46.37.427, \$250,000 of the motor vehicle account—
25 state appropriation is provided solely for the department, in
26 consultation with the appropriate local jurisdictions and relevant
27 stakeholder groups, to establish a pilot media-based public
28 information campaign regarding the damage of studded tire use on
29 state and local roadways in Whatcom county, and to continue the
30 existing pilot information campaign in Spokane county. The reason for
31 the geographic selection of Spokane and Whatcom counties is based on
32 the high utilization of studded tires in these jurisdictions. The
33 public information campaigns must primarily focus on making the
34 consumer aware of the safety implications for other drivers, road
35 deterioration, financial impact for taxpayers, and, secondarily, the
36 alternatives to studded tires. The Whatcom county pilot media-based
37 public information campaign must begin by September 1, 2020. By
38 January 14, 2021, the department must provide the transportation

1 committees of the legislature an update on the Spokane and Whatcom
2 county pilot media-based public information campaigns.

3 (4) \$138,000 of the motor vehicle account—state appropriation is
4 provided solely for the implementation of chapter . . . (Second
5 Substitute Senate Bill No. 5489), Laws of 2019 (concerning
6 environmental health disparities). If chapter . . . (Second
7 Substitute Senate Bill No. 5489), Laws of 2019 is not enacted by June
8 30, 2019, the amount provided in this subsection lapses.

9 NEW SECTION. **Sec. 218. FOR THE DEPARTMENT OF TRANSPORTATION—**
10 **TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T**

11 High Occupancy Toll Lanes Operations

12	Account—State Appropriation.	\$3,000,000
13	Motor Vehicle Account—State Appropriation	\$29,403,000
14	Motor Vehicle Account—Federal Appropriation	\$29,485,000
15	Motor Vehicle Account—Private/Local Appropriation.	\$800,000
16	Multimodal Transportation Account—State Appropriation . . .	\$710,000
17	Multimodal Transportation Account—Federal	
18	Appropriation	\$2,809,000
19	Multimodal Transportation Account—Private/Local	
20	Appropriation	\$100,000
21	TOTAL APPROPRIATION.	\$66,307,000

22 The appropriations in this section are subject to the following
23 conditions and limitations:

24 (1) \$130,000 of the motor vehicle account—state appropriation is
25 provided solely for completion of a corridor study to identify
26 potential improvements between exit 116 and exit 99 of Interstate 5.
27 The study should further develop mid- and long-term strategies from
28 the corridor sketch, and identify potential US 101/I-5 interchange
29 improvements, a strategic plan for the Nisqually River bridges,
30 regional congestion relief options, and ecosystem benefits to the
31 Nisqually River estuary for salmon productivity and flood control.

32 (2) The study on state route number 518 referenced in section
33 218(5), chapter 297, Laws of 2018 must be submitted to the
34 transportation committees of the legislature by November 30, 2019.

35 (3) \$100,000 of the motor vehicle account—state appropriation is
36 provided solely to complete the Tacoma mall direct access feasibility
37 study.

1 (4) \$4,600,000 of the motor vehicle account—federal appropriation
2 is provided solely to complete the road usage charge pilot project
3 overseen by the transportation commission using the remaining unspent
4 amount of the federal grant award. The purpose of the road usage
5 charge pilot project is to explore the viability of a road usage
6 charge as a possible replacement for the gas tax.

7 (5) \$3,000,000 of the high occupancy toll lanes operations
8 account—state appropriation is provided solely for updating the state
9 route number 167 master plan. If neither chapter . . . (Engrossed
10 Substitute Senate Bill No. 5825), Laws of 2019 (addressing tolling)
11 nor chapter . . . (House Bill No. 2132), Laws of 2019 (addressing
12 tolling) is enacted by June 30, 2019, the amount provided in this
13 subsection lapses.

14 NEW SECTION. **Sec. 219. FOR THE DEPARTMENT OF TRANSPORTATION—**
15 **CHARGES FROM OTHER AGENCIES—PROGRAM U**

16	Motor Vehicle Account—State Appropriation	\$71,996,000
17	Multimodal Transportation Account—State	
18	Appropriation	\$2,491,000
19	TOTAL APPROPRIATION.	\$74,487,000

20 The appropriations in this section are subject to the following
21 conditions and limitations:

22 (1) Prior to entering into any negotiated settlement of a claim
23 against the state for the department that exceeds five million
24 dollars, the department, in conjunction with the attorney general and
25 the department of enterprise services, shall notify the director of
26 the office of financial management and the transportation committees
27 of the legislature.

28 (2) Beginning October 1, 2019, and quarterly thereafter, the
29 department, in conjunction with the attorney general and the
30 department of enterprise services, shall provide a report with
31 judgments and settlements dealing with the Washington state ferry
32 system to the director of the office of financial management and the
33 transportation committees of the legislature. The report must include
34 information on: (a) The number of claims and settlements by type; (b)
35 the average claim and settlement by type; (c) defense costs
36 associated with those claims and settlements; and (d) information on
37 the impacts of moving legal costs associated with the Washington
38 state ferry system into the statewide self-insurance pool.

1 (3) Beginning October 1, 2019, and quarterly thereafter, the
2 department, in conjunction with the attorney general and the
3 department of enterprise services, shall provide a report with
4 judgments and settlements dealing with the nonferry operations of the
5 department to the director of the office of financial management and
6 the transportation committees of the legislature. The report must
7 include information on: (a) The number of claims and settlements by
8 type; (b) the average claim and settlement by type; and (c) defense
9 costs associated with those claims and settlements.

10 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
11 **PUBLIC TRANSPORTATION—PROGRAM V**

12	State Vehicle Parking Account—State Appropriation	\$784,000
13	Regional Mobility Grant Program Account—State	
14	Appropriation	\$96,630,000
15	Rural Mobility Grant Program Account—State	
16	Appropriation	\$32,223,000
17	Multimodal Transportation Account—State	
18	Appropriation	\$128,554,000
19	Multimodal Transportation Account—Federal	
20	Appropriation	\$3,574,000
21	Multimodal Transportation Account—Local	
22	Appropriation	\$100,000
23	TOTAL APPROPRIATION.	\$261,865,000

24 The appropriations in this section are subject to the following
25 conditions and limitations:

26 (1) \$62,679,000 of the multimodal transportation account—state
27 appropriation is provided solely for a grant program for special
28 needs transportation provided by transit agencies and nonprofit
29 providers of transportation. If chapter . . . (Engrossed Second
30 Substitute House Bill No. 2042), Laws of 2019 (advancing green
31 transportation adoption) is not enacted by June 30, 2019, \$10,000,000
32 of the amount in this subsection lapses. Of this amount:

33 (a) \$14,278,000 of the multimodal transportation account—state
34 appropriation is provided solely for grants to nonprofit providers of
35 special needs transportation. Grants for nonprofit providers must be
36 based on need, including the availability of other providers of
37 service in the area, efforts to coordinate trips among providers and
38 riders, and the cost effectiveness of trips provided. If

1 chapter . . . (Engrossed Second Substitute House Bill No. 2042), Laws
2 of 2019 (advancing green transportation adoption) is not enacted by
3 June 30, 2019, \$2,278,000 of the amount in this subsection lapses.
4 Fuel type may not be a factor in the grant selection process.

5 (b) \$48,401,000 of the multimodal transportation account—state
6 appropriation is provided solely for grants to transit agencies to
7 transport persons with special transportation needs. To receive a
8 grant, the transit agency must, to the greatest extent practicable,
9 have a maintenance of effort for special needs transportation that is
10 no less than the previous year's maintenance of effort for special
11 needs transportation. Grants for transit agencies must be prorated
12 based on the amount expended for demand response service and route
13 deviated service in calendar year 2017 as reported in the "Summary of
14 Public Transportation - 2017" published by the department of
15 transportation. No transit agency may receive more than thirty
16 percent of these distributions. If chapter . . . (Engrossed Second
17 Substitute House Bill No. 2042), Laws of 2019 (advancing green
18 transportation adoption) is not enacted by June 30, 2019, \$7,722,000
19 of the amount in this subsection lapses. Fuel type may not be a
20 factor in the grant selection process.

21 (2) \$32,223,000 of the rural mobility grant program account—state
22 appropriation is provided solely for grants to aid small cities in
23 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
24 factor in the grant selection process.

25 (3) (a) \$10,290,000 of the multimodal transportation account—state
26 appropriation is provided solely for a vanpool grant program for: (i)
27 Public transit agencies to add vanpools or replace vans; and (ii)
28 incentives for employers to increase employee vanpool use. The grant
29 program for public transit agencies will cover capital costs only;
30 operating costs for public transit agencies are not eligible for
31 funding under this grant program. Additional employees may not be
32 hired from the funds provided in this section for the vanpool grant
33 program, and supplanting of transit funds currently funding vanpools
34 is not allowed. The department shall encourage grant applicants and
35 recipients to leverage funds other than state funds. Fuel type may
36 not be a factor in the grant selection process.

37 (b) At least \$1,600,000 of the amount provided in this subsection
38 must be used for vanpool grants in congested corridors.

1 (4) \$18,951,000 of the regional mobility grant program account—
2 state appropriation is reappropriated and provided solely for the
3 regional mobility grant projects identified in LEAP Transportation
4 Document 2019-2 ALL PROJECTS as developed April 27, 2019, Program -
5 Public Transportation Program (V).

6 (5) (a) \$77,679,000 of the regional mobility grant program account
7 —state appropriation is provided solely for the regional mobility
8 grant projects identified in LEAP Transportation Document 2019-2 ALL
9 PROJECTS as developed April 27, 2019, Program - Public Transportation
10 Program (V). The department shall review all projects receiving grant
11 awards under this program at least semiannually to determine whether
12 the projects are making satisfactory progress. Any project that has
13 been awarded funds, but does not report activity on the project
14 within one year of the grant award, must be reviewed by the
15 department to determine whether the grant should be terminated. The
16 department shall promptly close out grants when projects have been
17 completed, and any remaining funds must be used only to fund projects
18 identified in the LEAP transportation document referenced in this
19 subsection. The department shall provide annual status reports on
20 December 15, 2019, and December 15, 2020, to the office of financial
21 management and the transportation committees of the legislature
22 regarding the projects receiving the grants. It is the intent of the
23 legislature to appropriate funds through the regional mobility grant
24 program only for projects that will be completed on schedule. A
25 grantee may not receive more than twenty-five percent of the amount
26 appropriated in this subsection. Additionally, when allocating
27 funding for the 2021-2023 biennium, no more than thirty percent of
28 the total grant program may directly benefit or support one grantee.
29 The department shall not approve any increases or changes to the
30 scope of a project for the purpose of a grantee expending remaining
31 funds on an awarded grant. Fuel type may not be a factor in the grant
32 selection process.

33 (b) In order to be eligible to receive a grant under (a) of this
34 subsection during the 2019-2021 fiscal biennium, a transit agency
35 must establish a process for private transportation providers to
36 apply for the use of park and ride facilities. For purposes of this
37 subsection, (i) "private transportation provider" means: An auto
38 transportation company regulated under chapter 81.68 RCW; a passenger
39 charter carrier regulated under chapter 81.70 RCW, except marked or
40 unmarked stretch limousines and stretch sport utility vehicles as

1 defined under department of licensing rules; a private nonprofit
2 transportation provider regulated under chapter 81.66 RCW; or a
3 private employer transportation service provider; and (ii) "private
4 employer transportation service" means regularly scheduled, fixed-
5 route transportation service that is offered by an employer for the
6 benefit of its employees.

7 (6) Funds provided for the commute trip reduction (CTR) program
8 may also be used for the growth and transportation efficiency center
9 program.

10 (7) \$7,670,000 of the multimodal transportation account—state
11 appropriation and \$784,000 of the state vehicle parking account—state
12 appropriation are provided solely for CTR grants and activities. Fuel
13 type may not be a factor in the grant selection process. Of this
14 amount:

15 (a) \$1,000,000 of the multimodal transportation account—state
16 appropriation is provided solely for the department to continue a
17 pilot transit pass incentive program. Businesses and nonprofit
18 organizations located in a county adjacent to Puget Sound with a
19 population of more than seven hundred thousand that have never
20 offered transit subsidies to employees are eligible to apply to the
21 program for a fifty percent rebate on the cost of employee transit
22 subsidies provided through the regional ORCA fare collection system.
23 No single business or nonprofit organization may receive more than
24 ten thousand dollars from the program.

25 (i) Businesses and nonprofit organizations may apply and be
26 awarded funds prior to purchasing a transit subsidy, but the
27 department may not provide reimbursement until proof of purchase or a
28 contract has been provided to the department.

29 (ii) The department shall update the transportation committees of
30 the legislature on the impact of the program by January 31, 2020, and
31 may adopt rules to administer the program.

32 (b) \$30,000 of the state vehicle parking account—state
33 appropriation is provided solely for the STAR pass program for state
34 employees residing in Mason and Grays Harbor Counties. Use of the
35 pass is for public transportation between Mason County and Thurston
36 County, and Grays Harbor and Thurston County. The pass may also be
37 used within Grays Harbor County. The STAR pass commute trip reduction
38 program is open to any state employee who expresses intent to commute

1 to his or her assigned state worksite using a public transit system
2 currently participating in the STAR pass program.

3 (c) \$1,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for a first mile/last mile
5 connections grant program. Eligible grant recipients include cities,
6 businesses, nonprofits, and transportation network companies with
7 first mile/last mile solution proposals. Transit agencies are not
8 eligible. The commute trip reduction board shall develop grant
9 parameters, evaluation criteria, and evaluate grant proposals. The
10 commute trip reduction board shall provide the transportation
11 committees of the legislature a report on the effectiveness of this
12 grant program and best practices for continuing the program.

13 (8) Except as provided otherwise in this subsection, \$28,048,000
14 of the multimodal transportation account—state appropriation is
15 provided solely for connecting Washington transit projects identified
16 in LEAP Transportation Document 2019-2 ALL PROJECTS as developed
17 April 27, 2019. It is the intent of the legislature that entities
18 identified to receive funding in the LEAP document referenced in this
19 subsection receive the amounts specified in the time frame specified
20 in that LEAP document. If an entity has already completed a project
21 in the LEAP document referenced in this subsection before the time
22 frame identified, the entity may substitute another transit project
23 or projects that cost a similar or lesser amount.

24 (9) \$2,000,000 of the multimodal transportation account—state
25 appropriation is provided solely for transit coordination grants.
26 Fuel type may not be a factor in the grant selection process.

27 (10) The department shall not require more than a ten percent
28 match from nonprofit transportation providers for state grants.

29 (11)(a) For projects funded as part of the 2015 connecting
30 Washington transportation package listed on the LEAP transportation
31 document identified in subsection (4) of this section, if the
32 department expects to have substantial reappropriations for the
33 2021-2023 fiscal biennium, the department may, on a pilot basis,
34 apply funding from a project with an appropriation that cannot be
35 used for the current fiscal biennium to advance one or more of the
36 following projects:

37 (i) King County Metro - RapidRide Expansion, Burien-Delridge
38 (G2000031);

1 (ii) King County Metro - Route 40 Northgate to Downtown
2 (G2000032);

3 (iii) Mason Transit Park & Ride Development (G2000042); or

4 (iv) Pierce Transit - SR 7 Express Service (G2000046).

5 (b) At least ten business days before advancing a project
6 pursuant to this subsection, the department must notify the office of
7 financial management and the transportation committees of the
8 legislature. The advancement of a project may not hinder the delivery
9 of the projects for which the reappropriations are necessary for the
10 2021-2023 fiscal biennium.

11 (c) To the extent practicable, the department shall use the
12 flexibility and authority granted in this section to minimize the
13 amount of reappropriations needed each biennium.

14 (12) \$750,000 of the multimodal transportation account—state
15 appropriation is provided solely for Intercity Transit for the Dash
16 shuttle program.

17 (13)(a) \$485,000 of the multimodal transportation account—state
18 appropriation is provided solely for King county for:

19 (i) An expanded pilot program to provide certain students in the
20 Highline, Tukwila, and Lake Washington school districts with an ORCA
21 card during these school districts' summer vacations. In order to be
22 eligible for an ORCA card under this program, a student must also be
23 in high school, be eligible for free and reduced-price lunches, and
24 have a job or other responsibility during the summer; and

25 (ii) Providing administrative support to other interested school
26 districts in King county to prepare for implementing similar programs
27 for their students.

28 (b) King county must provide a report to the department and the
29 transportation committees of the legislature by December 15, 2021,
30 regarding:

31 (i) The annual student usage of the pilot program;

32 (ii) Available ridership data;

33 (iii) A cost estimate, including a detailed description of the
34 various expenses leading to the cost estimate, and any other factors
35 relevant to expanding the program to other King county school
36 districts;

37 (iv) A cost estimate, including a detailed description of the
38 various expenses leading to the cost estimate, and any other factors
39 relevant to expanding the program to student populations other than
40 high school or eligible for free and reduced-price lunches;

1 (v) Opportunities for subsidized ORCA cards or local grant or
2 matching funds; and

3 (vi) Any additional information that would help determine if the
4 pilot program should be extended or expanded.

5 (14) \$12,000,000 of the multimodal transportation account—state
6 appropriation is provided solely for the green transportation capital
7 grant program established in chapter . . . (Engrossed Second
8 Substitute House Bill No. 2042), Laws of 2019 (advancing green
9 transportation adoption). If chapter . . . (Engrossed Second
10 Substitute House Bill No. 2042), Laws of 2019 is not enacted by June
11 30, 2019, the amount provided in this subsection lapses.

12 (15) \$555,000 of the multimodal transportation account—state
13 appropriation is provided solely for an interagency transfer to the
14 Washington State University extension energy program to establish and
15 administer a technical assistance and education program for public
16 agencies on the use of alternative fuel vehicles. If chapter . . .
17 (Engrossed Second Substitute House Bill No. 2042), Laws of 2019
18 (advancing green transportation adoption) is not enacted by June 30,
19 2019, \$375,000 of the amount provided in this subsection lapses.

20 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**

21 **MARINE—PROGRAM X**

22	Motor Vehicle Account—State Appropriation	\$250,000
23	Puget Sound Ferry Operations Account—State	
24	Appropriation	\$540,746,000
25	Puget Sound Ferry Operations Account—Federal	
26	Appropriation	\$7,932,000
27	Puget Sound Ferry Operations Account—Private/Local	
28	Appropriation	\$121,000
29	TOTAL APPROPRIATION.	\$549,049,000

30 The appropriations in this section are subject to the following
31 conditions and limitations:

32 (1) The office of financial management budget instructions
33 require agencies to recast enacted budgets into activities. The
34 Washington state ferries shall include a greater level of detail in
35 its 2019-2021 supplemental and 2021-2023 omnibus transportation
36 appropriations act requests, as determined jointly by the office of
37 financial management, the Washington state ferries, and the
38 transportation committees of the legislature. This level of detail

1 must include the administrative functions in the operating as well as
2 capital programs.

3 (2) For the 2019-2021 fiscal biennium, the department may enter
4 into a distributor controlled fuel hedging program and other methods
5 of hedging approved by the fuel hedging committee, which must include
6 a representative of the department of enterprise services.

7 (3) \$76,261,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for auto ferry vessel operating fuel
9 in the 2019-2021 fiscal biennium, which reflect cost savings from a
10 reduced biodiesel fuel requirement and, therefore, is contingent upon
11 the enactment of section 703 of this act. The amount provided in this
12 subsection represents the fuel budget for the purposes of calculating
13 any ferry fare fuel surcharge. The department shall review future use
14 of alternative fuels and dual fuel configurations, including
15 hydrogen.

16 (4) \$650,000 of the Puget sound ferry operations account—state
17 appropriation is provided solely for increased staffing at Washington
18 ferry terminals to meet increased workload and customer expectations.
19 Within the amount provided in this subsection, the department shall
20 contract with uniformed officers for additional traffic control
21 assistance at the Kingston ferry terminal during peak ferry travel
22 times, with a particular focus on Sundays and holiday weekends.
23 Traffic control methods should include, but not be limited to,
24 holding traffic on the shoulder at Lindvog Road until space opens for
25 cars at the tollbooths and dock, and management of traffic on Highway
26 104 in order to ensure Kingston residents and business owners have
27 access to businesses, roads, and driveways.

28 (5) \$254,000 of the Puget Sound ferry operations account—state
29 appropriation is provided solely for a dedicated inventory logistics
30 manager on a one-time basis.

31 (6) \$500,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for operating costs related to
33 moving vessels for emergency capital repairs. Funds may only be spent
34 after approval by the office of financial management.

35 (7) By January 1, 2020, the ferries division must submit a
36 workforce plan for reducing overtime due to shortages of staff
37 available to fill vacant crew positions. The plan must include
38 numbers of crew positions being filled by staff working overtime,
39 strategies for filling these positions with straight time employees,

1 progress toward implementing those strategies, and a forecast for
2 when overtime expenditures will return to historical averages.

3 (8) \$160,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for a ferry fleet baseline noise
5 study, conducted by a consultant, for the purpose of establishing
6 plans and data-driven goals to reduce ferry noise when Southern
7 resident orca whales are present. In addition, the study must
8 establish prioritized strategies to address vessels serving routes
9 with the greatest exposure to orca whale movements.

10 (9) (a) \$250,000 of the motor vehicle account—state appropriation
11 is provided solely for the department, in consultation with the
12 Washington state transportation center, to develop a plan for service
13 on the triangle route with a goal of providing maximum sailings
14 moving the most passengers to all stops in the least travel time,
15 including waits between sailings, within budget and resource
16 constraints.

17 (b) The Washington state transportation center must use new
18 traffic management models and scheduling tools to examine proposed
19 improvements for the triangle route. The department shall report to
20 the standing transportation committees of the legislature by January
21 15, 2021. The report must include:

22 (i) Implementation and status of data collection, modeling,
23 scheduling, capital investments, and procedural improvements to allow
24 Washington state ferries to schedule more sailings to and from all
25 stops on the triangle route with minimum time between sailings;

26 (ii) Recommendations for emergency boat allocations, regular
27 schedule policies, and emergency schedule policies based on all
28 customers alternative travel options to ensure that any dock with no
29 road access is prioritized in scheduling and scheduled service is
30 provided based on population size, demographics, and local medical
31 services;

32 (iii) Triangle route pilot economic analysis of Washington state
33 ferries fare revenue and fuel cost impact of offering additional,
34 better spaced sailings;

35 (iv) Results of an economic analysis of the return on investment
36 of potentially acquiring and using traffic control infrastructure,
37 technology, walk on loading bridges, and Good-to-Go and ORCA
38 replacement of current fare sales, validation, collections,
39 accounting, and all associated labor and benefits costs that can be
40 saved via those capital investments; and

1 (v) Recommendation on policies, procedures, or agency
2 interpretations of statute that may be adopted to mitigate any delays
3 or disruptions to scheduled sailings.

4 (c) If at least \$50,000,000 is not made available, by means of
5 transfer, deposit, appropriation, or other similar conveyance, to the
6 motor vehicle account for stormwater-related activities through the
7 enactment of chapter . . . (Engrossed Substitute Senate Bill No.
8 5993), Laws of 2019 (model toxics control program reform) by June 30,
9 2019, the amount provided in this subsection (9) lapses.

10 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**
11 **RAIL—PROGRAM Y—OPERATING**

12	Multimodal Transportation Account—State	
13	Appropriation	\$75,576,000
14	Multimodal Transportation Account—Private/Local	
15	Appropriation	\$717,000
16	Multimodal Transportation Account—Federal	
17	Appropriation	\$500,000
18	TOTAL APPROPRIATION.	\$76,793,000

19 The appropriations in this section are subject to the following
20 conditions and limitations:

21 (1) (a) (i) \$224,000 of the multimodal transportation account—state
22 appropriation and \$671,000 of the multimodal transportation account—
23 private/local appropriation are provided solely for continued
24 analysis of the ultra high-speed ground transportation corridor in a
25 new study, with participation from Washington, Oregon, and British
26 Columbia. No funds may be expended until the department is in receipt
27 of \$671,000 in private/local funding provided solely for this
28 purpose.

29 (ii) The ultra high-speed ground transportation corridor advisory
30 group must include legislative membership.

31 (iii) "Ultra high-speed" means a maximum testing speed of at
32 least two hundred fifty miles per hour.

33 (b) The study must consist of the following:

34 (i) Development of proposed corridor governance, general powers,
35 operating structure, legal instruments, and contracting requirements;

36 (ii) An assessment of current laws in state and provincial
37 jurisdictions and identification of any proposed changes to laws,

1 regulations, and/or agreements that are needed to proceed with
2 development; and

3 (iii) Development of general recommendations for the
4 authorization needed to advance the development of the corridor. This
5 study must build on the results of the 2018 Washington state ultra
6 high-speed ground transportation business case analysis and the 2019
7 Washington state ultra high-speed ground transportation study
8 findings report. The department shall consult with the transportation
9 committees of the legislature regarding all issues related to
10 proposed corridor governance.

11 (c) The development work referenced in (b) of this subsection is
12 intended to identify and make recommendations related to specific
13 entities, including interjurisdictional entities, policies, and
14 processes required for the purposes of furthering preliminary
15 analysis efforts for the ultra high-speed ground transportation
16 corridor. This development work is not intended to authorize one or
17 more entities to assume decision making authority for the design,
18 construction, or operation of an ultra high-speed rail corridor.

19 (d) By December 1, 2020, the department shall provide to the
20 governor and the transportation committees of the legislature a
21 report of the study's findings regarding the three elements noted in
22 this subsection. As applicable, the report should also be sent to the
23 executive and legislative branches of government in the state of
24 Oregon and appropriate government bodies in the province of British
25 Columbia.

26 (2) The department is directed to continue to pursue efforts to
27 reduce costs, increase ridership, and review Amtrak Cascades fares
28 and fare schedules. Within thirty days of each annual cost/revenue
29 reconciliation under the Amtrak service contract, the department
30 shall report annual credits to the office of financial management and
31 the legislative transportation committees. Annual credits from Amtrak
32 to the department including, but not limited to, credits due to
33 higher ridership, reduced level of service, and fare or fare schedule
34 adjustments, must be used to offset corresponding amounts of the
35 multimodal transportation account—state appropriation, which must be
36 placed in reserve.

37 NEW SECTION. **Sec. 223. FOR THE DEPARTMENT OF TRANSPORTATION—**
38 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

1	Motor Vehicle Account—State Appropriation	\$12,190,000
2	Motor Vehicle Account—Federal Appropriation	\$2,567,000
3	Multiuse Roadway Safety Account—State Appropriation	\$132,000
4	Multimodal Transportation Account—State	
5	Appropriation	\$350,000
6	TOTAL APPROPRIATION.	\$15,239,000

7 The appropriations in this section are subject to the following
8 conditions and limitations:

9 (1) \$350,000 of the multimodal transportation account—state
10 appropriation is provided solely for a study by the Puget Sound
11 regional council of new passenger ferry service to better connect
12 communities throughout the twelve county Puget Sound region. The
13 study must assess potential new routes, identify future terminal
14 locations, and provide recommendations to accelerate the
15 electrification of the ferry fleet. The study must identify future
16 passenger only demand throughout Western Washington, analyze
17 potential routes and terminal locations on Puget Sound, Lake
18 Washington, and Lake Union with an emphasis on preserving waterfront
19 opportunities in public ownership and opportunities for partnership.
20 The study must determine whether and when the passenger ferry service
21 achieves a net reduction in carbon emissions including an analysis of
22 the emissions of modes that passengers would otherwise have used. The
23 study must estimate capital and operating costs for routes and
24 terminals. The study must include early and continuous outreach with
25 all interested stakeholders and a report to the legislature and all
26 interested parties by January 31, 2021.

27 (2) \$1,142,000 of the motor vehicle account—state appropriation
28 is provided solely for the department, from amounts set aside out of
29 statewide fuel taxes distributed to counties according to RCW
30 46.68.120(3), to contract with the Washington state association of
31 counties to:

32 (a) In coordination with stakeholders, identify county-owned fish
33 passage barriers, with priority given to barriers that share the same
34 stream system as state-owned fish passage barriers. The study must
35 identify, map, and provide a preliminary assessment of county-owned
36 barriers that need correction, and provide, where possible,
37 preliminary costs estimates for each barrier correction. The study
38 must provide recommendations on:

1 (i) How to prioritize county-owned barriers within the same
2 stream system of state-owned barriers in the current six-year
3 construction plan to maximize state investment; and

4 (ii) How future state six-year construction plans should
5 incorporate county-owned barriers;

6 (b) Update the local agency guidelines manual, including
7 exploring alternatives within the local agency guidelines manual on
8 county priorities;

9 (c) Study the current state of county transportation funding,
10 identify emerging issues, and identify potential future alternative
11 transportation fuel funding sources to meet current and future needs.

12 **TRANSPORTATION AGENCIES—CAPITAL**

13 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
14 **INVESTMENT BOARD**

15 Freight Mobility Investment Account—State
16 Appropriation \$18,094,000
17 Freight Mobility Multimodal Account—State
18 Appropriation \$21,220,000
19 Motor Vehicle Account—Federal Appropriation \$2,250,000
20 Freight Mobility Multimodal Account—Private/Local
21 Appropriation \$1,320,000
22 TOTAL APPROPRIATION. \$42,884,000

23 The appropriations in this section are subject to the following
24 conditions and limitations:

25 (1) Except as otherwise provided in this section, the entire
26 appropriations in this section are provided solely for the projects
27 by amount, as listed in the LEAP Transportation Document 2019-3 as
28 developed April 27, 2019, FMSIB Project List.

29 (2) Until directed by the legislature, the board may not initiate
30 a new call for projects. By January 1, 2020, the board must report to
31 the legislature on alternative proposals to revise its project award
32 and obligation process, which result in lower reappropriations.

33 NEW SECTION. **Sec. 302. FOR THE WASHINGTON STATE PATROL**

34 State Patrol Highway Account—State Appropriation \$3,277,000

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

1 The entire appropriation in this section is provided solely for
2 the following projects:

- 3 (1) \$250,000 for emergency repairs;
- 4 (2) \$468,000 for roof replacements;
- 5 (3) \$350,000 for fuel tank decommissioning;
- 6 (4) \$759,000 for generator and electrical replacement;
- 7 (5) \$750,000 for water and fire suppression systems; and
- 8 (6) \$700,000 for academy training tank preservation
9 reappropriation.

10 The Washington state patrol may transfer funds between projects
11 specified in this section to address cash flow requirements. If a
12 project specified in this section is completed for less than the
13 amount provided, the remainder may be transferred to another project
14 specified in this section not to exceed the total appropriation
15 provided in this section.

16 **NEW SECTION. Sec. 303. FOR THE COUNTY ROAD ADMINISTRATION BOARD**

17 Rural Arterial Trust Account—State Appropriation	\$65,996,000
18 Motor Vehicle Account—State Appropriation	\$1,456,000
19 County Arterial Preservation Account—State	
20 Appropriation	\$39,590,000
21 TOTAL APPROPRIATION.	\$107,042,000

22 **NEW SECTION. Sec. 304. FOR THE TRANSPORTATION IMPROVEMENT BOARD**

23 Small City Pavement and Sidewalk Account—State	
24 Appropriation	\$5,890,000
25 Transportation Improvement Account—State	
26 Appropriation	\$228,510,000
27 Complete Streets Grant Program Account—State	
28 Appropriation	\$14,670,000
29 TOTAL APPROPRIATION.	\$249,070,000

30 The appropriations in this section are subject to the following
31 conditions and limitations:

- 32 (1) \$9,315,000 of the transportation improvement account—state
33 appropriation is provided solely for the Relight Washington Program.
- 34 (2) (a) The transportation improvement board shall allot the
35 remaining appropriations in the following amounts breaking out
36 funding into previously authorized projects and newly authorized
37 projects:

- 1 (i) \$159,285,000 of the transportation improvement account—state
- 2 appropriation for the Urban Arterial Program;
- 3 (ii) \$30,810,000 of the transportation improvement account—state
- 4 appropriation for the Small City Arterial Program;
- 5 (iii) \$15,840,000 of the transportation improvement account—state
- 6 appropriation for the Sidewalk Program;
- 7 (iv) \$13,260,000 of the transportation improvement account—state
- 8 appropriation for the Arterial Preservation Program;
- 9 (v) \$3,800,000 of the small city pavement and sidewalk account—
- 10 state appropriation for the Small City Preservation Program;
- 11 (vi) \$2,090,000 of the small city pavement and sidewalk account—
- 12 state appropriation for the City Hardship Assistance Program; and
- 13 (vii) \$14,670,000 of the complete streets grant program account—
- 14 state appropriation for the Complete Streets Program.
- 15 (b) After initially allotting based on these amounts, the
- 16 transportation improvement board may only deviate from the allotment
- 17 plan, based on guidance from the office of financial management, and
- 18 after notifying the transportation committee of the legislature of
- 19 the specific allotment change with information on the rationale for
- 20 the change.

21 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**

22 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**

23 **CAPITAL**

24	Motor Vehicle Account—State Appropriation	\$50,990,000
25	Connecting Washington Account—State Appropriation	\$42,497,000
26	TOTAL APPROPRIATION.	\$93,487,000

27 The appropriations in this section are subject to the following

28 conditions and limitations:

- 29 (1) \$42,497,000 of the connecting Washington account—state
- 30 appropriation is provided solely for a new Olympic region maintenance
- 31 and administration facility to be located on the department-owned
- 32 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
- 33 Washington.
- 34 (2) (a) \$43,100,000 of the motor vehicle account—state
- 35 appropriation is provided solely for the department facility located
- 36 at 15700 Dayton Ave N in Shoreline. This appropriation is contingent
- 37 upon the department of ecology signing a not less than twenty-year

1 agreement to pay a share of any financing contract issued pursuant to
2 chapter 39.94 RCW.

3 (b) Payments from the department of ecology as described in this
4 subsection shall be deposited into the motor vehicle account.

5 (c) Total project costs are not to exceed \$46,500,000.

6 (3) \$1,565,000 from the motor vehicle account—state appropriation
7 is provided solely for furniture for the renovated Northwest Region
8 Headquarters at Dayton Avenue. The department must efficiently
9 furnish the renovated building. The amount provided in this
10 subsection is the maximum the department may spend on furniture for
11 this facility.

12 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
13 **IMPROVEMENTS—PROGRAM I**

14 High Occupancy Toll Lanes Operations

15 Account—State Appropriation \$7,000,000

16 Transportation Partnership Account—State

17 Appropriation \$325,275,000

18 Motor Vehicle Account—State Appropriation \$92,504,000

19 Motor Vehicle Account—Federal Appropriation \$154,337,000

20 Motor Vehicle Account—Private/Local Appropriation \$26,839,000

21 Connecting Washington Account—State

22 Appropriation \$2,137,381,000

23 Special Category C Account—State Appropriation \$81,000,000

24 Multimodal Transportation Account—State

25 Appropriation \$5,408,000

26 Alaskan Way Viaduct Replacement Project Account—State

27 Appropriation \$77,956,000

28 Transportation 2003 Account (Nickel Account)—State

29 Appropriation \$21,819,000

30 Interstate 405 Express Toll Lanes Operations Account—State

31 Appropriation \$48,036,000

32 TOTAL APPROPRIATION. \$2,977,555,000

33 The appropriations in this section are subject to the following
34 conditions and limitations:

35 (1) Except as provided otherwise in this section, the entire
36 connecting Washington account—state appropriation and the entire
37 transportation partnership account—state appropriation are provided
38 solely for the projects and activities as listed by fund, project,

1 and amount in LEAP Transportation Document 2019-1 as developed April
2 27, 2019, Program - Highway Improvements Program (I). However,
3 limited transfers of specific line-item project appropriations may
4 occur between projects for those amounts listed subject to the
5 conditions and limitations in section 601 of this act.

6 (2) Except as provided otherwise in this section, the entire
7 motor vehicle account—state appropriation and motor vehicle account—
8 federal appropriation are provided solely for the projects and
9 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
10 as developed April 27, 2019, Program - Highway Improvements Program
11 (I). Any federal funds gained through efficiencies, adjustments to
12 the federal funds forecast, additional congressional action not
13 related to a specific project or purpose, or the federal funds
14 redistribution process must then be applied to highway and bridge
15 preservation activities or fish passage barrier corrections
16 (0BI4001).

17 (3) Within the motor vehicle account—state appropriation and
18 motor vehicle account—federal appropriation, the department may
19 transfer funds between programs I and P, except for funds that are
20 otherwise restricted in this act. Ten days prior to any transfer, the
21 department must submit its request to the office of financial
22 management and the transportation committees of the legislature and
23 consider any concerns raised. The department shall submit a report on
24 fiscal year funds transferred in the prior fiscal year using this
25 subsection as part of the department's annual budget submittal.

26 (4) The connecting Washington account—state appropriation
27 includes up to \$1,519,899,000 in proceeds from the sale of bonds
28 authorized in RCW 47.10.889.

29 (5) The special category C account—state appropriation includes
30 up to \$75,274,000 in proceeds from the sale of bonds authorized in
31 RCW 47.10.861.

32 (6) The transportation partnership account—state appropriation
33 includes up to \$150,232,000 in proceeds from the sale of bonds
34 authorized in RCW 47.10.812.

35 (7) The Alaskan Way viaduct replacement project account—state
36 appropriation includes up to \$77,956,000 in proceeds from the sale of
37 bonds authorized in RCW 47.10.873.

1 (8) The multimodal transportation account—state appropriation
2 includes up to \$5,408,000 in proceeds from the sale of bonds
3 authorized in RCW 47.10.867.

4 (9) \$90,464,000 of the transportation partnership account—state
5 appropriation, \$7,006,000 of the motor vehicle account—private/local
6 appropriation, \$3,383,000 of the transportation 2003 account (nickel
7 account)—state appropriation, \$77,956,000 of the Alaskan Way viaduct
8 replacement project account—state appropriation, and \$1,838,000 of
9 the multimodal transportation account—state appropriation are
10 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
11 (809936Z).

12 (10) \$3,000,000 of the multimodal transportation account—state
13 appropriation is provided solely for transit mitigation for the SR
14 99/Viaduct Project - Construction Mitigation project (809940B).

15 (11) \$164,000,000 of the connecting Washington account—state
16 appropriation is provided solely for the US 395 North Spokane
17 Corridor project (M00800R).

18 (12) (a) \$22,195,000 of the transportation partnership account—
19 state appropriation, \$12,805,000 of the transportation 2003 account
20 (nickel account)—state appropriation, and \$48,000,000 of the
21 Interstate 405 express toll lanes operations account—state
22 appropriation are provided solely for the I-405/SR 522 to I-5
23 Capacity Improvements project (L2000234) for activities related to
24 adding capacity on Interstate 405 between state route number 522 and
25 Interstate 5, with the goals of increasing vehicle throughput and
26 aligning project completion with the implementation of bus rapid
27 transit in the vicinity of the project. The transportation
28 partnership account—state appropriation and transportation 2003
29 account (nickel account)—state appropriation are a transfer or a
30 reappropriation of a transfer from the I-405/Kirkland Vicinity Stage
31 2 - Widening project (8BI1002) due to savings and will fund right-of-
32 way and construction for an additional phase of this I-405 project.

33 (b) If sufficient bonding authority to complete this project is
34 not provided within chapter . . . (Engrossed Substitute Senate Bill
35 No. 5825), Laws of 2019 (addressing tolling) or chapter . . . (House
36 Bill No. 2132), Laws of 2019 (addressing tolling), or within a bond
37 authorization act referencing chapter . . . (Engrossed Substitute
38 Senate Bill No. 5825), Laws of 2019 or chapter . . . (House Bill No.
39 2132), Laws of 2019, by June 30, 2019, \$21,000,000 of the Interstate

1 405 express toll lanes operations account—state appropriation
2 provided in this subsection lapses, and it is the intent of the
3 legislature to reduce the Interstate 405 express toll lanes
4 operations account—state appropriation in the 2021-2023 biennium to
5 \$5,000,000, and in the 2023-2025 biennium to \$0 on the list
6 referenced in subsection (2) of this section.

7 (13)(a) \$395,822,000 of the connecting Washington account—state
8 appropriation, \$60,000 of the motor vehicle account—state
9 appropriation, and \$342,000 of the motor vehicle account—private/
10 local appropriation are provided solely for the SR 520 Seattle
11 Corridor Improvements - West End project (M00400R).

12 (b) Recognizing that the department of transportation requires
13 full possession of parcel number 1-23190 to complete the Montlake
14 Phase of the West End project, the department is directed to:

15 (i) Work with the operator of the Montlake boulevard market
16 located on parcel number 1-23190 to negotiate a lease allowing
17 continued operations up to January 1, 2020. After that time, the
18 department shall identify an area in the vicinity of the Montlake
19 property for a temporary market or other food service to be provided
20 during the period of project construction. Should the current
21 operator elect not to participate in providing that temporary
22 service, the department shall then develop an outreach plan with the
23 city to solicit community input on the food services provided, and
24 then advertise the opportunity to other potential vendors. Further,
25 the department shall work with the city of Seattle and existing
26 permit processes to facilitate vendor access to and use of the area
27 in the vicinity of the Montlake property.

28 (ii) Upon completion of the Montlake Phase of the West End
29 project (current anticipated contract completion of 2023), WSDOT
30 shall sell that portion of the property not used for permanent
31 transportation improvements and initiate a process to convey that
32 surplus property to a subsequent owner.

33 (c) \$60,000 of the motor vehicle account—state appropriation is
34 provided solely for grants to nonprofit organizations located in a
35 city with a population exceeding six hundred thousand persons and
36 that empower artists through equitable access to vital expertise,
37 opportunities, and business services. Funds may be used only for the
38 purpose of preserving, commemorating, and sharing the history of the
39 city of Seattle's freeway protests and making the history of activism

1 around the promotion of more integrated transportation and land use
2 planning accessible to current and future generations through the
3 preservation of Bent 2 of the R. H. Thompson freeway ramp.

4 (14) It is the intent of the legislature that for the I-5 JBLM
5 Corridor Improvements project (M00100R), the department shall
6 actively pursue \$50,000,000 in federal funds to pay for this project
7 to supplant state funds in the future. \$50,000,000 in connecting
8 Washington account funding must be held in unallotted status during
9 the 2021-2023 fiscal biennium. These funds may only be used after the
10 department has provided notice to the office of financial management
11 that it has exhausted all efforts to secure federal funds from the
12 federal highway administration and the department of defense.

13 (15) \$265,100,000 of the connecting Washington account—state
14 appropriation is provided solely for the SR 167/SR 509 Puget Sound
15 Gateway project (M00600R).

16 (a) Any savings on the project must stay on the Puget Sound
17 Gateway corridor until the project is complete.

18 (b) Proceeds from the sale of any surplus real property acquired
19 for the purpose of building the SR 167/SR 509 Puget Sound Gateway
20 (M00600R) project must be deposited into the motor vehicle account
21 for the purpose of constructing the project.

22 (c) In making budget allocations to the Puget Sound Gateway
23 project, the department shall implement the project's construction as
24 a single corridor investment. The department shall develop a
25 coordinated corridor construction and implementation plan for state
26 route number 167 and state route number 509 in collaboration with
27 affected stakeholders. Specific funding allocations must be based on
28 where and when specific project segments are ready for construction
29 to move forward and investments can be best optimized for timely
30 project completion. Emphasis must be placed on avoiding gaps in fund
31 expenditures for either project.

32 (d) It is the legislature's intent that the department shall
33 construct a full single-point urban interchange at the junction of
34 state route number 161 (Meridian avenue) and state route number 167
35 and a full single-point urban interchange at the junction of state
36 route number 509 and 188th Street. If the department receives
37 additional funds from an outside source for this project after the
38 base project is fully funded, the funds must first be applied toward
39 the completion of these two full single-point urban interchanges.

1 (e) In designing the state route number 509/state route number
2 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
3 project (M00600R), the department shall make every effort to utilize
4 the preferred "4B" design.

5 (f) The department shall explore the development of a multiuse
6 trail for bicyclists, pedestrians, skateboarders, and similar users
7 along the SR 167 right-of-way acquired for the project to connect a
8 network of new and existing trails from Mount Rainier to Point
9 Defiance Park.

10 (g) If sufficient bonding authority to complete this project is
11 not provided within chapter . . . (Engrossed Substitute Senate Bill
12 No. 5825), Laws of 2019 (addressing tolling) or chapter . . . (House
13 Bill No. 2132), Laws of 2019 (addressing tolling), or within a bond
14 authorization act referencing chapter . . . (Engrossed Substitute
15 Senate Bill No. 5825), Laws of 2019 or chapter . . . (House Bill No.
16 2132), Laws of 2019, by June 30, 2019, it is the intent of the
17 legislature to return the Puget Sound Gateway project (M00600R) to
18 its previously identified construction schedule by moving
19 \$128,900,000 in connecting Washington account—state appropriation
20 back to the 2027-2029 biennium from the 2023-2025 biennium on the
21 list referenced in subsection (2) of this section. If sufficient
22 bonding authority is provided, it is the intent of the legislature to
23 advance the project to allow for earlier completion and inflationary
24 savings.

25 (16) It is the intent of the legislature that, for the I-5/North
26 Lewis County Interchange project (L2000204), the department develop
27 and design the project with the objective of significantly improving
28 access to the industrially zoned properties in north Lewis county.
29 The design must consider the county's process of investigating
30 alternatives to improve such access from Interstate 5 that began in
31 March 2015.

32 (17) The department shall support Pierce county's New Rhodes Lake
33 Road project including state route 162 and 128th Street East
34 intersection improvements following the preferred and recommended
35 alternative of Pierce county's SEIS issued May 3, 2018. The
36 department shall fully support, review, and approve improvements and
37 right-of-way plans in a timely manner.

38 (18) \$950,000 of the transportation partnership account—state
39 appropriation is provided solely for the U.S. 2 Trestle IJR project
40 (L1000158).

1 (19) The department shall itemize all future requests for the
2 construction of buildings on a project list and submit them through
3 the transportation executive information system as part of the
4 department's annual budget submittal. It is the intent of the
5 legislature that new facility construction must be transparent and
6 not appropriated within larger highway construction projects.

7 (20) Any advisory group that the department convenes during the
8 2019-2021 fiscal biennium must consider the interests of the entire
9 state of Washington.

10 (21) The legislature finds that there are sixteen companies
11 involved in wood preserving in the state that employ four hundred
12 workers and have an annual payroll of fifteen million dollars. Before
13 the department's switch to steel guardrails, ninety percent of the
14 twenty-five hundred mile guardrail system was constructed of
15 preserved wood and one hundred ten thousand wood guardrail posts were
16 produced annually for state use. Moreover, the policy of using steel
17 posts requires the state to use imported steel. Given these findings,
18 where practicable, and until June 30, 2021, the department shall
19 include the design option to use wood guardrail posts, in addition to
20 steel posts, in new guardrail installations. The selection of posts
21 must be consistent with the agency design manual policy that existed
22 before December 2009.

23 (22)(a) For projects funded as part of the 2015 connecting
24 Washington transportation package listed on the LEAP transportation
25 document identified in subsection (1) of this section, if the
26 department expects to have substantial reappropriations for the
27 2021-2023 fiscal biennium, the department may, on a pilot basis,
28 apply funding from a project in this section with an appropriation
29 that cannot be used for the current fiscal biennium to advance one or
30 more of the following projects:

31 (i) I-82 Yakima - Union Gap Economic Development Improvements
32 (T21100R);

33 (ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);
34 or

35 (iii) SR 522/Paradise Lk Rd Interchange & Widening on SR 522
36 (Design/Engineering) (NPARADI).

37 (b) At least ten business days before advancing a project
38 pursuant to this subsection, the department must notify the office of
39 financial management and the transportation committees of the
40 legislature. The advancement of a project may not hinder the delivery

1 of the projects for which the reappropriations are necessary for the
2 2021-2023 fiscal biennium.

3 (c) For connecting Washington projects that have already begun
4 and are eligible for the authority granted in section 601 of this
5 act, the department shall prioritize advancing the following projects
6 if expected reappropriations become available:

7 (i) SR 14/I-205 to SE 164th Ave - Auxiliary Lanes (L2000102);

8 (ii) SR 305 Construction - Safety Improvements (N30500R);

9 (iii) SR 14/Bingen Underpass (L2220062);

10 (iv) I-405/NE 132nd Interchange - Totem Lake (L1000110);

11 (v) US Hwy 2 Safety (N00200R);

12 (vi) US-12/Walla Walla Corridor Improvements (T20900R);

13 (vii) I-5 JBLM Corridor Improvements (M00100R);

14 (viii) I-5/Slater Road Interchange - Improvements (L1000099);

15 (ix) SR 510/Yelm Loop Phase 2 (T32700R); or

16 (x) SR 520/124th St Interchange (Design and Right of Way)
17 (L1000098).

18 (d) To the extent practicable, the department shall use the
19 flexibility and authority granted in this section and in section 601
20 of this act to minimize the amount of reappropriations needed each
21 biennium.

22 (23) The legislature continues to prioritize the replacement of
23 the state's aging infrastructure and recognizes the importance of
24 reusing and recycling construction aggregate and recycled concrete
25 materials in our transportation system. To accomplish Washington
26 state's sustainability goals in transportation and in accordance with
27 RCW 70.95.805, the legislature reaffirms its determination that
28 recycled concrete aggregate and other transportation building
29 materials are natural resource construction materials that are too
30 valuable to be wasted and landfilled, and are a commodity as defined
31 in WAC 173-350-100.

32 Further, the legislature determines construction aggregate and
33 recycled concrete materials substantially meet widely recognized
34 international, national, and local standards and specifications
35 referenced in American society for testing and materials, American
36 concrete institute, Washington state department of transportation,
37 Seattle department of transportation, American public works
38 association, federal aviation administration, and federal highway
39 administration specifications, and are described as necessary and

1 desirable products for recycling and reuse by state and federal
2 agencies.

3 As these recyclable materials have well established markets, are
4 substantially a primary or secondary product of necessary
5 construction processes and production, and are managed as an item of
6 commercial value, construction aggregate and recycled concrete
7 materials are exempt from chapter 173-350 WAC.

8 (24) (a) \$17,500,000 of the motor vehicle account—state
9 appropriation is provided solely for staffing of a project office to
10 replace the Interstate 5 bridge across the Columbia river (G2000088).
11 If at least a \$9,000,000 transfer is not authorized in section
12 406(29) of this act, then \$9,000,000 of the motor vehicle account—
13 state appropriation lapses.

14 (b) Of the amount provided in this subsection, \$7,780,000 of the
15 motor vehicle account—state appropriation must be placed in
16 unallotted status by the office of financial management until the
17 department develops a detailed plan for the work of this project
18 office in consultation with the chairs and ranking members of the
19 transportation committees of the legislature. The director of the
20 office of financial management shall consult with the chairs and
21 ranking members of the transportation committees of the legislature
22 prior to making a decision to allot these funds.

23 (c) The work of this project office includes, but is not limited
24 to, the reevaluation of the purpose and need identified for the
25 project previously known as the Columbia river crossing, the
26 reevaluation of permits and development of a finance plan, the
27 reengagement of key stakeholders and the public, and the reevaluation
28 of scope, schedule, and budget for a reinvigorated bistate effort for
29 replacement of the Interstate 5 Columbia river bridge. When
30 reevaluating the finance plan for the project, the department shall
31 assume that some costs of the new facility may be covered by tolls.
32 The project office must also study the possible different governance
33 structures for a bridge authority that would provide for the joint
34 administration of the bridges over the Columbia river between Oregon
35 and Washington. As part of this study, the project office must
36 examine the feasibility and necessity of an interstate compact in
37 conjunction with the national center for interstate compacts.

1 (d) Within the amount provided in this subsection, the department
2 must implement chapter . . . (Engrossed Substitute House Bill No.
3 1994), Laws of 2019 (projects of statewide significance).

4 (e) The department shall have as a goal to:

5 (i) Reengage project stakeholders and reevaluate the purpose and
6 need and environmental permits by July 1, 2020;

7 (ii) Develop a finance plan by December 1, 2020; and

8 (iii) Have made significant progress toward beginning the
9 supplemental environmental impact statement process by June 30, 2021.

10 The department shall aim to provide a progress report on these
11 activities to the governor and the transportation committees of the
12 legislature by December 1, 2019, and a final report to the governor
13 and the transportation committees of the legislature by December 1,
14 2020.

15 (25) \$17,500,000 of the motor vehicle account—state appropriation
16 is provided solely to begin the pre-design phase on the I-5/Columbia
17 River Bridge project (G2000088); however, if at least \$50,000,000 is
18 not made available, by means of transfer, deposit, appropriation, or
19 other similar conveyance, to the motor vehicle account for
20 stormwater-related activities through the enactment of chapter . . .
21 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
22 toxics control program reform) by June 30, 2019, the amount provided
23 in this subsection lapses.

24 (26) (a) \$36,500,000 of the connecting Washington account—state
25 appropriation, \$44,961,000 of the motor vehicle account—federal
26 appropriation, and \$18,539,000 of the transportation partnership
27 account—state appropriation are provided solely for the Fish Passage
28 Barrier project (0BI4001) with the intent of fully complying with the
29 court injunction by 2030.

30 (b) Of the amounts provided in this subsection, \$320,000 of the
31 connecting Washington account—state appropriation is provided solely
32 to remove the fish passage barrier on state route number 6 that
33 interfaces with Boistfort Valley water utilities near milepost 46.6.

34 (c) The department shall coordinate with the Brian Abbott fish
35 passage barrier removal board to use a watershed approach to maximize
36 habitat gain by replacing both state and local culverts. The
37 department shall deliver high habitat value fish passage barrier
38 corrections that it has identified, guided by the following factors:
39 Opportunity to bundle projects, ability to leverage investments by

1 others, presence of other barriers, project readiness, other
2 transportation projects in the area, and transportation impacts.

3 (d) The department must keep track of, for each barrier removed:
4 (i) The location; (ii) the amount of fish habitat gain; and (iii) the
5 amount spent to comply with the injunction.

6 (27) \$14,750,000 of the connecting Washington account—state
7 appropriation and \$6,000,000 of the motor vehicle account—private/
8 local appropriation are provided solely for the I-90/Barker to
9 Harvard - Improve Interchanges & Local Roads project (L2000122). The
10 connecting Washington account appropriation for the improvements that
11 fall within the city of Liberty Lake may only be expended if the city
12 of Liberty Lake agrees to cover any project costs above the
13 \$20,900,000 of state appropriation provided for the total project in
14 LEAP Transportation Document 2019-1 as developed April 27, 2019,
15 Program - Highway Improvements (I).

16 (28) (a) \$7,060,000 of the motor vehicle account—federal
17 appropriation, \$72,000 of the motor vehicle account—state
18 appropriation, \$3,580,000 of the transportation partnership account—
19 state appropriation, and \$7,000,000 of the high occupancy toll lanes
20 operations account—state appropriation are provided solely for the SR
21 167/SR 410 to SR 18 - Congestion Management project (316706C).

22 (b) If sufficient bonding authority to complete this project is
23 not provided within chapter . . . (Engrossed Substitute Senate Bill
24 No. 5825), Laws of 2019 (addressing tolling) or chapter . . . (House
25 Bill No. 2132), Laws of 2019 (addressing tolling), or within a bond
26 authorization act referencing chapter . . . (Engrossed Substitute
27 Senate Bill No. 5825), Laws of 2019 or chapter . . . (House Bill No.
28 2132), Laws of 2019, by June 30, 2019, it is the intent of the
29 legislature to remove the \$100,000,000 in toll funding from this
30 project on the list referenced in subsection (2) of this section.

31 (29) For the I-405/North 8th Street Direct Access Ramp in Renton
32 project (L1000280), if sufficient bonding authority to begin this
33 project is not provided within chapter . . . (Engrossed Substitute
34 Senate Bill No. 5825), Laws of 2019 (addressing tolling) or
35 chapter . . . (House Bill No. 2132), Laws of 2019 (addressing
36 tolling), or within a bond authorization act referencing
37 chapter . . . (Engrossed Substitute Senate Bill No. 5825), Laws of
38 2019 or chapter . . . (House Bill No. 2132), Laws of 2019, by June

1 30, 2019, it is the intent of the legislature to remove the project
2 from the list referenced in subsection (2) of this section.

3 (30) \$7,900,000 of the Special Category C account—state
4 appropriation and \$1,000,000 of the motor vehicle account—private/
5 local appropriation are provided solely for the SR 18 Widening -
6 Issaquah/Hobart Rd to Raging River project (L1000199) for improving
7 and widening state route number 18 to four lanes from Issaquah-Hobart
8 Road to Raging River.

9 (31) \$2,250,000 of the motor vehicle account—state appropriation
10 is provided solely for the I-5 Corridor from Mounts Road to Tumwater
11 project (L1000231) for completing a National and State Environmental
12 Policy Act (NEPA/SEPA) analysis to identify mid- and long-term
13 environmental impacts associated with future improvements along the
14 I-5 corridor from Tumwater to DuPont.

15 (32) \$1,290,000 of the motor vehicle account—state appropriation
16 is provided solely for the US 101/East Sequim Corridor Improvements
17 project (L2000343); however, if at least \$50,000,000 is not made
18 available, by means of transfer, deposit, appropriation, or other
19 similar conveyance, to the motor vehicle account for stormwater-
20 related activities through the enactment of chapter . . . (Engrossed
21 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
22 program reform) by June 30, 2019, the amount provided in this
23 subsection lapses.

24 (33) \$12,800,000 of the motor vehicle account—state appropriation
25 is provided solely for the SR 522/Paradise Lk Rd Interchange &
26 Widening on SR 522 (Design/Engineering) project (NPARADI); however,
27 if at least \$50,000,000 is not made available, by means of transfer,
28 deposit, appropriation, or other similar conveyance, to the motor
29 vehicle account for stormwater-related activities through the
30 enactment of chapter . . . (Engrossed Substitute Senate Bill No.
31 5993), Laws of 2019 (model toxics control program reform) by June 30,
32 2019, the amount provided in this subsection lapses.

33 (34) \$1,000,000 of the motor vehicle account—state appropriation
34 is provided solely for the US 101/Morse Creek Safety Barrier project
35 (L1000247); however, if at least \$50,000,000 is not made available,
36 by means of transfer, deposit, appropriation, or other similar
37 conveyance, to the motor vehicle account for stormwater-related
38 activities through the enactment of chapter . . . (Engrossed
39 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control

1 program reform) by June 30, 2019, the amount provided in this
2 subsection lapses.

3 (35) \$1,000,000 of the motor vehicle account—state appropriation
4 is provided solely for the SR 162/410 Interchange Design and Right of
5 Way project (L1000276); however, if at least \$50,000,000 is not made
6 available, by means of transfer, deposit, appropriation, or other
7 similar conveyance, to the motor vehicle account for stormwater-
8 related activities through the enactment of chapter . . . (Engrossed
9 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
10 program reform) by June 30, 2019, the amount provided in this
11 subsection lapses.

12 (36) \$1,000,000 of the motor vehicle account—state appropriation
13 is provided solely for the I-5/Rush Road Interchange Improvements
14 project (L1000223); however, if at least \$50,000,000 is not made
15 available, by means of transfer, deposit, appropriation, or other
16 similar conveyance, to the motor vehicle account for stormwater-
17 related activities through the enactment of chapter . . . (Engrossed
18 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
19 program reform) by June 30, 2019, the amount provided in this
20 subsection lapses.

21 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
22 **PRESERVATION—PROGRAM P**

23	Recreational Vehicle Account—State Appropriation	\$1,744,000
24	Transportation Partnership Account—State	
25	Appropriation	\$23,706,000
26	Motor Vehicle Account—State Appropriation	\$74,885,000
27	Motor Vehicle Account—Federal Appropriation	\$454,758,000
28	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation	\$544,000
31	Connecting Washington Account—State Appropriation	\$189,771,000
32	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
33	Alaskan Way Viaduct Replacement Project Account—State	
34	Appropriation	\$10,000
35	Transportation 2003 Account (Nickel Account)—State	
36	Appropriation	\$9,617,000
37	TOTAL APPROPRIATION	\$768,100,000

1 The appropriations in this section are subject to the following
2 conditions and limitations:

3 (1) Except as provided otherwise in this section, the entire
4 connecting Washington account—state appropriation and the entire
5 transportation partnership account—state appropriation are provided
6 solely for the projects and activities as listed by fund, project,
7 and amount in LEAP Transportation Document 2019-1 as developed April
8 27, 2019, Program - Highway Preservation Program (P). However,
9 limited transfers of specific line-item project appropriations may
10 occur between projects for those amounts listed subject to the
11 conditions and limitations in section 601 of this act.

12 (2) Except as provided otherwise in this section, the entire
13 motor vehicle account—state appropriation and motor vehicle account—
14 federal appropriation are provided solely for the projects and
15 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
16 as developed April 27, 2019, Program - Highway Preservation Program
17 (P). Any federal funds gained through efficiencies, adjustments to
18 the federal funds forecast, additional congressional action not
19 related to a specific project or purpose, or the federal funds
20 redistribution process must then be applied to highway and bridge
21 preservation activities or fish passage barrier corrections
22 (0BI4001).

23 (3) Within the motor vehicle account—state appropriation and
24 motor vehicle account—federal appropriation, the department may
25 transfer funds between programs I and P, except for funds that are
26 otherwise restricted in this act. Ten days prior to any transfer, the
27 department must submit its request to the office of financial
28 management and the transportation committees of the legislature and
29 consider any concerns raised. The department shall submit a report on
30 fiscal year funds transferred in the prior fiscal year using this
31 subsection as part of the department's annual budget submittal.

32 (4) \$25,036,000 of the connecting Washington account—state
33 appropriation is provided solely for the land mobile radio upgrade
34 (G2000055) and is subject to the conditions, limitations, and review
35 provided in section 701 of this act. The land mobile radio project is
36 subject to technical oversight by the office of the chief information
37 officer. The department, in collaboration with the office of the
38 chief information officer, shall identify where existing or proposed
39 mobile radio technology investments should be consolidated, identify

1 when existing or proposed mobile radio technology investments can be
2 reused or leveraged to meet multiagency needs, increase mobile radio
3 interoperability between agencies, and identify how redundant
4 investments can be reduced over time. The department shall also
5 provide quarterly reports to the technology services board on project
6 progress.

7 (5) \$2,500,000 of the motor vehicle account—state appropriation
8 is provided solely for extraordinary costs incurred from litigation
9 awards, settlements, or dispute mitigation activities not eligible
10 for funding from the self-insurance fund. The amount provided in this
11 subsection must be held in unallotted status until the department
12 submits a request to the office of financial management that includes
13 documentation detailing litigation-related expenses. The office of
14 financial management may release the funds only when it determines
15 that all other funds designated for litigation awards, settlements,
16 and dispute mitigation activities have been exhausted. No funds
17 provided in this subsection may be expended on any legal fees related
18 to the SR 99/Alaskan Way viaduct replacement project (809936Z).

19 (6) The appropriation in this section includes funding for
20 starting planning, engineering, and construction of the Elwha River
21 bridge replacement. To the greatest extent practicable, the
22 department shall maintain public access on the existing route.

23 (7) \$22,729,000 of the motor vehicle account—federal
24 appropriation and \$553,000 of the motor vehicle account—state
25 appropriation are provided solely for the preservation of
26 structurally deficient bridges or bridges that are at risk of
27 becoming structurally deficient (L1000068). These funds must be used
28 widely around the state of Washington. When practicable, the
29 department shall pursue design-build contracts for these bridge
30 projects to expedite delivery. The department shall provide a report
31 that identifies the progress of each project funded in this
32 subsection as part of its annual agency budget request.

33 (8) The department must consult with the Washington state patrol
34 and the office of financial management during the design phase of any
35 improvement or preservation project that could impact Washington
36 state patrol weigh station operations. During the design phase of any
37 such project, the department must estimate the cost of designing
38 around the affected weigh station's current operations, as well as
39 the cost of moving the affected weigh station.

1 (9) During the course of any planned resurfacing or other
2 preservation activity on state route number 26 between Colfax and
3 Othello in the 2019-2021 fiscal biennium, the department must add
4 dug-in reflectors.

5 (10)(a) For projects funded as part of the 2015 connecting
6 Washington transportation package listed on the LEAP transportation
7 document identified in subsection (1) of this section, if the
8 department expects to have substantial reappropriations for the
9 2021-2023 fiscal biennium, the department may, on a pilot basis,
10 apply funding from a project in this section with an appropriation
11 that cannot be used for the current fiscal biennium to advance the SR
12 4/Abernathy Creek Br - Replace Bridge project (400411A).

13 (b) At least ten business days before advancing the project
14 pursuant to this subsection, the department must notify the office of
15 financial management and the transportation committees of the
16 legislature. The advancement of the project may not hinder the
17 delivery of the projects for which the reappropriations are necessary
18 for the 2021-2023 fiscal biennium.

19 (c) To the extent practicable, the department shall use the
20 flexibility and authority granted in this section and in section 601
21 of this act to minimize the amount of reappropriations needed each
22 biennium.

23 (11) Within the connecting Washington account—state
24 appropriation, the department may transfer funds from Highway System
25 Preservation (L1100071) to other preservation projects listed in the
26 LEAP transportation document identified in subsection (1) of this
27 section, if it is determined necessary for completion of these high
28 priority preservation projects. The department's next budget
29 submittal after using this subsection must appropriately reflect the
30 transfer.

31 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**
32 **TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL**

33 Motor Vehicle Account—State Appropriation	\$7,311,000
34 Motor Vehicle Account—Federal Appropriation	\$5,331,000
35 Motor Vehicle Account—Private/Local Appropriation	\$500,000
36 TOTAL APPROPRIATION.	\$13,142,000

37 The appropriations in this section are subject to the following
38 conditions and limitations: \$700,000 of the motor vehicle account—

1 state appropriation is provided solely for the SR 99 Aurora Bridge
2 ITS project (L2000338); however, if at least \$50,000,000 is not made
3 available, by means of transfer, deposit, appropriation, or other
4 similar conveyance, to the motor vehicle account for stormwater-
5 related activities through the enactment of chapter . . . (Engrossed
6 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
7 program reform) by June 30, 2019, the amount provided in this
8 subsection lapses.

9 NEW SECTION. **Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—**

10 **WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W**

11	Puget Sound Capital Construction Account—State	
12	Appropriation	\$111,076,000
13	Puget Sound Capital Construction Account—Federal	
14	Appropriation	\$141,750,000
15	Puget Sound Capital Construction Account—Private/Local	
16	Appropriation	\$350,000
17	Transportation Partnership Account—State	
18	Appropriation	\$4,936,000
19	Connecting Washington Account—State Appropriation	\$92,766,000
20	Capital Vessel Replacement Account—State	
21	Appropriation.	\$99,000,000
22	TOTAL APPROPRIATION.	\$449,878,000

23 The appropriations in this section are subject to the following
24 conditions and limitations:

25 (1) Except as provided otherwise in this section, the entire
26 appropriations in this section are provided solely for the projects
27 and activities as listed in LEAP Transportation Document 2019-2 ALL
28 PROJECTS as developed April 27, 2019, Program - Washington State
29 Ferries Capital Program (W).

30 (2) \$1,461,000 of the Puget Sound capital construction account—
31 state appropriation, \$59,650,000 of the connecting Washington account
32 —state appropriation, are provided solely for the Mukilteo ferry
33 terminal (952515P). To the extent practicable, the department shall
34 avoid the closure of, or disruption to, any existing public access
35 walkways in the vicinity of the terminal project during construction.

36 (3) \$73,089,000 of the Puget Sound capital construction account—
37 federal appropriation, \$33,089,000 of the connecting Washington
38 account—state appropriation, and \$8,778,000 of the Puget Sound

1 capital construction account—state appropriation are provided solely
2 for the Seattle Terminal Replacement project (900010L).

3 (4) \$5,000,000 of the Puget Sound capital construction account—
4 state appropriation is provided solely for emergency capital repair
5 costs (999910K). Funds may only be spent after approval by the office
6 of financial management.

7 (5) \$2,300,000 of the Puget Sound capital construction account—
8 state appropriation is provided solely for the ORCA acceptance
9 project (L2000300). The ferry system shall work with Washington
10 technology solutions and the tolling division on the development of a
11 new, interoperable ticketing system.

12 (6) \$495,000 of the Puget Sound capital construction account—
13 state appropriation is provided solely for an electric ferry planning
14 team (G2000087) to develop ten-year and twenty-year implementation
15 plans to efficiently deploy hybrid-electric vessels, including a
16 cost-benefit analysis of construction and operation of hybrid-
17 electric vessels with and without charging infrastructure. The plan
18 includes, but is not limited to, vessel technology and feasibility,
19 vessel and terminal deployment schedules, project financing, and
20 workforce requirements. The plan shall be submitted to the office of
21 financial management and the transportation committees of the
22 legislature by June 30, 2020.

23 (7) \$35,000,000 of the Puget Sound capital construction account—
24 state appropriation and \$6,500,000 of the Puget Sound capital
25 construction account—federal appropriation are provided solely for
26 the conversion of up to two Jumbo Mark II vessels to electric hybrid
27 propulsion (G2000084). The department shall seek additional funds for
28 the purposes of this subsection. The department may spend from the
29 Puget Sound capital construction account—state appropriation in this
30 section only as much as the department receives in Volkswagen
31 settlement funds for the purposes of this subsection.

32 (8) \$400,000 of the Puget Sound capital construction account—
33 state appropriation is provided solely for a request for proposals
34 for a new maintenance management system (project L2000301) and is
35 subject to the conditions, limitations, and review provided in
36 section 701 of this act.

37 (9) \$99,000,000 of the capital vessel replacement account—state
38 appropriation is provided solely for the acquisition of a 144-car
39 hybrid-electric vessel. The vendor must present to the joint

1 transportation committee and the office of financial management, by
 2 September 15, 2019, a list of options that will result in significant
 3 cost savings changes in terms of construction or the long-term
 4 maintenance and operations of the vessel. The vendor must allow for
 5 exercising the options without a penalty. It is the intent of the
 6 legislature to provide an additional \$88,000,000 in funding in the
 7 2021-23 biennium. Unless (a) chapter . . . (Engrossed Substitute
 8 House Bill No. 2161), Laws of 2019 (capital surcharge) or
 9 chapter . . . (Substitute Senate Bill No. 5992), Laws of 2019
 10 (capital surcharge) is enacted by June 30, 2019, and (b)
 11 chapter . . . (Engrossed House Bill No. 1789), Laws of 2019 (service
 12 fees) or chapter . . . (Substitute Senate Bill No. 5419), Laws of
 13 2019 (service fees) is enacted by June 30, 2019, the amount provided
 14 in this subsection lapses.

15 (10) The capital vessel replacement account—state appropriation
 16 includes up to \$99,000,000 in proceeds from the sale of bonds
 17 authorized in RCW 47.10.873.

18 NEW SECTION. **Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION—**
 19 **RAIL—PROGRAM Y—CAPITAL**

20	Motor Vehicle Account—State Appropriation	\$1,750,000
21	Essential Rail Assistance Account—State Appropriation . . .	\$500,000
22	Transportation Infrastructure Account—State	
23	Appropriation	\$7,554,000
24	Multimodal Transportation Account—State	
25	Appropriation	\$85,441,000
26	Multimodal Transportation Account—Federal	
27	Appropriation	\$8,302,000
28	Multimodal Transportation Account—Local	
29	Appropriation	\$336,000
30	TOTAL APPROPRIATION.	\$103,883,000

31 The appropriations in this section are subject to the following
 32 conditions and limitations:

33 (1) Except as provided otherwise in this section, the entire
 34 appropriations in this section are provided solely for the projects
 35 and activities as listed by project and amount in LEAP Transportation
 36 Document 2019-2 ALL PROJECTS as developed April 27, 2019, Program -
 37 Rail Program (Y).

1 (2) \$7,136,000 of the transportation infrastructure account—state
2 appropriation is provided solely for new low-interest loans approved
3 by the department through the freight rail investment bank (FRIB)
4 program. The department shall issue FRIB program loans with a
5 repayment period of no more than ten years, and charge only so much
6 interest as is necessary to recoup the department's costs to
7 administer the loans. The department shall report annually to the
8 transportation committees of the legislature and the office of
9 financial management on all FRIB loans issued.

10 (3) \$8,112,000 of the multimodal transportation account—state
11 appropriation, \$51,000 of the transportation infrastructure account—
12 state appropriation, and \$135,000 of the essential rail assistance
13 account—state appropriation are provided solely for new statewide
14 emergent freight rail assistance projects identified in the LEAP
15 transportation document referenced in subsection (1) of this section.

16 (4) \$367,000 of the transportation infrastructure account—state
17 appropriation and \$1,100,000 of the multimodal transportation account
18 —state appropriation are provided solely to reimburse Highline Grain,
19 LLC for approved work completed on Palouse River and Coulee City
20 (PCC) railroad track in Spokane county between the BNSF Railway
21 Interchange at Cheney and Geiger Junction and must be administered in
22 a manner consistent with freight rail assistance program projects.
23 The value of the public benefit of this project is expected to meet
24 or exceed the cost of this project in: Shipper savings on
25 transportation costs; jobs saved in rail-dependent industries; and/or
26 reduced future costs to repair wear and tear on state and local
27 highways due to fewer annual truck trips (reduced vehicle miles
28 traveled). The amounts provided in this subsection are not a
29 commitment for future legislatures, but it is the legislature's
30 intent that future legislatures will work to approve biennial
31 appropriations until the full \$7,337,000 cost of this project is
32 reimbursed.

33 (5) (a) \$365,000 of the essential rail assistance account—state
34 appropriation is provided solely for the purpose of the
35 rehabilitation and maintenance of the Palouse river and Coulee City
36 railroad line (F01111B).

37 (b) Expenditures from the essential rail assistance account—state
38 in this subsection may not exceed the combined total of:

1 (i) Revenues and transfers deposited into the essential rail
2 assistance account from leases and sale of property relating to the
3 Palouse river and Coulee City railroad;

4 (ii) Revenues from trackage rights agreement fees paid by
5 shippers; and

6 (iii) Revenues and transfers transferred from the miscellaneous
7 program account to the essential rail assistance account, pursuant to
8 RCW 47.76.360, for the purpose of sustaining the grain train program
9 by maintaining the Palouse river and Coulee City railroad.

10 (6) The department shall issue a call for projects for the
11 freight rail assistance program, and shall evaluate the applications
12 in a manner consistent with past practices as specified in section
13 309, chapter 367, Laws of 2011. By November 15, 2020, the department
14 shall submit a prioritized list of recommended projects to the office
15 of financial management and the transportation committees of the
16 legislature.

17 (7) \$10,000,000 of the multimodal transportation account—state
18 appropriation is provided solely as expenditure authority for any
19 insurance proceeds received by the state for Passenger Rail Equipment
20 Replacement (project 700010C.) The department must use this
21 expenditure authority only to purchase new train sets that have been
22 competitively procured.

23 (8) \$600,000 of the multimodal transportation account—federal
24 appropriation and \$6,000 of the multimodal transportation account—
25 state appropriation are provided solely for the Ridgefield Rail
26 Overpass (project 725910A). Total costs for this project may not
27 exceed \$909,000 across fiscal biennia.

28 (9)(a) For projects funded as part of the 2015 connecting
29 Washington transportation package listed on the LEAP transportation
30 document identified in subsection (1) of this section, if the
31 department expects to have substantial reappropriations for the
32 2021-2023 fiscal biennium, the department may, on a pilot basis,
33 apply funding from a project in this section with an appropriation
34 that cannot be used for the current fiscal biennium to advance the
35 South Kelso Railroad Crossing project (L1000147).

36 (b) At least ten business days before advancing the project
37 pursuant to this subsection, the department must notify the office of
38 financial management and the transportation committees of the
39 legislature. The advancement of the project may not hinder the

1 delivery of the projects for which the reappropriations are necessary
2 for the 2021-2023 fiscal biennium.

3 (c) To the extent practicable, the department shall use the
4 flexibility and authority granted in this section to minimize the
5 amount of reappropriations needed each biennium.

6 (10) The multimodal transportation account—state appropriation
7 includes up to \$19,592,000 in proceeds from the sale of bonds
8 authorized in RCW 47.10.867.

9 (11) The department must report to the joint transportation
10 committee on the progress made on freight rail investment bank
11 projects and freight rail assistance projects funded during this
12 biennium by January 1, 2020.

13 (12) \$1,500,000 of the multimodal transportation account—state
14 appropriation is provided solely for the Chelatchie Prairie railroad
15 roadbed rehabilitation project (L1000233).

16 (13) \$250,000 of the multimodal transportation account—state
17 appropriation is provided solely for the Port of Moses Lake Northern
18 Columbia Basin railroad feasibility study (L1000235).

19 (14) \$500,000 of the multimodal transportation account—state
20 appropriation is provided solely for the Spokane airport transload
21 facility project (L1000242).

22 (15) \$1,000,000 of the motor vehicle account—state appropriation
23 is provided solely for the grade separation at Bell road project
24 (L1000239); however, if at least \$50,000,000 is not made available,
25 by means of transfer, deposit, appropriation, or other similar
26 conveyance, to the motor vehicle account for stormwater-related
27 activities through the enactment of chapter . . . (Engrossed
28 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
29 program reform) by June 30, 2019, the amount provided in this
30 subsection lapses.

31 (16) \$750,000 of the motor vehicle account—state appropriation is
32 provided solely for the rail crossing improvements at 6th Ave. and
33 South 19th St. project (L2000289); however, if at least \$50,000,000
34 is not made available, by means of transfer, deposit, appropriation,
35 or other similar conveyance, to the motor vehicle account for
36 stormwater-related activities through the enactment of chapter . . .
37 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
38 toxics control program reform) by June 30, 2019, the amount provided
39 in this subsection lapses.

1 NEW SECTION. **Sec. 311. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

3	Highway Infrastructure Account—State Appropriation	\$793,000
4	Highway Infrastructure Account—Federal Appropriation	\$981,000
5	Transportation Partnership Account—State	
6	Appropriation	\$750,000
7	Highway Safety Account—State Appropriation	\$800,000
8	Motor Vehicle Account—State Appropriation	\$30,878,000
9	Motor Vehicle Account—Federal Appropriation	\$33,813,000
10	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
11	Connecting Washington Account—State Appropriation	\$172,454,000
12	Multimodal Transportation Account—State	
13	Appropriation	\$72,269,000
14	TOTAL APPROPRIATION.	\$334,238,000

15 The appropriations in this section are subject to the following
16 conditions and limitations:

17 (1) Except as provided otherwise in this section, the entire
18 appropriations in this section are provided solely for the projects
19 and activities as listed by project and amount in LEAP Transportation
20 Document 2019-2 ALL PROJECTS as developed April 27, 2019, Program -
21 Local Programs Program (Z).

22 (2) The amounts identified in the LEAP transportation document
23 referenced under subsection (1) of this section for pedestrian
24 safety/safe routes to school are as follows:

25 (a) \$18,380,000 of the multimodal transportation account—state
26 appropriation is provided solely for newly selected pedestrian and
27 bicycle safety program projects. \$5,940,000 of the multimodal
28 transportation account—state appropriation and \$750,000 of the
29 transportation partnership account—state appropriation are
30 reappropriated for pedestrian and bicycle safety program projects
31 selected in the previous biennia (L2000188).

32 (b) \$11,400,000 of the motor vehicle account—federal
33 appropriation and \$7,750,000 of the multimodal transportation account
34 —state appropriation are provided solely for newly selected safe
35 routes to school projects. \$6,690,000 of the motor vehicle account—
36 federal appropriation, \$2,320,000 of the multimodal transportation
37 account—state appropriation, and \$800,000 of the highway safety
38 account—state appropriation are reappropriated for safe routes to

1 school projects selected in the previous biennia (L2000189). The
2 department may consider the special situations facing high-need
3 areas, as defined by schools or project areas in which the percentage
4 of the children eligible to receive free and reduced-price meals
5 under the national school lunch program is equal to, or greater than,
6 the state average as determined by the department, when evaluating
7 project proposals against established funding criteria while ensuring
8 continued compliance with federal eligibility requirements.

9 (3) The department shall submit a report to the transportation
10 committees of the legislature by December 1, 2019, and December 1,
11 2020, on the status of projects funded as part of the pedestrian
12 safety/safe routes to school grant program. The report must include,
13 but is not limited to, a list of projects selected and a brief
14 description of each project's status.

15 (4) \$28,319,000 of the multimodal transportation account—state
16 appropriation is provided solely for bicycle and pedestrian projects
17 listed in the LEAP transportation document referenced in subsection
18 (1) of this section.

19 (5) \$19,160,000 of the connecting Washington account—state
20 appropriation is provided solely for the Covington Connector
21 (L2000104). The amounts described in the LEAP transportation document
22 referenced in subsection (1) of this section are not a commitment by
23 future legislatures, but it is the legislature's intent that future
24 legislatures will work to approve appropriations in the 2019-2021
25 fiscal biennium to reimburse the city of Covington for approved work
26 completed on the project up to the full \$24,000,000 cost of this
27 project.

28 (6)(a) For projects funded as part of the 2015 connecting
29 Washington transportation package listed on the LEAP transportation
30 document identified in subsection (1) of this section, if the
31 department expects to have substantial reappropriations for the
32 2021-2023 fiscal biennium, the department may, on a pilot basis,
33 apply funding from a project in this section with an appropriation
34 that cannot be used for the current fiscal biennium to advance one or
35 more of the following projects:

36 (i) East-West Corridor Overpass and Bridge (L2000067);

37 (ii) 41st Street Rucker Avenue Freight Corridor Phase 2
38 (L2000134);

39 (iii) Mottman Rd Pedestrian & Street Improvements (L1000089);

40 (iv) I-5/Port of Tacoma Road Interchange (L1000087);

1 (v) Complete SR 522 Improvements-Kenmore (T10600R);

2 (vi) SR 99 Revitalization in Edmonds (NEDMOND); or

3 (vii) SR 523 145th Street (L1000148);

4 (b) At least ten business days before advancing a project
5 pursuant to this subsection, the department must notify the office of
6 financial management and the transportation committees of the
7 legislature. The advancement of a project may not hinder the delivery
8 of the projects for which the reappropriations are necessary for the
9 2021-2023 fiscal biennium.

10 (c) To the extent practicable, the department shall use the
11 flexibility and authority granted in this section to minimize the
12 amount of reappropriations needed each biennium.

13 (7) It is the expectation of the legislature that the department
14 will be administering a local railroad crossing safety grant program
15 for \$7,000,000 in federal funds during the 2019-2021 fiscal biennium.

16 (8) (a) \$15,213,000 of the motor vehicle account—federal
17 appropriation is provided solely for national highway freight network
18 projects identified on the project list submitted in accordance with
19 section 218(4) (b), chapter 14, Laws of 2016 on October 31, 2016.

20 (b) In advance of the expiration of the fixing America's surface
21 transportation (FAST) act in 2020, the department must work with the
22 Washington state freight advisory committee to agree on a framework
23 for allocation of any new national highway freight funding that may
24 be approved in a new federal surface transportation reauthorization
25 act. The department and representatives of the advisory committee
26 must report to the joint transportation committee by October 1, 2020,
27 on the status of planning for allocating new funds for this program.

28 (9) \$1,000,000 of the motor vehicle account—state appropriation
29 is provided solely for the Beech Street Extension project (L1000222);
30 however, if at least \$50,000,000 is not made available, by means of
31 transfer, deposit, appropriation, or other similar conveyance, to the
32 motor vehicle account for stormwater-related activities through the
33 enactment of chapter . . . (Engrossed Substitute Senate Bill No.
34 5993), Laws of 2019 (model toxics control program reform) by June 30,
35 2019, the amount provided in this subsection lapses.

36 (10) \$3,900,000 of the motor vehicle account—state appropriation
37 is provided solely for the Dupont-Steilacoom road improvements
38 project (L1000224); however, if at least \$50,000,000 is not made
39 available, by means of transfer, deposit, appropriation, or other

1 similar conveyance, to the motor vehicle account for stormwater-
2 related activities through the enactment of chapter . . . (Engrossed
3 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
4 program reform) by June 30, 2019, the amount provided in this
5 subsection lapses.

6 (11) \$650,000 of the motor vehicle account—state appropriation is
7 provided solely for the SR 104/40th place northeast roundabout
8 project (L1000244); however, if at least \$50,000,000 is not made
9 available, by means of transfer, deposit, appropriation, or other
10 similar conveyance, to the motor vehicle account for stormwater-
11 related activities through the enactment of chapter . . . (Engrossed
12 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
13 program reform) by June 30, 2019, the amount provided in this
14 subsection lapses.

15 (12) \$860,000 of the multimodal transportation account—state
16 appropriation is provided solely for the Clinton to Ken's corner
17 trail project (L1000249).

18 (13) \$210,000 of the motor vehicle account—state appropriation is
19 provided solely for the I-405/44th gateway signage and green-scaping
20 improvements project (L1000250); however, if at least \$50,000,000 is
21 not made available, by means of transfer, deposit, appropriation, or
22 other similar conveyance, to the motor vehicle account for
23 stormwater-related activities through the enactment of chapter . . .
24 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
25 toxics control program reform) by June 30, 2019, the amount provided
26 in this subsection lapses.

27 (14) \$750,000 of the multimodal transportation account—state
28 appropriation is provided solely for the Edmonds waterfront connector
29 project (L1000252).

30 (15) \$650,000 of the motor vehicle account—state appropriation is
31 provided solely for the Wallace Kneeland and Shelton springs road
32 intersection improvements project (L1000260); however, if at least
33 \$50,000,000 is not made available, by means of transfer, deposit,
34 appropriation, or other similar conveyance, to the motor vehicle
35 account for stormwater-related activities through the enactment of
36 chapter . . . (Engrossed Substitute Senate Bill No. 5993), Laws of
37 2019 (model toxics control program reform) by June 30, 2019, the
38 amount provided in this subsection lapses.

1 (16) \$1,000,000 of the motor vehicle account—state appropriation
2 and \$500,000 of the multimodal transportation account—state
3 appropriation are provided solely for the complete 224th Phase two
4 project (L1000270); however, if at least \$50,000,000 is not made
5 available, by means of transfer, deposit, appropriation, or other
6 similar conveyance, to the motor vehicle account for stormwater-
7 related activities through the enactment of chapter . . . (Engrossed
8 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
9 program reform) by June 30, 2019, the amount in this subsection
10 provided from the motor vehicle account—state appropriation lapses.

11 (17) \$60,000 of the multimodal transportation account—state
12 appropriation is provided solely for the installation of an updated
13 meteorological station at the Colville airport (L1000279).

14 (18)(a) \$700,000 of the motor vehicle account—state appropriation
15 is provided solely for the Ballard-Interbay Regional Transportation
16 system plan project (L1000281); however, if at least \$50,000,000 is
17 not made available, by means of transfer, deposit, appropriation, or
18 other similar conveyance, to the motor vehicle account for
19 stormwater-related activities through the enactment of chapter . . .
20 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
21 toxics control program reform) by June 30, 2019, the amount provided
22 in this subsection lapses.

23 (b) Funding in this subsection is provided solely for the city of
24 Seattle to develop a plan and report for the Ballard-Interbay
25 Regional Transportation System project to improve mobility for people
26 and freight. The plan must be developed in coordination and
27 partnership with entities including but not limited to the city of
28 Seattle, King county, the Port of Seattle, Sound Transit, the
29 Washington state military department for the Seattle armory, and the
30 Washington state department of transportation. The plan must examine
31 replacement of the Ballard bridge and the Magnolia bridge, which was
32 damaged in the 2001 Nisqually earthquake. The city must provide a
33 report on the plan that includes recommendations to the Seattle city
34 council, King county council, and the transportation committees of
35 the legislature by November 1, 2020. The report must include
36 recommendations on how to maintain the current and future capacities
37 of the Magnolia and Ballard bridges, an overview and analysis of all
38 plans between 2010 and 2020 that examine how to replace the Magnolia

1 bridge, and recommendations on a timeline for constructing new
2 Magnolia and Ballard bridges.

3 (19) \$750,000 of the motor vehicle account—state appropriation is
4 provided solely for the Mickelson Parkway project (L1000282);
5 however, if at least \$50,000,000 is not made available, by means of
6 transfer, deposit, appropriation, or other similar conveyance, to the
7 motor vehicle account for stormwater-related activities through the
8 enactment of chapter . . . (Engrossed Substitute Senate Bill No.
9 5993), Laws of 2019 (model toxics control program reform) by June 30,
10 2019, the amount provided in this subsection lapses.

11 (20) \$300,000 of the motor vehicle account—state appropriation is
12 provided solely for the South 314th Street Improvements project
13 (L1000283); however, if at least \$50,000,000 is not made available,
14 by means of transfer, deposit, appropriation, or other similar
15 conveyance, to the motor vehicle account for stormwater-related
16 activities through the enactment of chapter . . . (Engrossed
17 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
18 program reform) by June 30, 2019, the amount provided in this
19 subsection lapses.

20 (21) \$250,000 of the motor vehicle account—state appropriation is
21 provided solely for the Ridgefield South I-5 Access Planning project
22 (L1000284); however, if at least \$50,000,000 is not made available,
23 by means of transfer, deposit, appropriation, or other similar
24 conveyance, to the motor vehicle account for stormwater-related
25 activities through the enactment of chapter . . . (Engrossed
26 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
27 program reform) by June 30, 2019, the amount provided in this
28 subsection lapses.

29 (22) \$300,000 of the motor vehicle account—state appropriation is
30 provided solely for the Washougal 32nd Street Underpass Design and
31 Permitting project (L1000285); however, if at least \$50,000,000 is
32 not made available, by means of transfer, deposit, appropriation, or
33 other similar conveyance, to the motor vehicle account for
34 stormwater-related activities through the enactment of chapter . . .
35 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
36 toxics control program reform) by June 30, 2019, the amount provided
37 in this subsection lapses.

38 (23) \$150,000 of the motor vehicle account—state appropriation
39 and \$50,000 of the multimodal transportation account—state

1 appropriation are provided solely for the Bingen Walnut Creek and
2 Maple Railroad Crossing (L2000328); however, if at least \$50,000,000
3 is not made available, by means of transfer, deposit, appropriation,
4 or other similar conveyance, to the motor vehicle account for
5 stormwater-related activities through the enactment of chapter . . .
6 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
7 toxics control program reform) by June 30, 2019, the amount in this
8 subsection provided from the motor vehicle account—state
9 appropriation lapses.

10 (24) \$1,500,000 of the motor vehicle account—state appropriation
11 is provided solely for the SR 303 Warren Avenue Bridge Pedestrian
12 Improvements project (L2000339); however, if at least \$50,000,000 is
13 not made available, by means of transfer, deposit, appropriation, or
14 other similar conveyance, to the motor vehicle account for
15 stormwater-related activities through the enactment of chapter . . .
16 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model
17 toxics control program reform) by June 30, 2019, the amount provided
18 in this subsection lapses.

19 (25) \$1,000,000 of the motor vehicle account—state appropriation
20 is provided solely for the 72nd/Washington Improvements in Yakima
21 project (L2000341); however, if at least \$50,000,000 is not made
22 available, by means of transfer, deposit, appropriation, or other
23 similar conveyance, to the motor vehicle account for stormwater-
24 related activities through the enactment of chapter . . . (Engrossed
25 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
26 program reform) by June 30, 2019, the amount provided in this
27 subsection lapses.

28 (26) \$650,000 of the motor vehicle account—state appropriation is
29 provided solely for the 48th/Washington Improvements in Yakima
30 project (L2000342); however, if at least \$50,000,000 is not made
31 available, by means of transfer, deposit, appropriation, or other
32 similar conveyance, to the motor vehicle account for stormwater-
33 related activities through the enactment of chapter . . . (Engrossed
34 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control
35 program reform) by June 30, 2019, the amount provided in this
36 subsection lapses.

37 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
38 **CAPITAL PROGRAM**

1 (1) As part of its annual budget submittal, the department of
2 transportation shall provide an update to the report provided to the
3 legislature in the prior fiscal year that: (a) Compares the original
4 project cost estimates approved in the 2003, 2005, and 2015 revenue
5 package project lists to the completed cost of the project, or the
6 most recent legislatively approved budget and total project costs for
7 projects not yet completed; (b) identifies highway projects that may
8 be reduced in scope and still achieve a functional benefit; (c)
9 identifies highway projects that have experienced scope increases and
10 that can be reduced in scope; (d) identifies highway projects that
11 have lost significant local or regional contributions that were
12 essential to completing the project; and (e) identifies contingency
13 amounts allocated to projects.

14 (2) As part of its annual budget submittal, the department of
15 transportation shall provide: (a) An annual report on the number of
16 toll credits the department has accumulated and how the department
17 has used the toll credits, and (b) a status report on the projects
18 funded using federal national highway freight program funds.

19 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
20 **CAPITAL PROGRAM**

21 On a quarterly basis, the department of transportation shall
22 provide to the office of financial management and the legislative
23 transportation committees the following reports for all capital
24 programs:

25 (1) For active projects, the report must include:

26 (a) A TEIS version containing actual capital expenditures for all
27 projects consistent with the structure of the most recently enacted
28 budget;

29 (b) Anticipated cost savings, cost increases, reappropriations,
30 and schedule adjustments for all projects consistent with the
31 structure of the most recently enacted budget;

32 (c) The award amount, the engineer's estimate, and the number of
33 bidders for all active projects consistent with the structure of the
34 most recently enacted budget;

35 (d) Projected costs and schedule for individual projects that are
36 funded at a programmatic level for projects relating to bridge rail,
37 guard rail, fish passage barrier removal, roadside safety projects,
38 and seismic bridges. Projects within this programmatic level funding

1 For motor vehicle fuel tax refunds and
2 statutory transfers. \$2,188,945,000

3 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**
4 **TRANSFERS**

5 Motor Vehicle Account—State Appropriation:
6 For motor vehicle fuel tax refunds and
7 transfers. \$220,426,000

8 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—ADMINISTRATIVE**
9 **TRANSFERS**

10 (1) Highway Safety Account—State Appropriation:
11 For transfer to the Multimodal Transportation
12 Account—State. \$10,000,000

13 (2) Transportation Partnership Account—State
14 Appropriation: For transfer to the Motor Vehicle
15 Account—State. \$50,000,000

16 (3) Motor Vehicle Account—State Appropriation:
17 For transfer to the State Patrol Highway
18 Account—State. \$7,000,000

19 (4) Motor Vehicle Account—State Appropriation:
20 For transfer to the Freight Mobility Investment
21 Account—State. \$8,511,000

22 (5) Motor Vehicle Account—State Appropriation:
23 For transfer to the Rural Arterial Trust
24 Account—State. \$4,844,000

25 (6) Motor Vehicle Account—State Appropriation:
26 For transfer to the Transportation Improvement
27 Account—State. \$9,688,000

28 (7) Highway Safety Account—State Appropriation:
29 For transfer to the State Patrol Highway
30 Account—State. \$44,000,000

31 (8) Rural Mobility Grant Program Account—State
32 Appropriation: For transfer to the Multimodal
33 Transportation Account—State. \$3,000,000

34 (9) State Route Number 520 Civil Penalties
35 Account—State Appropriation: For transfer to
36 the State Route Number 520 Corridor

1 Account—State. \$1,434,000
 2 (10) Capital Vessel Replacement Account—State
 3 Appropriation: For transfer to the Connecting
 4 Washington Account—State. \$50,000,000
 5 (11) Multimodal Transportation Account—State
 6 Appropriation: For transfer to the Freight
 7 Mobility Multimodal Account—State. \$8,511,000
 8 (12) Multimodal Transportation Account—State
 9 Appropriation: For transfer to the Puget Sound
 10 Capital Construction Account—State. \$15,000,000
 11 (13) Multimodal Transportation Account—State
 12 Appropriation: For transfer to the Puget Sound
 13 Ferry Operations Account—State. \$45,000,000
 14 (14) Multimodal Transportation Account—State
 15 Appropriation: For transfer to the Regional
 16 Mobility Grant Program Account—State. \$27,679,000
 17 (15) Multimodal Transportation Account—State
 18 Appropriation: For transfer to the Rural
 19 Mobility Grant Program Account—State. \$15,223,000
 20 (16) Transportation 2003 Account (Nickel Account)—
 21 State Appropriation: For transfer to the Puget
 22 Sound Capital Construction Account—State. \$20,000,000
 23 (17) (a) Alaskan Way Viaduct Replacement Project
 24 Account—State Appropriation: For transfer to the
 25 Motor Vehicle Account—State. \$9,992,000
 26 (b) The transfer identified in this subsection is provided solely
 27 to repay in full the motor vehicle account—state appropriation loan
 28 from section 1005(21) of this act.
 29 (18) (a) Transportation Partnership Account—State
 30 Appropriation: For transfer to the Alaskan Way Viaduct
 31 Replacement Project Account—State. \$77,951,000
 32 (b) The amount transferred in this subsection represents that
 33 portion of the up to \$200,000,000 in proceeds from the sale of bonds
 34 authorized in RCW 47.10.873, intended to be sold through the
 35 2021-2023 fiscal biennium, used only for construction of the SR 99/
 36 Alaskan Way Viaduct Replacement project (809936Z), and that must be
 37 repaid from the Alaskan Way viaduct replacement project account
 38 consistent with RCW 47.56.864.
 39 (19) Motor Vehicle Account—State Appropriation:

1 For transfer to the County Arterial Preservation
2 Account—State. \$4,844,000
3 (20) (a) General Fund Account—State Appropriation:
4 For transfer to the State Patrol Highway
5 Account—State. \$625,000
6 (b) The state treasurer shall transfer the funds only after
7 receiving notification from the Washington state patrol under section
8 207(7) of this act.
9 (21) Capital Vessel Replacement Account—State
10 Appropriation: For transfer to the Transportation
11 Partnership Account—State. \$3,293,000
12 (22) (a) Alaskan Way Viaduct Replacement Project
13 Account—State Appropriation: For transfer to the
14 Transportation Partnership Account—State. \$19,262,000
15 (b) The amount transferred in this subsection represents
16 repayment of debt service incurred for the construction of the SR 99/
17 Alaskan Way Viaduct Replacement project (809936Z).
18 (23) Tacoma Narrows Toll Bridge Account—State
19 Appropriation: For transfer to the Motor
20 Vehicle Account—State. \$950,000
21 (24) (a) Tacoma Narrows Toll Bridge Account—State Appropriation:
22 For transfer to the Motor Vehicle
23 Account—State. \$5,000,000
24 (b) A transfer in the amount of \$5,000,000 was made from the
25 Motor Vehicle Account to the Tacoma Narrows Toll Bridge Account in
26 April 2019. It is the intent of the legislature that this transfer
27 was to be temporary, for the purpose of minimizing the impact of toll
28 increases, and this is an equivalent reimbursing transfer to occur in
29 November 2019.
30 (25) (a) Transportation 2003 Account (Nickel Account)
31 —State Appropriation: For transfer to the Tacoma
32 Narrows Toll Bridge Account—State. \$12,543,000
33 (b) It is the intent of the legislature that this transfer is
34 temporary, for the purpose of minimizing the impact of toll
35 increases, and an equivalent reimbursing transfer is to occur after
36 the debt service and deferred sales tax on the Tacoma Narrows bridge
37 construction costs are fully repaid in accordance with chapter 195,
38 Laws of 2018.
39 (26) Transportation Infrastructure Account—State

1 Appropriation: For transfer to the multimodal
2 Transportation Account—State. \$9,000,000
3 (27) Multimodal Transportation Account—State
4 Appropriation: For transfer to the Pilotage
5 Account—State. \$2,500,000
6 (28) (a) Motor Vehicle Account—State
7 Appropriation: For transfer to the County Road
8 Administration Board Emergency Loan Account—State. \$1,000,000
9 (b) If chapter . . . (Senate Bill No. 5923), Laws of 2019 is not
10 enacted by June 30, 2019, the amount provided in this subsection
11 lapses.
12 (29) (a) Advanced Environmental Mitigation
13 Revolving Account—State Appropriation: For transfer
14 to the Motor Vehicle Account—State. \$9,000,000
15 (b) The amount transferred in this subsection is contingent on at
16 least a \$9,000,000 transfer to the advanced environmental mitigation
17 revolving account authorized by June 30, 2019, in the omnibus capital
18 appropriations act.
19 (30) Motor Vehicle account—State Appropriation:
20 For transfer to the Electric Vehicle Charging
21 Infrastructure Account—State. \$12,255,000
22 (31) Multimodal Transportation Account—State
23 Appropriation: For transfer to the Electric Vehicle
24 Charging Infrastructure Account—State. \$8,000,000
25 (32) Multimodal Transportation Account—State
26 Appropriation: For transfer to the Complete Streets
27 Grant Program Account—State. \$14,670,000
28 (33) (a) Transportation Partnership
29 Account—State Appropriation: For transfer to the Capital Vessel
30 Replacement Account—State. \$99,000,000
31 (b) The amount transferred in this subsection represents proceeds
32 from the sale of bonds authorized in RCW 47.10.873.

33 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—STATE REVENUES**
34 **FOR DISTRIBUTION**

35 Multimodal Transportation Account—State
36 Appropriation: For distribution to cities and
37 counties. \$26,786,000

1 pursuant to chapter 47.64 RCW for the 2019-2021 fiscal biennium.
2 Funding is provided for a four percent general wage increase
3 effective July 1, 2019, and a four percent general wage increase
4 effective July 1, 2020. The agreement also includes and funding is
5 provided for salary adjustments for targeted job classifications, a
6 restructure of the pay schedule and increased vacation leave.

7 NEW SECTION. **Sec. 504. DEPARTMENT OF TRANSPORTATION MARINE**
8 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—FASPAA**

9 An agreement has been reached between the governor and the ferry
10 agents, supervisors, and project administrators association pursuant
11 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
12 provided for a three percent general wage increase effective July 1,
13 2019, and a three percent general wage increase effective July 1,
14 2020. The agreement also includes and funding is provided for an
15 increase in the drug and alcohol sampling certification and a new
16 scheduling committee with two employee representatives.

17 NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE**
18 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—SEIU LOCAL 6**

19 An agreement has been reached between the governor and the
20 service employees international union local 6 pursuant to chapter
21 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
22 a nine percent general wage increase effective July 1, 2019, and a
23 three percent general wage increase effective July 1, 2020. The
24 agreement also includes and funding is provided for an increase in
25 the shift premium rate.

26 NEW SECTION. **Sec. 506. DEPARTMENT OF TRANSPORTATION MARINE**
27 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—CARPENTERS**

28 An agreement has been reached between the governor and the
29 Pacific Northwest regional council of carpenters through an interest
30 arbitration award pursuant to chapter 47.64 RCW for the 2019-2021
31 fiscal biennium. Funding is provided for the awarded four percent
32 general wage increase effective July 1, 2019, and a four percent
33 general wage increase effective July 1, 2020.

34 NEW SECTION. **Sec. 507. DEPARTMENT OF TRANSPORTATION MARINE**
35 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—METAL TRADES**

1 An agreement has been reached between the governor and the Puget
2 Sound metal trades council pursuant to chapter 47.64 RCW for the
3 2019-2021 fiscal biennium. Funding is provided for a four percent
4 general wage increase effective July 1, 2019, and a four percent
5 general wage increase effective July 1, 2020.

6 NEW SECTION. **Sec. 508. DEPARTMENT OF TRANSPORTATION MARINE**
7 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-UL**

8 An agreement has been reached between the governor and the marine
9 engineers' beneficial association unlicensed engine room employees
10 through an interest arbitration award pursuant to chapter 47.64 RCW
11 for the 2019-2021 fiscal biennium. Funding is provided for the
12 awarded three and one-half percent general wage increase effective
13 July 1, 2019, and a three and one-half percent general wage increase
14 effective July 1, 2020. The agreement also includes and funding is
15 provided for related watch turnover rate increases tied to salary
16 increases and reimbursement for safety-toed work boots.

17 NEW SECTION. **Sec. 509. DEPARTMENT OF TRANSPORTATION MARINE**
18 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-L**

19 An agreement has been reached between the governor and the marine
20 engineers' beneficial association licensed engineer officers through
21 an interest arbitration award pursuant to chapter 47.64 RCW for the
22 2019-2021 fiscal biennium. Funding is provided for the awarded three
23 and one-half percent general wage increase effective July 1, 2019,
24 and a three and one-half percent general wage increase effective July
25 1, 2020. The agreement also includes and funding is provided for
26 related watch turnover rate increases tied to salary increases and
27 reimbursement for safety-toed work boots.

28 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
29 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA—PORT ENGINEERS**

30 An agreement has been reached between the governor and the marine
31 engineers' beneficial association port engineers pursuant to chapter
32 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
33 an initial salary structure and for a one percent general wage
34 increase effective July 1, 2019, and a three percent general wage
35 increase effective July 1, 2020. The agreement also includes and
36 funding is provided for payment of a daily rate when required to be

1 on duty outside normal working hours, a minimum pay for call outs,
2 and reimbursement for safety shoes.

3 NEW SECTION. **Sec. 511. DEPARTMENT OF TRANSPORTATION MARINE**
4 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MATES**

5 An agreement has been reached between the governor and the
6 masters, mates, and pilots - mates pursuant to chapter 47.64 RCW for
7 the 2019-2021 fiscal biennium. Funding is provided for a three
8 percent general wage increase effective July 1, 2019, and three
9 percent general wage increase effective July 1, 2020.

10 NEW SECTION. **Sec. 512. DEPARTMENT OF TRANSPORTATION MARINE**
11 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MASTERS**

12 An agreement has been reached between the governor and the
13 masters, mates, and pilots - masters pursuant to chapter 47.64 RCW
14 for the 2019-2021 fiscal biennium. Funding is provided for a three
15 percent general wage increase effective July 1, 2019, and three
16 percent general wage increase effective July 1, 2020.

17 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
18 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
19 **SUPERVISORS**

20 An agreement has been reached between the governor and the
21 masters, mates, and pilots - watch center supervisors pursuant to
22 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
23 provided for a three percent general wage increase effective July 1,
24 2019, and two percent general wage increase effective July 1, 2020.
25 The agreement also includes and funding is provided for call back and
26 an increase in relief pay.

27 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
28 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—IBU**

29 An agreement has been reached between the governor and the
30 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW
31 through an interest arbitration award for the 2019-2021 fiscal
32 biennium. Funding is provided for the awarded three percent general
33 wage increase effective July 1, 2019, a three percent general wage
34 increase effective July 1, 2020, and a two percent general wage
35 increase effective January 1, 2021. The agreement also includes and

1 funding is provided for salary adjustments for targeted job
2 classifications in the shoregang series, increased holiday pay and
3 increased premium pay for use of selected power tools.

4 NEW SECTION. **Sec. 515. COLLECTIVE BARGAINING AGREEMENT—WFSE**

5 An agreement has been reached between the governor and the
6 Washington federation of state employees under the provisions of
7 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
8 provided for a three percent general wage increase effective July 1,
9 2019, and a three percent general wage increase effective July 1,
10 2020. The agreement also includes and funding is provided for salary
11 adjustments for targeted job classifications, premium pay for
12 employees who work in King county, and establishment of a new
13 information technology professional compensation structure.

14 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
15 **LOCAL 17**

16 An agreement has been reached between the governor and the
17 professional and technical employees local 17 under the provisions of
18 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
19 provided for a three percent general wage increase effective July 1,
20 2019, and a three percent general wage increase effective July 1,
21 2020. The agreement also includes and funding is provided for salary
22 adjustments for targeted job classifications and premium pay for
23 employees who work in King county.

24 NEW SECTION. **Sec. 517. COLLECTIVE BARGAINING AGREEMENT—WPEA**

25 An agreement has been reached between the governor and the
26 Washington public employees association under the provisions of
27 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
28 provided for a three percent general wage increase effective July 1,
29 2019, and a three percent general wage increase effective July 1,
30 2020. The agreement also includes and funding is provided for salary
31 adjustments for targeted job classifications, premium pay for
32 employees who work in King county, and establishment of a new
33 information technology professional compensation structure.

34 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—**
35 **COALITION OF UNIONS**

1 An agreement has been reached for the 2019-2021 biennium between
2 the governor and the coalition of unions under the provisions of
3 chapter 41.80 RCW for the 2019-21 fiscal biennium. Funding is
4 provided for a three percent general wage increase effective July 1,
5 2019, and a three percent general wage increase effective July 1,
6 2020. The agreement also includes and funding is provided for salary
7 adjustments for targeted job classifications, premium pay for
8 employees who work in King county, loan repayments for eligible
9 physicians and psychiatrists, and recruitment incentives for
10 psychiatrists.

11 NEW SECTION. **Sec. 519. COLLECTIVE BARGAINING AGREEMENT—WSP**
12 **TROOPERS ASSOCIATION**

13 An agreement has been reached between the governor and the
14 Washington state patrol troopers association under the provisions of
15 chapter 41.56 RCW for the 2019-2021 fiscal biennium. Funding is
16 provided for a two percent general wage increase effective July 1,
17 2019, and a two and one-half of one percent general wage increase
18 effective July 1, 2020.

19 NEW SECTION. **Sec. 520. COLLECTIVE BARGAINING AGREEMENT—WSP**
20 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

21 An agreement has been reached between the governor and the
22 Washington state patrol lieutenants and captains association under
23 the provisions of chapter 41.56 RCW for the 2019-2021 fiscal
24 biennium. Funding is provided for a two percent general wage increase
25 effective July 1, 2019, and a two and one-half of one percent general
26 wage increase effective July 1, 2020.

27 NEW SECTION. **Sec. 521. COMPENSATION—REPRESENTED EMPLOYEES—**
28 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

29 An agreement was reached for the 2019-2021 biennium between the
30 governor and the health care coalition under the provisions of
31 chapter 41.80 RCW. Appropriations in this act for state agencies,
32 including institutions of higher education, are sufficient to
33 implement the provisions of the 2019-2021 collective bargaining
34 agreement, including health flexible spending accounts for eligible
35 employees under the agreement, and are subject to the following
36 conditions and limitations:

1 The monthly employer funding rate for insurance benefit premiums,
2 public employees' benefits board administration, and the uniform
3 medical plan, shall not exceed \$939 per eligible employee for fiscal
4 year 2020. For fiscal year 2021, the monthly employer funding rate
5 shall not exceed \$976 per eligible employee.

6 NEW SECTION. **Sec. 522. COMPENSATION—REPRESENTED EMPLOYEES**
7 **OUTSIDE HEALTH CARE COALITION—INSURANCE BENEFITS**

8 Appropriations for state agencies in this act are sufficient for
9 represented employees outside the coalition for health benefits, and
10 are subject to the following conditions and limitations: The monthly
11 employer funding rate for insurance benefit premiums, public
12 employees' benefits board administration, and the uniform medical
13 plan, may not exceed \$939 per eligible employee for fiscal year 2020.
14 For fiscal year 2021, the monthly employer funding rate may not
15 exceed \$976 per eligible employee.

16 NEW SECTION. **Sec. 523. COMPENSATION—NONREPRESENTED EMPLOYEES—**
17 **INSURANCE BENEFITS**

18 Appropriations for state agencies in this act are sufficient for
19 nonrepresented state employee health benefits for state agencies,
20 including institutions of higher education, and are subject to the
21 following conditions and limitations:

22 (1) The employer monthly funding rate for insurance benefit
23 premiums, public employees' benefits board administration, and the
24 uniform medical plan, shall not exceed \$939 per eligible employee for
25 fiscal year 2020. For fiscal year 2021, the monthly employer funding
26 rate shall not exceed \$976 per eligible employee.

27 NEW SECTION. **Sec. 524. GENERAL WAGE INCREASES**

28 (1) Appropriations for state agency employee compensation in this
29 act are sufficient to provide general wage increases to state agency
30 employees who are not represented or who bargain under statutory
31 authority other than chapter 41.80 or 47.64 RCW or RCW 41.56.473 or
32 41.56.475.

33 (2) Funding is provided for a three percent general wage increase
34 effective July 1, 2019, for all classified employees as specified in
35 subsection (1) of this section, employees in the Washington
36 management service, and exempt employees under the jurisdiction of

1 the office of financial management. The appropriations are also
2 sufficient to fund a three percent salary increase effective July 1,
3 2019, for executive, legislative, and judicial branch employees
4 exempt from merit system rules whose maximum salaries are not set by
5 the commission on salaries for elected officials.

6 (3) Funding is provided for a three percent general wage increase
7 effective July 1, 2020, for all classified employees as specified in
8 subsection (1) of this section, employees in the Washington
9 management service, and exempt employees under the jurisdiction of
10 the office of financial management. The appropriations are also
11 sufficient to fund a three percent salary increase effective July 1,
12 2020, for executive, legislative, and judicial branch employees
13 exempt from merit system rules whose maximum salaries are not set by
14 the commission on salaries for elected officials.

15 NEW SECTION. **Sec. 525. TARGETED COMPENSATION INCREASES**

16 Funding is provided for salary adjustments for targeted job
17 classifications as specified by the office of financial management
18 for classified state employees, except those represented by a
19 collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW
20 41.56.473 and 41.56.475.

21 NEW SECTION. **Sec. 526. MINIMUM STARTING WAGE**

22 Funding is also provided for a minimum starting wage of fourteen
23 dollars an hour, effective July 1, 2019, and for increases in wages
24 of job classes that are aligned with affected job classes, except
25 those represented by a collective bargaining unit under chapters
26 41.80 and 47.64 RCW and RCW 41.56.473 and 41.56.475. This funding is
27 sufficient for general government agencies and higher education
28 institutions to comply with the provisions of Initiative Measure No.
29 1433 with respect to state employees.

30 NEW SECTION. **Sec. 527. PREMIUM PAY**

31 Funding is also provided for a five percent premium pay for
32 employees working in King county, except those represented under
33 chapters 41.80 and 47.64 RCW, and RCW 41.56.473 and 41.56.475.

34 NEW SECTION. **Sec. 528. COMPENSATION—REVISE PENSION CONTRIBUTION**
35 **RATES**

1 The appropriations in this act for school districts and state
2 agencies, including institutions of higher education, are subject to
3 the following conditions and limitations: Appropriations are adjusted
4 to reflect changes to agency appropriations to reflect pension
5 contribution rates adopted by the pension funding council and the law
6 enforcement officers' and firefighters' retirement system plan 2
7 board.

8 NEW SECTION. **Sec. 529. PUBLIC EMPLOYEES' BENEFITS BOARD**
9 **MEDICARE-ELIGIBLE RETIREE SUBSIDY**

10 Appropriations for state agencies in this act provide sufficient
11 funding for an increase in the state employer funding rate in the
12 public employees' benefits board program of one dollar in fiscal year
13 2020 and five dollars in fiscal year 2021 attributable to increasing
14 the monthly medicare-eligible retiree subsidy from one hundred sixty-
15 eight dollars per month to one hundred eighty-three dollars per
16 month.

17 **IMPLEMENTING PROVISIONS**

18 NEW SECTION. **Sec. 601. FUND TRANSFERS**

19 (1) The 2005 transportation partnership projects or improvements
20 and 2015 connecting Washington projects or improvements are listed in
21 the LEAP Transportation Document 2019-1 as developed April 27, 2019,
22 which consists of a list of specific projects by fund source and
23 amount over a sixteen-year period. Current fiscal biennium funding
24 for each project is a line-item appropriation, while the outer year
25 funding allocations represent a sixteen-year plan. The department of
26 transportation is expected to use the flexibility provided in this
27 section to assist in the delivery and completion of all
28 transportation partnership account and connecting Washington account
29 projects on the LEAP transportation document referenced in this
30 subsection. For the 2019-2021 project appropriations, unless
31 otherwise provided in this act, the director of the office of
32 financial management may provide written authorization for a transfer
33 of appropriation authority between projects funded with
34 transportation partnership account appropriations or connecting
35 Washington account appropriations to manage project spending and
36 efficiently deliver all projects in the respective program under the
37 following conditions and limitations:

1 (a) Transfers may only be made within each specific fund source
2 referenced on the respective project list;

3 (b) Transfers from a project may not be made as a result of the
4 reduction of the scope of a project or be made to support increases
5 in the scope of a project;

6 (c) Transfers from a project may be made if the funds
7 appropriated to the project are in excess of the amount needed in the
8 current fiscal biennium;

9 (d) Transfers may not occur for projects not identified on the
10 applicable project list;

11 (e) Transfers may not be made while the legislature is in
12 session;

13 (f) Transfers to a project may not be made with funds designated
14 as attributable to practical design savings as described in RCW
15 47.01.480;

16 (g) Each transfer between projects may only occur if the director
17 of the office of financial management finds that any resulting change
18 will not hinder the completion of the projects as approved by the
19 legislature. Until the legislature reconvenes to consider the 2020
20 supplemental omnibus transportation appropriations act, any
21 unexpended 2017-2019 appropriation balance as approved by the office
22 of financial management, in consultation with the chairs and ranking
23 members of the house of representatives and senate transportation
24 committees, may be considered when transferring funds between
25 projects; and

26 (h) Transfers between projects may be made by the department of
27 transportation without the formal written approval provided under
28 this subsection (1), provided that the transfer amount does not
29 exceed two hundred fifty thousand dollars or ten percent of the total
30 project, whichever is less. These transfers must be reported
31 quarterly to the director of the office of financial management and
32 the chairs of the house of representatives and senate transportation
33 committees.

34 (2) The department of transportation must submit quarterly all
35 transfers authorized under this section in the transportation
36 executive information system. The office of financial management must
37 maintain a legislative baseline project list identified in the LEAP
38 transportation documents referenced in this act, and update that
39 project list with all authorized transfers under this section.

1 (3) At the time the department submits a request to transfer
2 funds under this section, a copy of the request must be submitted to
3 the chairs and ranking members of the transportation committees of
4 the legislature.

5 (4) Before approval, the office of financial management shall
6 work with legislative staff of the house of representatives and
7 senate transportation committees to review the requested transfers in
8 a timely manner and consider any concerns raised by the chairs and
9 ranking members of the transportation committees.

10 (5) No fewer than ten days after the receipt of a project
11 transfer request, the director of the office of financial management
12 must provide written notification to the department of any decision
13 regarding project transfers, with copies submitted to the
14 transportation committees of the legislature.

15 (6) The department must submit annually as part of its budget
16 submittal a report detailing all transfers made pursuant to this
17 section.

18 NEW SECTION. **Sec. 602. BOND REIMBURSEMENT**

19 To the extent that any appropriation authorizes expenditures of
20 state funds from the motor vehicle account, special category C
21 account, Tacoma Narrows toll bridge account, transportation 2003
22 account (nickel account), transportation partnership account,
23 transportation improvement account, Puget Sound capital construction
24 account, multimodal transportation account, state route number 520
25 corridor account, connecting Washington account, or other
26 transportation capital project account in the state treasury for a
27 state transportation program that is specified to be funded with
28 proceeds from the sale of bonds authorized in chapter 47.10 RCW, the
29 legislature declares that any such expenditures made before the issue
30 date of the applicable transportation bonds for that state
31 transportation program are intended to be reimbursed from proceeds of
32 those transportation bonds in a maximum amount equal to the amount of
33 such appropriation.

34 NEW SECTION. **Sec. 603. BELATED CLAIMS**

35 The agencies and institutions of the state may expend moneys
36 appropriated in this act, upon approval of the office of financial
37 management, for the payment of supplies and services furnished to the
38 agency or institution in prior fiscal biennia.

1 NEW SECTION. **Sec. 604. REAPPROPRIATIONS REPORTING**

2 (1) As part of its 2020 supplemental budget submittal, the
3 department of transportation shall provide a report to the
4 legislature and the office of financial management that:

5 (a) Identifies, by capital project, the amount of state funding
6 that has been reappropriated from the 2017-2019 fiscal biennium into
7 the 2019-2021 fiscal biennium; and

8 (b) Identifies, for each project, the amount of cost savings or
9 increases in funding that have been identified as compared to the
10 2017 enacted omnibus transportation appropriations act.

11 (2) As part of the agency request for capital programs, the
12 department shall load reappropriations separately from funds that
13 were assumed to be required for the 2019-2021 fiscal biennium into
14 budgeting systems.

15 NEW SECTION. **Sec. 605. WEB SITE REPORTING REQUIREMENTS**

16 (1) The department of transportation shall post on its web site
17 every report that is due from the department to the legislature
18 during the 2019-2021 fiscal biennium on one web page. The department
19 must post both completed reports and planned reports on a single web
20 page.

21 (2) The department shall provide a web link for each change order
22 that is more than five hundred thousand dollars on the affected
23 project web page.

24 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
25 **ELEMENTS REPORTING**

26 (1) By November 15th of each year, the department of
27 transportation must report on amounts expended to benefit transit,
28 bicycle, or pedestrian elements within all connecting Washington
29 projects in programs I, P, and Z identified in LEAP Transportation
30 Document 2019-2 ALL PROJECTS as developed April 27, 2019. The report
31 must address each modal category separately and identify if
32 eighteenth amendment protected funds have been used and, if not, the
33 source of funding.

34 (2) To facilitate the report in subsection (1) of this section,
35 the department of transportation must require that all bids on
36 connecting Washington projects include an estimate on the cost to
37 implement any transit, bicycle, or pedestrian project elements.

1 NEW SECTION. **Sec. 607. PROJECT SCOPE CHANGES**

2 (1) During the 2019-2021 fiscal biennium, while the legislature
3 is not in session, the director of the office of financial management
4 may approve project scope change requests to connecting Washington
5 projects in the highway improvements program, provided that the
6 requests meet the criteria outlined in RCW 47.01.480 and are subject
7 to the limitations in this section.

8 (2) At the time the department of transportation submits a
9 request for a project scope change under this section, a copy of the
10 request must be submitted to the transportation committees of the
11 legislature.

12 (3) Before approval, the office of financial management shall
13 work with legislative staff of the house of representatives and
14 senate transportation committees to review the requested project
15 scope changes.

16 (4) No fewer than ten days after the receipt of a scope change
17 request, the director of the office of financial management must
18 provide written notification to the department of any decision
19 regarding project scope changes, with copies submitted to the
20 transportation committees of the legislature.

21 (5) As part of its annual budget submittal, the department of
22 transportation must report on all approved scope change requests from
23 the prior year, including a comparison of the scope before and after
24 the requested change.

25 NEW SECTION. **Sec. 608. TOLL CREDITS**

26 The department of transportation may provide up to three million
27 dollars in toll credits to Kitsap transit for its role in passenger-
28 only ferry service and ferry corridor-related projects. The number of
29 toll credits provided must be equal to, but no more than, the number
30 sufficient to meet federal match requirements for grant funding for
31 passenger-only ferry service, but must not exceed the amount
32 authorized in this section.

33 **MISCELLANEOUS 2019-2021 FISCAL BIENNIUM**

34 NEW SECTION. **Sec. 701. INFORMATION TECHNOLOGY OVERSIGHT**

35 (1) Agencies must apply to the office of the state chief
36 information officer for approval before beginning a project or
37 proceeding with each discreet stage of a project subject to this

1 section. At each stage, the office of the state chief information
2 officer must certify that the project has an approved technology
3 budget and investment plan, complies with state information
4 technology and security requirements, and other policies defined by
5 the office of the state chief information officer.

6 (2) (a) Each project must have a technology budget. The technology
7 budget must use a method similar to the state capital budget,
8 identifying project costs, each fund source, and anticipated
9 deliverables through each stage of the entire project investment and
10 across fiscal periods and biennia from project onset through
11 implementation and close out.

12 (b) As part of the development of a technology budget and at each
13 request for funding, the agency shall submit detailed financial
14 information to the office of financial management and the office of
15 the state chief information officer. The technology budget must
16 describe the total cost of the project by fiscal month to include and
17 identify:

18 (i) Fund sources;

19 (ii) Full-time equivalent staffing level to include job
20 classification assumptions;

21 (iii) A discreet appropriation index and program index;

22 (iv) Object and subobject codes of expenditures; and

23 (v) Anticipated deliverables.

24 (3) (a) Each project must have an investment plan that includes:

25 (i) An organizational chart of the project management team that
26 identifies team members and their roles and responsibilities;

27 (ii) The office of the state chief information officer staff
28 assigned to the project;

29 (iii) An implementation schedule covering activities, critical
30 milestones, and deliverables at each stage of the project for the
31 life of the project at each agency affected by the project;

32 (iv) Performance measures used to determine that the project is
33 on time, within budget, and meeting expectations for quality of work
34 product;

35 (v) Ongoing maintenance and operations cost of the project post
36 implementation and close out delineated by agency staffing,
37 contracted staffing, and service level agreements; and

38 (vi) Financial budget coding to include at least discrete program
39 index and subobject codes.

1 (4) Projects with estimated costs greater than one hundred
2 million dollars from initiation to completion and implementation may
3 be divided into discrete subprojects as determined by the office of
4 the state chief information officer. Each subproject must have a
5 technology budget and investment plan as provided in this section.

6 (5) (a) The office of the state chief information officer shall
7 maintain an information technology project dashboard that provides
8 updated information each fiscal month on projects subject to this
9 section:

10 (i) Project changes each fiscal month;

11 (ii) Noting if the project has a completed market requirements
12 document;

13 (iii) Financial status of information technology projects under
14 oversight; and

15 (iv) Coordination with agencies.

16 (b) The dashboard must retain a roll up of the entire project
17 cost, including all subprojects, that can be displayed the subproject
18 detail.

19 (6) If the project affects more than one agency:

20 (a) A separate technology budget and investment plan must be
21 prepared for each agency; and

22 (b) The dashboard must contain a statewide project technology
23 budget roll up that includes each affected agency at the subproject
24 level.

25 (7) For any project that exceeds two million dollars in total
26 funds to complete, requires more than one biennium to complete, or is
27 financed through financial contracts, bonds, or other indebtedness:

28 (a) Quality assurance for the project must report independently
29 the office of the chief information officer;

30 (b) The office of the chief information officer must review, and,
31 if necessary, revise the proposed project to ensure it is flexible
32 and adaptable to advances in technology;

33 (c) The technology budget must specifically identify the uses of
34 any financing proceeds. No more than thirty percent of the financing
35 proceeds may be used for payroll-related costs for state employees
36 assigned to project management, installation, testing, or training;

37 (d) The agency must consult with the office of the state
38 treasurer during the competitive procurement process to evaluate
39 early in the process whether products and services to be solicited
40 and the responsive bids from a solicitation may be financed; and

1 (e) The agency must consult with the contracting division of the
2 department of enterprise services for a review of all contracts and
3 agreements related to the project's information technology
4 procurements.

5 (8) The office of the state chief information officer must
6 evaluate the project at each stage and certify whether the project is
7 planned, managed, and meeting deliverable targets as defined in the
8 project's approved technology budget and investment plan.

9 (9) The office of the state chief information officer may suspend
10 or terminate a project at any time if it determines that the project
11 is not meeting or not expected to meet anticipated performance and
12 technology outcomes. Once suspension or termination occurs, the
13 agency shall unallot any unused funding and shall not make any
14 expenditure for the project without the approval of the office of
15 financial management.

16 (10) The office of the state chief information officer, in
17 consultation with the office of financial management, may identify
18 additional projects to be subject to this section, including projects
19 that are not separately identified within an agency budget.

20 (11) The following department of transportation projects are
21 subject to the conditions, limitations, and review provided in this
22 section: Labor System Replacement, New Ferry Division Dispatch
23 System, Maintenance Management System, Land Mobile Radio System
24 Replacement, and New CSC System and Operator.

25 **NEW SECTION. Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
26 **THROUGH FINANCIAL CONTRACTS**

27 (1) The department of transportation is authorized, subject to
28 the conditions in section 305(2) of this act, to enter into a
29 financing contract pursuant to chapter 39.94 RCW through the state
30 treasurer's lease-purchase program for the purposes indicated. The
31 department may use any funds, appropriated or nonappropriated, in not
32 more than the principal amounts indicated, plus financing expenses
33 and required reserves, if any. Expenditures made by the department of
34 transportation for the indicated purposes before the issue date of
35 the authorized financing contract and any certificates of
36 participation therein may be reimbursed from proceeds of the
37 financing contract and any certificates of participation therein to
38 the extent provided in the agency's financing plan approved by the
39 state finance committee.

1 (2) Department of transportation: Enter into a financing contract
2 for up to \$32,500,000 plus financing expenses and required reserves
3 pursuant to chapter 39.94 RCW to renovate the existing office
4 building at 15700 Dayton Ave N, Shoreline.

5 **Sec. 703.** RCW 43.19.642 and 2017 c 313 s 703 are each amended to
6 read as follows:

7 (1) Effective June 1, 2006, for agencies complying with the
8 ultra-low sulfur diesel mandate of the United States environmental
9 protection agency for on-highway diesel fuel, agencies shall use
10 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
11 provided that the use of a lubricity additive is warranted and that
12 the use of biodiesel is comparable in performance and cost with other
13 available lubricity additives. The amount of biodiesel added to the
14 ultra-low sulfur diesel fuel shall be not less than two percent.

15 (2) Except as provided in subsection (5) of this section,
16 effective June 1, 2009, state agencies are required to use a minimum
17 of twenty percent biodiesel as compared to total volume of all diesel
18 purchases made by the agencies for the operation of the agencies'
19 diesel-powered vessels, vehicles, and construction equipment.

20 (3) All state agencies using biodiesel fuel shall, beginning on
21 July 1, 2016, file annual reports with the department of enterprise
22 services documenting the use of the fuel and a description of how any
23 problems encountered were resolved.

24 (4) By December 1, 2009, the department of enterprise services
25 shall:

26 (a) Report to the legislature on the average true price
27 differential for biodiesel by blend and location; and

28 (b) Examine alternative fuel procurement methods that work to
29 address potential market barriers for in-state biodiesel producers
30 and report these findings to the legislature.

31 (5) During the (~~2015-2017 and~~) 2017-2019 and 2019-2021 fiscal
32 biennia, the Washington state ferries is required to use a minimum of
33 five percent biodiesel as compared to total volume of all diesel
34 purchases made by the Washington state ferries for the operation of
35 the Washington state ferries diesel-powered vessels, as long as the
36 price of a B5 or B10 biodiesel blend does not exceed the price of
37 conventional diesel fuel by five percent or more.

1 **Sec. 704.** RCW 46.20.745 and 2017 c 313 s 704 are each amended to
2 read as follows:

3 (1) The ignition interlock device revolving account program is
4 created within the department to assist in covering the monetary
5 costs of installing, removing, and leasing an ignition interlock
6 device, and applicable licensing, for indigent persons who are
7 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
8 ignition interlock device in all vehicles owned or operated by the
9 person. For purposes of this subsection, "indigent" has the same
10 meaning as in RCW 10.101.010, as determined by the department. During
11 the ((2017-2019)) 2019-2021 fiscal biennium, the ignition interlock
12 device revolving account program also includes ignition interlock
13 enforcement work conducted by the Washington state patrol.

14 (2) A pilot program is created within the ignition interlock
15 device revolving account program for the purpose of monitoring
16 compliance by persons required to use ignition interlock devices and
17 by ignition interlock companies and vendors.

18 (3) The department, the state patrol, and the Washington traffic
19 safety commission shall coordinate to establish a compliance pilot
20 program that will target at least one county from eastern Washington
21 and one county from western Washington, as determined by the
22 department, state patrol, and Washington traffic safety commission.

23 (4) At a minimum, the compliance pilot program shall:

24 (a) Review the number of ignition interlock devices that are
25 required to be installed in the targeted county and the number of
26 ignition interlock devices actually installed;

27 (b) Work to identify those persons who are not complying with
28 ignition interlock requirements or are repeatedly violating ignition
29 interlock requirements; and

30 (c) Identify ways to track compliance and reduce noncompliance.

31 (5) As part of monitoring compliance, the Washington traffic
32 safety commission shall also track recidivism for violations of RCW
33 46.61.502 and 46.61.504 by persons required to have an ignition
34 interlock driver's license under RCW 46.20.385 and 46.20.720.

35 **Sec. 705.** RCW 46.68.060 and 2017 c 313 s 707 are each amended to
36 read as follows:

37 There is hereby created in the state treasury a fund to be known
38 as the highway safety fund to the credit of which must be deposited
39 all moneys directed by law to be deposited therein. This fund must be

1 used for carrying out the provisions of law relating to driver
2 licensing, driver improvement, financial responsibility, cost of
3 furnishing abstracts of driving records and maintaining such case
4 records, and to carry out the purposes set forth in RCW 43.59.010,
5 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
6 fiscal biennia, the legislature may transfer from the highway safety
7 fund to the Puget Sound ferry operations account, the motor vehicle
8 fund, and the multimodal transportation account such amounts as
9 reflect the excess fund balance of the highway safety fund. During
10 the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~) biennia, the
11 legislature may direct the state treasurer to make transfers of
12 moneys in the highway safety fund to the multimodal transportation
13 account.

14 **Sec. 706.** RCW 46.68.280 and 2017 c 313 s 708 are each amended to
15 read as follows:

16 (1) The transportation 2003 account (nickel account) is hereby
17 created in the motor vehicle fund. Money in the account may be spent
18 only after appropriation. Expenditures from the account must be used
19 only for projects or improvements identified as transportation 2003
20 projects or improvements in the omnibus transportation budget and to
21 pay the principal and interest on the bonds authorized for
22 transportation 2003 projects or improvements. Upon completion of the
23 projects or improvements identified as transportation 2003 projects
24 or improvements, moneys deposited in this account must only be used
25 to pay the principal and interest on the bonds authorized for
26 transportation 2003 projects or improvements, and any funds in the
27 account in excess of the amount necessary to make the principal and
28 interest payments may be used for maintenance on the completed
29 projects or improvements.

30 (2) During the 2015-2017 fiscal biennium, the legislature may
31 transfer from the transportation 2003 account (nickel account) to the
32 connecting Washington account such amounts as reflect the excess fund
33 balance of the transportation 2003 account (nickel account).

34 (3) During the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~)
35 biennia, the legislature may direct the state treasurer to make
36 transfers of moneys in the transportation 2003 account (nickel
37 account) to the connecting Washington account, the Puget Sound
38 capital construction account, and the Tacoma Narrows toll bridge
39 account.

1 (4) The "nickel account" means the transportation 2003 account.

2 **Sec. 707.** RCW 46.68.290 and 2017 c 313 s 709 are each amended to
3 read as follows:

4 (1) The transportation partnership account is hereby created in
5 the state treasury. All distributions to the account from RCW
6 46.68.090 must be deposited into the account. Money in the account
7 may be spent only after appropriation. Expenditures from the account
8 must be used only for projects or improvements identified as 2005
9 transportation partnership projects or improvements in the omnibus
10 transportation appropriations act, including any principal and
11 interest on bonds authorized for the projects or improvements.

12 (2) The legislature finds that:

13 (a) Citizens demand and deserve accountability of transportation-
14 related programs and expenditures. Transportation-related programs
15 must continuously improve in quality, efficiency, and effectiveness
16 in order to increase public trust;

17 (b) Transportation-related agencies that receive tax dollars must
18 continuously improve the way they operate and deliver services so
19 citizens receive maximum value for their tax dollars; and

20 (c) Fair, independent, comprehensive performance audits of
21 transportation-related agencies overseen by the elected state auditor
22 are essential to improving the efficiency, economy, and effectiveness
23 of the state's transportation system.

24 (3) For purposes of chapter 314, Laws of 2005:

25 (a) "Performance audit" means an objective and systematic
26 assessment of a state agency or agencies or any of their programs,
27 functions, or activities by the state auditor or designee in order to
28 help improve agency efficiency, effectiveness, and accountability.
29 Performance audits include economy and efficiency audits and program
30 audits.

31 (b) "Transportation-related agency" means any state agency,
32 board, or commission that receives funding primarily for
33 transportation-related purposes. At a minimum, the department of
34 transportation, the transportation improvement board or its successor
35 entity, the county road administration board or its successor entity,
36 and the traffic safety commission are considered transportation-
37 related agencies. The Washington state patrol and the department of
38 licensing shall not be considered transportation-related agencies
39 under chapter 314, Laws of 2005.

1 (4) Within the authorities and duties under chapter 43.09 RCW,
2 the state auditor shall establish criteria and protocols for
3 performance audits. Transportation-related agencies shall be audited
4 using criteria that include generally accepted government auditing
5 standards as well as legislative mandates and performance objectives
6 established by state agencies. Mandates include, but are not limited
7 to, agency strategies, timelines, program objectives, and mission and
8 goals as required in RCW 43.88.090.

9 (5) Within the authorities and duties under chapter 43.09 RCW,
10 the state auditor may conduct performance audits for transportation-
11 related agencies. The state auditor shall contract with private firms
12 to conduct the performance audits.

13 (6) The audits may include:

14 (a) Identification of programs and services that can be
15 eliminated, reduced, consolidated, or enhanced;

16 (b) Identification of funding sources to the transportation-
17 related agency, to programs, and to services that can be eliminated,
18 reduced, consolidated, or enhanced;

19 (c) Analysis of gaps and overlaps in programs and services and
20 recommendations for improving, dropping, blending, or separating
21 functions to correct gaps or overlaps;

22 (d) Analysis and recommendations for pooling information
23 technology systems used within the transportation-related agency, and
24 evaluation of information processing and telecommunications policy,
25 organization, and management;

26 (e) Analysis of the roles and functions of the transportation-
27 related agency, its programs, and its services and their compliance
28 with statutory authority and recommendations for eliminating or
29 changing those roles and functions and ensuring compliance with
30 statutory authority;

31 (f) Recommendations for eliminating or changing statutes, rules,
32 and policy directives as may be necessary to ensure that the
33 transportation-related agency carry out reasonably and properly those
34 functions vested in the agency by statute;

35 (g) Verification of the reliability and validity of
36 transportation-related agency performance data, self-assessments, and
37 performance measurement systems as required under RCW 43.88.090;

38 (h) Identification of potential cost savings in the
39 transportation-related agency, its programs, and its services;

40 (i) Identification and recognition of best practices;

1 (j) Evaluation of planning, budgeting, and program evaluation
2 policies and practices;

3 (k) Evaluation of personnel systems operation and management;

4 (l) Evaluation of purchasing operations and management policies
5 and practices;

6 (m) Evaluation of organizational structure and staffing levels,
7 particularly in terms of the ratio of managers and supervisors to
8 nonmanagement personnel; and

9 (n) Evaluation of transportation-related project costs, including
10 but not limited to environmental mitigation, competitive bidding
11 practices, permitting processes, and capital project management.

12 (7) Within the authorities and duties under chapter 43.09 RCW,
13 the state auditor must provide the preliminary performance audit
14 reports to the audited state agency for comment. The auditor also may
15 seek input on the preliminary report from other appropriate
16 officials. Comments must be received within thirty days after receipt
17 of the preliminary performance audit report unless a different time
18 period is approved by the state auditor. The final performance audit
19 report shall include the objectives, scope, and methodology; the
20 audit results, including findings and recommendations; the agency's
21 response and conclusions; and identification of best practices.

22 (8) The state auditor shall provide final performance audit
23 reports to the citizens of Washington, the governor, the joint
24 legislative audit and review committee, the appropriate legislative
25 committees, and other appropriate officials. Final performance audit
26 reports shall be posted on the internet.

27 (9) The audited transportation-related agency is responsible for
28 follow-up and corrective action on all performance audit findings and
29 recommendations. The audited agency's plan for addressing each audit
30 finding and recommendation shall be included in the final audit
31 report. The plan shall provide the name of the contact person
32 responsible for each action, the action planned, and the anticipated
33 completion date. If the audited agency does not agree with the audit
34 findings and recommendations or believes action is not required, then
35 the action plan shall include an explanation and specific reasons.

36 The office of financial management shall require periodic
37 progress reports from the audited agency until all resolution has
38 occurred. The office of financial management is responsible for
39 achieving audit resolution. The office of financial management shall
40 annually report by December 31st the status of performance audit

1 resolution to the appropriate legislative committees and the state
2 auditor. The legislature shall consider the performance audit results
3 in connection with the state budget process.

4 The auditor may request status reports on specific audits or
5 findings.

6 (10) For the period from July 1, 2005, until June 30, 2007, the
7 amount of \$4,000,000 is appropriated from the transportation
8 partnership account to the state auditors office for the purposes of
9 subsections (2) through (9) of this section.

10 (11) During the 2015-2017 fiscal biennium, the legislature may
11 transfer from the transportation partnership account to the
12 connecting Washington account such amounts as reflect the excess fund
13 balance of the transportation partnership account.

14 (12) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
15 biennia, the legislature may direct the state treasurer to make
16 transfers of moneys in the transportation partnership account to the
17 connecting Washington account and the motor vehicle fund.

18 **Sec. 708.** RCW 46.68.325 and 2017 c 313 s 710 are each amended to
19 read as follows:

20 (1) The rural mobility grant program account is created in the
21 state treasury. Moneys in the account may be spent only after
22 appropriation. Expenditures from the account may be used only for the
23 grants provided under RCW 47.66.100.

24 (2) Beginning September 2011, by the last day of September,
25 December, March, and June of each year, the state treasurer shall
26 transfer from the multimodal transportation account to the rural
27 mobility grant program account two million five hundred thousand
28 dollars.

29 (3) During the 2015-2017 fiscal biennium, the legislature may
30 transfer from the rural mobility grant program account to the
31 multimodal transportation account such amounts as reflect the excess
32 fund balance of the rural mobility grant program account.

33 (4) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
34 biennia, the legislature may direct the state treasurer to make
35 transfers of moneys in the rural mobility grant program account to
36 the multimodal transportation account.

37 **Sec. 709.** RCW 47.56.403 and 2017 c 313 s 712 are each amended to
38 read as follows:

1 (1) The department may provide for the establishment,
2 construction, and operation of a pilot project of high occupancy toll
3 lanes on state route 167 high occupancy vehicle lanes within King
4 county. The department may issue, buy, and redeem bonds, and deposit
5 and expend them; secure and remit financial and other assistance in
6 the construction of high occupancy toll lanes, carry insurance, and
7 handle any other matters pertaining to the high occupancy toll lane
8 pilot project.

9 (2) Tolls for high occupancy toll lanes will be established as
10 follows:

11 (a) The schedule of toll charges for high occupancy toll lanes
12 must be established by the transportation commission and collected in
13 a manner determined by the commission.

14 (b) Toll charges shall not be assessed on transit buses and
15 vanpool vehicles owned or operated by any public agency.

16 (c) The department shall establish performance standards for the
17 state route 167 high occupancy toll lane pilot project. The
18 department must automatically adjust the toll charge, using dynamic
19 tolling, to ensure that toll-paying single-occupant vehicle users are
20 only permitted to enter the lane to the extent that average vehicle
21 speeds in the lane remain above forty-five miles per hour at least
22 ninety percent of the time during peak hours. The toll charge may
23 vary in amount by time of day, level of traffic congestion within the
24 highway facility, vehicle occupancy, or other criteria, as the
25 commission may deem appropriate. The commission may also vary toll
26 charges for single-occupant inherently low-emission vehicles such as
27 those powered by electric batteries, natural gas, propane, or other
28 clean burning fuels.

29 (d) The commission shall periodically review the toll charges to
30 determine if the toll charges are effectively maintaining travel
31 time, speed, and reliability on the highway facilities.

32 (3) The department shall monitor the state route 167 high
33 occupancy toll lane pilot project and shall annually report to the
34 transportation commission and the legislature on operations and
35 findings. At a minimum, the department shall provide facility use
36 data and review the impacts on:

37 (a) Freeway efficiency and safety;

38 (b) Effectiveness for transit;

39 (c) Person and vehicle movements by mode;

1 (d) Ability to finance improvements and transportation services
2 through tolls; and

3 (e) The impacts on all highway users. The department shall
4 analyze aggregate use data and conduct, as needed, separate surveys
5 to assess usage of the facility in relation to geographic,
6 socioeconomic, and demographic information within the corridor in
7 order to ascertain actual and perceived questions of equitable use of
8 the facility.

9 (4) The department shall modify the pilot project to address
10 identified safety issues and mitigate negative impacts to high
11 occupancy vehicle lane users.

12 (5) Authorization to impose high occupancy vehicle tolls for the
13 state route 167 high occupancy toll pilot project expires if either
14 of the following two conditions apply:

15 (a) If no contracts have been let by the department to begin
16 construction of the toll facilities associated with this pilot
17 project within four years of July 24, 2005; or

18 (b) If high occupancy vehicle tolls are being collected on June
19 30, (~~2019~~) 2021.

20 (6) The department of transportation shall adopt rules that allow
21 automatic vehicle identification transponders used for electronic
22 toll collection to be compatible with other electronic payment
23 devices or transponders from the Washington state ferry system, other
24 public transportation systems, or other toll collection systems to
25 the extent that technology permits.

26 (7) The conversion of a single existing high occupancy vehicle
27 lane to a high occupancy toll lane as proposed for SR-167 must be
28 taken as the exception for this pilot project.

29 (8) A violation of the lane restrictions applicable to the high
30 occupancy toll lanes established under this section is a traffic
31 infraction.

32 (9) Procurement activity associated with this pilot project shall
33 be open and competitive in accordance with chapter 39.29 RCW.

34 **Sec. 710.** RCW 47.56.876 and 2017 c 313 s 713 are each amended to
35 read as follows:

36 A special account to be known as the state route number 520 civil
37 penalties account is created in the state treasury. All state route
38 number 520 bridge replacement and HOV program civil penalties
39 generated from the nonpayment of tolls on the state route number 520

1 corridor must be deposited into the account, as provided under RCW
2 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
3 appropriation. Expenditures from the account may be used to fund any
4 project within the state route number 520 bridge replacement and HOV
5 program, including mitigation. During the 2013-2015 and 2015-2017
6 fiscal biennia, the legislature may transfer from the state route
7 number 520 civil penalties account to the state route number 520
8 corridor account such amounts as reflect the excess fund balance of
9 the state route number 520 civil penalties account. Funds transferred
10 must be used solely for capital expenditures for the state route
11 number 520 bridge replacement and HOV project. During the 2017-2019
12 and the 2019-2021 fiscal (~~biennium~~) biennia, the legislature may
13 direct the state treasurer to make transfers of moneys in the state
14 route number 520 civil penalties account to the state route number
15 520 corridor account.

16 **Sec. 711.** RCW 41.45.0631 and 2009 c 561 s 7 are each amended to
17 read as follows:

18 (1) The allocation of costs between the employer and members of
19 the Washington state patrol retirement system shall be made only
20 after the application of any minimum total contribution rate that may
21 be in effect for the system under subsection (4) of this section. For
22 benefit improvements effective on or after July 1, 2007, costs shall
23 be shared equally by members and the employer, and any cap on member
24 contributions shall be adjusted accordingly. The member contribution
25 rate shall be based on the adjusted total contribution rate described
26 in subsection (2) of this section. Beginning July 1, 2007, the
27 required member contribution rate for members of the Washington state
28 patrol retirement system shall be the lesser of the following: (a)
29 One-half of the adjusted total contribution rate for the system; or
30 (b) seven percent, plus fifty percent of the contribution rate
31 increase caused by any benefit improvements effective on or after
32 July 1, 2007.

33 (2) The employer shall continue to pay for all costs attributable
34 to distributions under RCW 43.43.270(2) for survivors of members who
35 became disabled under RCW 43.43.040(2) prior to July 1, 2006, until
36 such costs are fully paid. In order to avoid charging members for
37 these costs, the total required contribution rate shall be adjusted
38 to exclude these costs. The result of the adjustment shall be the

1 adjusted total contribution rate that is to be used to calculate the
2 required member contribution rate.

3 (3) The employer rate shall be the contribution rate required to
4 cover all total system costs that are not covered by the member
5 contribution rate.

6 (4) Beginning July 1, 2009, a minimum total contribution rate is
7 established for the Washington state patrol retirement system. The
8 total Washington state patrol retirement system contribution rate may
9 exceed, but may not drop below, the established minimum total
10 contribution rate. From July 1, 2009, through June 30, 2011, the
11 minimum total contribution rate shall equal the total contribution
12 rate required to fund fifty percent of the Washington state patrol
13 retirement system's normal cost as calculated under the entry age
14 normal cost method. Beginning July 1, 2011, the minimum total
15 contribution rate shall equal the total contribution rate required to
16 fund seventy percent of the Washington state patrol retirement
17 system's normal cost as calculated under the entry age normal cost
18 method. This minimum rate, when applicable, shall be collected in
19 addition to any contribution rate required to amortize any unfunded
20 costs attributable to distributions under RCW 43.43.270(2) for
21 survivors of members who became disabled under RCW 43.43.040(2) prior
22 to July 1, 2006.

23 (5) Upon completion of each biennial actuarial valuation, the
24 state actuary shall review the appropriateness of this minimum total
25 contribution rate and recommend to the council any adjustments as may
26 be needed. Any changes adopted by the council shall be subject to
27 revision by the legislature.

28 (6) The legislature recognizes the short-term volatility of
29 projected employer contribution rates for the Washington state patrol
30 retirement system and intends to phase-in the increase in
31 contribution rates from the 2017-2019 biennium to the 2019-2021
32 biennium over three successive biennia. The phase-in shall be
33 calculated by the state actuary and shall not result in an expected
34 funding shortfall when measured over the entire phase-in period.
35 Consistent with this intent, the legislature revises the basic
36 employer contribution rate for the Washington state patrol retirement
37 system from 22.13 percent to 17.5 percent during the 2019-2021
38 biennium. By June 30, 2020, the state actuary shall calculate and
39 report to the council the expected change to the basic employer

1 contribution rates for the 2021-2023 and 2023-2025 biennia that
2 continue this phase-in.

3 **Sec. 712.** RCW 46.68.063 and 2014 c 79 s 2 are each amended to
4 read as follows:

5 The department of licensing technology improvement and data
6 management account is created in the highway safety fund. All
7 receipts from fees collected under RCW 46.12.630(5) must be deposited
8 into the account. Expenditures from the account may be used only for
9 investments in technology and data management at the department.
10 During the 2019-2021 biennium, the account may also be used for
11 responding to public records requests. Moneys in the account may be
12 spent only after appropriation.

13 **Sec. 713.** RCW 46.68.370 and 2013 c 306 s 713 are each amended to
14 read as follows:

15 The license plate technology account is created in the state
16 treasury. All receipts collected under RCW 46.17.015 must be
17 deposited into this account. Expenditures from this account must
18 support current and future license plate technology and systems
19 integration upgrades for both the department and correctional
20 industries. Moneys in the account may be spent only after
21 appropriation. Additionally, the moneys in this account may be used
22 to reimburse the motor vehicle account for any appropriation made to
23 implement the digital license plate system. During the 2011-2013 and
24 2013-2015 fiscal biennia, the legislature may transfer from the
25 license plate technology account to the highway safety account [fund]
26 such amounts as reflect the excess fund balance of the license plate
27 technology account. During the 2019-2021 biennium, the account may
28 also be used for the maintenance of recently modernized information
29 technology systems for vehicle registrations.

30 **Sec. 714.** RCW 46.68.300 and 2013 c 104 s 3 are each amended to
31 read as follows:

32 The freight mobility investment account is hereby created in the
33 state treasury. Money in the account may be spent only after
34 appropriation. Expenditures from the account may be used only for
35 freight mobility projects that have been approved by the freight
36 mobility strategic investment board in RCW 47.06A.020 and may include
37 any principal and interest on bonds authorized for the projects or

1 improvements. During the 2019-2021 fiscal biennium, the expenditures
2 from the account may also be used for the administrative expenses of
3 the freight mobility strategic investment board.

4 **Sec. 715.** RCW 47.12.340 and 2013 c 306 s 715 are each amended to
5 read as follows:

6 (1) The advanced environmental mitigation revolving account is
7 created in the custody of the treasurer, into which the department
8 shall deposit directly and may expend without appropriation:

9 ~~((1))~~ (a) An initial appropriation included in the department
10 of transportation's 1997-99 budget, and deposits from other
11 identified sources;

12 ~~((2))~~ (b) All moneys received by the department from internal
13 and external sources for the purposes of conducting advanced
14 environmental mitigation; and

15 ~~((3))~~ (c) Interest gained from the management of the advanced
16 environmental mitigation revolving account.

17 ~~((4))~~ (2) During the 2011-2013 and 2013-2015 fiscal biennia,
18 the legislature may transfer from the advanced environmental
19 mitigation revolving account to the motor vehicle account such
20 amounts as reflect the excess fund balance of the advanced
21 environmental mitigation revolving account.

22 (3) During the 2019-2021 fiscal biennium, the legislature may
23 direct the state treasurer to make transfers of moneys in the
24 advanced environmental mitigation revolving account to the motor
25 vehicle fund.

26 **Sec. 716.** RCW 47.60.322 and 2015 3rd sp.s. c 44 s 213 are each
27 amended to read as follows:

28 (1) The capital vessel replacement account is created in the
29 motor vehicle fund. All revenues generated from the vessel
30 replacement surcharge under RCW 47.60.315(7) and service fees
31 collected by the department of licensing or county auditor or other
32 agent appointed by the director under RCW 46.17.040, 46.17.050, and
33 46.17.060 must be deposited into the account. Moneys in the account
34 may be spent only after appropriation. Expenditures from the account
35 may be used only for the construction or purchase of ferry vessels
36 and to pay the principal and interest on bonds authorized for the
37 construction or purchase of ferry vessels. However, expenditures from
38 the account must first be used to support the construction or

1 purchase, including any applicable financing costs, of a ferry vessel
2 with a carrying capacity of at least one hundred forty-four cars.

3 (2) The state treasurer may transfer moneys from the capital
4 vessel replacement account to the transportation 2003 account (nickel
5 account) for debt service on bonds issued for the construction of
6 144-car class ferry vessels.

7 (3) The legislature may transfer from the capital vessel
8 replacement account to the connecting Washington account created
9 under RCW 46.68.395 such amounts as reflect the excess fund balance
10 of the capital vessel replacement account to be used for ferry
11 terminal construction and preservation.

12 (4) During the 2019-2021 fiscal biennium, the legislature may
13 direct the state treasurer to make transfers of moneys in the capital
14 vessel replacement account to the transportation partnership account.

15 NEW SECTION. Sec. 717. (1) The agency financial transaction
16 account is created in the state treasury. Designated receipts from
17 cost-recovery charges for credit card and other financial transaction
18 fees pursuant to this act must be deposited into the account. Moneys
19 in the account may be spent only after appropriation. Expenditures
20 from the account may be used only for paying credit card and
21 financial transaction fees, and other related costs incurred by state
22 agencies.

23 (2) This section expires June 30, 2021.

24 NEW SECTION. Sec. 718. Section 709 of this act takes effect if
25 neither chapter . . . (House Bill No. 2132), Laws of 2019 (addressing
26 tolling) nor chapter . . . (Engrossed Substitute Senate Bill No.
27 5825), Laws of 2019 (addressing tolling) is enacted by June 30, 2019.

28 **2017-2019 FISCAL BIENNIUM**

29 **TRANSPORTATION AGENCIES—OPERATING**

30 **Sec. 801.** 2018 c 297 s 201 (uncodified) is amended to read as
31 follows:

32 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

33 Highway Safety Account—State Appropriation (~~(\$4,329,000)~~)
34 \$4,347,000

1	Highway Safety Account—Federal Appropriation	((\$22,205,000))
2		<u>\$25,005,000</u>
3	Highway Safety Account—Private/Local Appropriation	\$118,000
4	School Zone Safety Account—State Appropriation	\$850,000
5	TOTAL APPROPRIATION.	((\$27,502,000))
6		<u>\$30,320,000</u>

7 The appropriations in this section are subject to the following
8 conditions and limitations:

9 (1) \$100,000 of the highway safety account—state appropriation is
10 provided solely for the implementation of chapter 324, Laws of 2017
11 (bicyclist safety advisory council).

12 (2) \$1,000,000 of the highway safety account—state appropriation
13 is provided solely for the implementation of section 13(4), chapter
14 336, Laws of 2017 (impaired driving). The funding is provided for
15 grants to organizations that seek to reduce driving under the
16 influence of drugs and alcohol and for administering the program.
17 \$108,806 of the amount provided in this subsection is for the
18 commission to cover the costs associated with administering the grant
19 program. The funding provided in this subsection is contingent on the
20 availability of funds raised by the fee, described in section 13(4),
21 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
22 costs of administering the program.

23 **Sec. 802.** 2018 c 297 s 202 (uncodified) is amended to read as
24 follows:

25 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

26	Rural Arterial Trust Account—State Appropriation	\$1,056,000
27	Motor Vehicle Account—State Appropriation	((\$2,720,000))
28		<u>\$2,791,000</u>
29	County Arterial Preservation Account—State	
30	Appropriation	\$1,592,000
31	TOTAL APPROPRIATION.	((\$5,368,000))
32		<u>\$5,439,000</u>

33 **Sec. 803.** 2018 c 297 s 204 (uncodified) is amended to read as
34 follows:

35 **FOR THE JOINT TRANSPORTATION COMMITTEE**

36	((Highway Safety Account—State Appropriation.	\$150,000))
37	Motor Vehicle Account—State Appropriation	\$2,030,000

1 (iii) A comparison of the results of the examination of current
2 practices to best practices in the United States in areas other than
3 marine pilotage for which similar activities are conducted;

4 (iv) An evaluation of the extent to which the best practices
5 examined can be implemented and would be effective in Washington
6 state; and

7 (v) A recommendation for the best practices that should be
8 adopted by Washington state for each of the areas examined.

9 (b) The joint transportation committee must issue a report of its
10 findings and recommendations to the house of representatives and
11 senate transportation committees by January 8, 2018.

12 (2) \$160,000 of the motor vehicle account—state appropriation is
13 for the joint transportation committee to contract with the
14 University of Minnesota to independently analyze and assess traffic
15 data for the express toll lanes and general purpose lanes of the
16 Interstate 405 tolled corridor, including in terms of the performance
17 measures described in RCW 47.56.880, and to develop and recommend
18 near-term and longer-term strategies for the improvement of traffic
19 performance in this corridor. A report summarizing the results of the
20 traffic data assessment and providing recommended strategies is due
21 to the transportation committees of the legislature by January 8,
22 2018.

23 (3) (a) \$500,000 of the multimodal transportation account—state
24 appropriation is for a consultant study of air cargo movement at
25 Washington airports. The study must:

26 (i) Describe the state's air cargo system, and identify the
27 facilities that comprise the system;

28 (ii) Evaluate the current and projected future capacity of the
29 air cargo system;

30 (iii) Identify underutilized capacity;

31 (iv) Identify and describe what market forces may determine
32 demand for cargo service at different facilities and what role the
33 shippers and cargo service providers play in determining how cargo is
34 moved in the state;

35 (v) Develop a definition of congestion in the state's air cargo
36 system, including metrics by which to measure congestion and the cost
37 of congestion to shippers; and

38 (vi) Evaluate what would be needed to more effectively use
39 existing capacity at airports across the state. As part of this
40 evaluation, the study must:

1 (A) Evaluate air, land, and surface transportation constraints,
2 including intermodal constraints, to accommodate current demand and
3 future growth;

4 (B) Evaluate impediments to addressing those constraints;

5 (C) Evaluate options to address those constraints; and

6 (D) Evaluate the impacts to air cargo-related industries that
7 would result from shifting cargo service to Washington airports that
8 currently have available capacity.

9 (b) The study must also identify the state's interest in reducing
10 air cargo congestion and evaluate ways to address this interest on a
11 statewide basis.

12 (c) The study must provide recommendations regarding:

13 (i) Options to reduce air cargo congestion and more efficiently
14 use available capacity at Washington airports;

15 (ii) Options to address the state's interest in reducing air
16 cargo congestion on a statewide basis;

17 (iii) Strategies to accomplish the recommendations under this
18 subsection (3)(c); and

19 (iv) Statutory changes needed to implement the recommendations
20 under this subsection (3)(c).

21 (d) The department of transportation shall provide technical
22 support for the study, including providing guidance regarding
23 information that may already be available due to the department's
24 ongoing work on the Washington aviation system plan.

25 (e) The joint transportation committee shall issue a report of
26 its findings and recommendations to the house of representatives and
27 senate transportation committees by December 14, 2018.

28 (4) \$100,000 of the motor vehicle account—state appropriation is
29 for the joint transportation committee to conduct an assessment of
30 the current roles and responsibilities of the transportation
31 commission. The purpose of the assessment is to review the current
32 membership, functions, powers, and duties of the transportation
33 commission beyond those granted to the transportation commission as
34 the tolling authority under RCW 47.56.850, for the adoption of ferry
35 fares and pricing policies under RCW 47.60.315, or for work related
36 to the road usage charge pilot project as directed by the
37 legislature. When conducting the assessment, the joint transportation
38 committee must consult with the transportation commission and the
39 office of financial management.

40 (a) The assessment must consist of a review of the following:

1 (i) The primary enabling statutes of the transportation
2 commission contained in RCW 47.01.051 through 47.01.075;

3 (ii) The transportation commission's functions relating to
4 ferries under chapters 47.60 and 47.64 RCW beyond those granted by
5 the legislature for adoption of fares and pricing policies;

6 (iii) The existing budget of the transportation commission to
7 ensure it is appropriate for the roles and responsibilities it is
8 directed to do by the governor and the legislature;

9 (iv) The transportation commission's current roles and
10 responsibilities relating to transportation planning, transportation
11 policy development, and other functions; and

12 (v) Other issues related to the transportation commission as
13 determined by the joint transportation committee.

14 (b) A report of the assessment findings and recommendations is
15 due to the transportation committees of the legislature by December
16 31, 2017.

17 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
18 from the cities' statewide fuel tax distributions under RCW
19 46.68.110(2), is for the joint transportation committee to conduct a
20 study to assess the current state of city transportation funding,
21 identify emerging issues, and recommend funding sources to meet
22 current and future needs. As part of the study, the joint
23 transportation committee shall:

24 (i) Identify current city transportation funding
25 responsibilities, sources, and gaps;

26 (ii) Identify emerging issues that may add additional strain on
27 city costs and funding capacity;

28 (iii) Identify future city funding needs;

29 (iv) Evaluate alternative sources of funding; and

30 (v) Recommend sources of funding to address those needs and gaps.

31 (b) In considering alternative sources of funding, the study
32 shall evaluate sources available outside of the state of Washington
33 that currently are not available in Washington.

34 (c) In conducting the study, the joint transportation committee
35 must consult with:

36 (i) City representatives;

37 (ii) A representative from the department of transportation local
38 programs division;

39 (iii) A representative from the transportation improvement board;

1 (iv) A representative from the department of transportation/
2 metropolitan planning organization/regional transportation planning
3 organization coordinating committee; and

4 (v) Others as appropriate.

5 (d) The association of Washington cities and the department of
6 transportation shall provide technical support to the study.

7 (e) The joint transportation committee must issue a report of its
8 findings and recommendations to the transportation committees of the
9 legislature by June 30, 2019.

10 (6) (a) \$315,000 of the multimodal transportation account—state
11 appropriation is for a consultant study of the capital needs of
12 public transportation systems operated by public transportation
13 benefit areas, metropolitan municipal corporations, cities, counties,
14 and county transportation authorities. The study must include:

15 (i) An inventory of each agency's vehicle fleet;

16 (ii) An inventory of each agency's facilities, including the
17 state of repair;

18 (iii) The replacement and expansion needs of each agency's
19 vehicle fleet, as well as the associated costs, over the next ten
20 years;

21 (iv) The replacement and expansion needs for each agency's
22 facilities including, but not limited to, such facilities as park and
23 rides, transit centers, and maintenance buildings;

24 (v) The source of funding, if known, planned to cover the cost of
25 the bus and facilities replacement and expansion needs including, but
26 not limited to, local revenue, state grants, and federal grants;

27 (vi) The amount of service that could be provided with the local
28 funds that are currently required for each agency's total capital
29 needs; and

30 (vii) A list of potential state, federal, or local revenue
31 sources that public transportation agencies could access or implement
32 in order to meet agencies' capital needs. These revenue sources may
33 be either currently available sources or sources that would need
34 legislative authorization.

35 (b) The Washington state transit association and the Washington
36 state department of transportation shall provide technical support to
37 the study.

38 (c) The joint transportation committee shall issue a report of
39 its findings and recommendations to the transportation committees of
40 the legislature by (~~March 1~~) June 30, 2019.

1 (7) \$255,000 of the multimodal transportation account—state
2 appropriation is for the joint transportation committee to conduct a
3 study regarding the regulation of transportation network companies
4 within the state of Washington. In conducting the study, the joint
5 transportation committee must consult with relevant representatives
6 of the department of licensing, the utilities and transportation
7 commission, the Washington state patrol, local governments involved
8 in the regulation of transportation network companies, entities
9 providing transportation network services, and other relevant
10 stakeholders. The study must include a review of the regulatory
11 framework used by local jurisdictions within Washington state and in
12 other states, an evaluation of the most effective public safety
13 aspects of a regulatory framework, including among other aspects, the
14 type of required background checks, and an assessment of the most
15 effective and efficient state and local regulatory structure for
16 regulation of transportation network companies. The joint
17 transportation committee must issue a report of its findings and
18 recommendations to the house and senate transportation committees by
19 January 14, 2019.

20 (8) \$300,000 of the multimodal transportation account—state
21 appropriation is for the joint transportation committee to conduct a
22 study regarding the regulation of taxi and for hire services
23 regulated by state, local governments, and port districts. The study
24 must compare state and local regulations in the state of Washington
25 that govern these private passenger transportation services and may
26 include recommendations for improving the consistency or overall
27 effectiveness and competitive fairness of the current regulatory
28 frameworks. In conducting the study, the joint transportation
29 committee shall consult with the department of licensing, the
30 utilities and transportation commission, the Washington state patrol,
31 appropriate local entities engaged in the regulation of commercial
32 passenger transportation services, and other relevant stakeholders.
33 The joint transportation committee must issue a report of its
34 findings and recommendations to the house and senate transportation
35 committees by January 14, 2019.

36 (9) (a) (~~(\$150,000 of the highway safety account—state~~
37 ~~appropriation is for)~~) Within existing resources, the joint
38 transportation committee (~~(to)~~) shall assess and recommend methods
39 for setting state medical standards in the areas listed in (b) of

1 this subsection for commercial driver's license holders and
2 applicants, when these standards are not governed by specific
3 criteria under federal law, to help reduce the current shortage of
4 licensed commercial motor vehicle drivers in the state.

5 (b) This review must consist of an assessment of possible
6 approaches for developing a method by which to set state standards
7 for:

8 (i) Medical certification requirements for excepted interstate
9 commercial driver's license holders and applicants, as this class is
10 defined under 49 C.F.R. 383.71, who are not required to obtain
11 medical certification under federal law; and

12 (ii) Medical waiver requirements for intrastate nonexcepted
13 commercial driver's license holders and applicants, which must be set
14 in a manner consistent with the requirements of 49 C.F.R. Sec.
15 350.341(h) (2).

16 (c) The review must include consideration and evaluation of the
17 relevant practices, laws, and regulations of other states. The review
18 must also ensure that recommendations made are consistent with
19 federal law and do not jeopardize federal funding, and that they
20 incorporate relevant safety considerations.

21 (d) The joint transportation committee must consult with the
22 department of licensing, the Washington state patrol, the traffic
23 safety commission, the state department of health, and stakeholders
24 who rely on the state's commercial driver's license medical
25 certification process.

26 (e) The joint transportation committee must issue a report of its
27 findings and recommendations, including an indication of statutory
28 changes needed to implement the recommendations, to the
29 transportation committees of the legislature and the governor by
30 January 14, 2019.

31 **Sec. 804.** 2018 c 297 s 207 (uncodified) is amended to read as
32 follows:

33 **FOR THE WASHINGTON STATE PATROL**

34 State Patrol Highway Account—State Appropriation . . .	(\$490,359,000)
35	<u>\$475,475,000</u>
36 State Patrol Highway Account—Federal Appropriation . . .	\$14,571,000
37 State Patrol Highway Account—Private/Local	
38 Appropriation	\$4,011,000

1	Highway Safety Account—State Appropriation	\$1,074,000
2	Ignition Interlock Device Revolving Account—State	
3	Appropriation	\$510,000
4	Multimodal Transportation Account—State Appropriation . . .	\$276,000
5	TOTAL APPROPRIATION.	(\$510,801,000)
6		<u>\$495,917,000</u>

7 The appropriations in this section are subject to the following
8 conditions and limitations:

9 (1) Washington state patrol officers engaged in off-duty
10 uniformed employment providing traffic control services to the
11 department of transportation or other state agencies may use state
12 patrol vehicles for the purpose of that employment, subject to
13 guidelines adopted by the chief of the Washington state patrol. The
14 Washington state patrol must be reimbursed for the use of the vehicle
15 at the prevailing state employee rate for mileage and hours of usage,
16 subject to guidelines developed by the chief of the Washington state
17 patrol.

18 (2) \$510,000 of the ignition interlock device revolving account—
19 state appropriation is provided (~~solely~~) for the ignition interlock
20 program at the Washington state patrol to provide funding for two
21 staff to work and provide support for the program in working with
22 manufacturers, service centers, technicians, and participants in the
23 program.

24 (3) \$1,000,000 of the state patrol highway account—state
25 appropriation is provided (~~solely~~) for ongoing support, system
26 updates, maintenance, and an independent assessment of the P25
27 digital land mobile radio system. Of the amount provided in this
28 subsection, \$400,000 must be used for the independent assessment of
29 the P25 digital land mobile radio system. The independent assessment
30 must identify implementation issues and coverage gaps and recommend
31 strategies to address these issues and gaps. The assessment must be
32 submitted to the governor and the transportation committees of the
33 legislature by September 1, 2018. To the extent practicable, the
34 Washington state patrol shall begin implementing recommendations
35 before the completion of the independent assessment.

36 (4) The Washington state patrol and the department of
37 transportation shall jointly submit a prioritized list of weigh
38 station projects to the office of financial management by October 1,
39 2017. Projects submitted must include estimated costs for preliminary

1 engineering, rights-of-way, and construction and must also consider
2 the timing of any available funding for weigh station projects.

3 (5) The Washington state patrol and the office of financial
4 management must be consulted by the department of transportation
5 during the design phase of any improvement or preservation project
6 that could impact Washington state patrol weigh station operations.
7 During the design phase of any such project, the department of
8 transportation must estimate the cost of designing around the
9 affected weigh station's current operations, as well as the cost of
10 moving the affected weigh station.

11 (6) \$580,000 of the state patrol highway account—state
12 appropriation is provided (~~solely~~) for the operation of and
13 administrative support to the license investigation unit to enforce
14 vehicle registration laws in southwestern Washington. The Washington
15 state patrol, in consultation with the department of revenue, shall
16 maintain a running estimate of sales and use taxes remitted to the
17 state pursuant to activity conducted by the license investigation
18 unit. At the end of the calendar quarter in which it is estimated
19 that more than \$625,000 in taxes have been remitted to the state
20 since the effective date of this section, the Washington state patrol
21 shall notify the state treasurer and the state treasurer shall
22 transfer funds pursuant to section 408(25), chapter 313, Laws of
23 2017.

24 (7) \$600,000 of the state patrol highway account—state
25 appropriation is provided (~~solely~~) for the implementation of
26 chapter 181, Laws of 2017 (WSPRS salary definition).

27 (8) \$4,354,000 of the state patrol highway account—state
28 appropriation is provided (~~solely~~) for an additional cadet class,
29 consisting of the 35th arming class and 111th trooper basic training
30 class, in the 2017-2019 fiscal biennium.

31 **Sec. 805.** 2018 c 297 s 208 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF LICENSING**

34	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
35	Motorcycle Safety Education Account—State	
36	Appropriation	(\$4,607,000)
37		<u>\$4,773,000</u>
38	State Wildlife Account—State Appropriation	(\$888,000)

1		<u>\$538,000</u>
2	Highway Safety Account—State Appropriation	((\$254,301,000))
3		<u>\$247,100,000</u>
4	Highway Safety Account—Federal Appropriation	\$3,215,000
5	Motor Vehicle Account—State Appropriation	((\$83,871,000))
6		<u>\$82,456,000</u>
7	Motor Vehicle Account—Federal Appropriation	\$329,000
8	Motor Vehicle Account—Private/Local Appropriation	((\$5,224,000))
9		<u>\$5,709,000</u>
10	Ignition Interlock Device Revolving Account—State	
11	Appropriation	((\$5,261,000))
12		<u>\$5,932,000</u>
13	Department of Licensing Services Account—State	
14	Appropriation	\$6,903,000
15	License Plate Technology Account—State	
16	Appropriation	\$3,000,000
17	Abandoned Recreational Vehicle Account—State	
18	Appropriation.	((\$172,000))
19		<u>\$312,000</u>
20	(Driver Licensing Technology Support Account—State	
21	Appropriation.	\$150,000)
22	TOTAL APPROPRIATION.	((\$367,955,000))
23		<u>\$360,301,000</u>

24 The appropriations in this section are subject to the following
25 conditions and limitations:

26 ((+2)) (1) \$20,810,000 of the highway safety account—state
27 appropriation and \$3,000,000 of the license plate technology account—
28 state appropriation are provided solely for business and technology
29 modernization. The department and the state chief information officer
30 or his or her designee must provide a joint project status report to
31 the transportation committees of the legislature on at least a
32 calendar quarter basis. The report must include, but is not limited
33 to: Detailed information about the planned and actual scope,
34 schedule, and budget; status of key vendor and other project
35 deliverables; and a description of significant changes to planned
36 deliverables or system functions over the life of the project.
37 Project staff will periodically brief the committees or the
38 committees' staff on system security and data protection measures.

1 ~~((3))~~ (2) The department when modernizing its computer systems
2 must place personal and company data elements in separate data fields
3 to allow the department to select discrete data elements when
4 providing information or data to persons or entities outside the
5 department. This requirement must be included as part of the systems
6 design in the department's business and technology modernization.
7 Pursuant to the restrictions in federal and state law, a person's
8 photo, social security number, or medical information must not be
9 made available through public disclosure or data being provided under
10 RCW 46.12.630 or 46.12.635.

11 ~~((4))~~ (3) \$4,471,000 of the highway safety account—state
12 appropriation is provided solely for costs necessary to accommodate
13 increased demand for enhanced drivers' licenses and enhanced
14 identicards. The office of financial management shall place the
15 entire amount provided in this subsection in unallotted status. The
16 office of financial management may release portions of the funds when
17 it determines that average wait times have increased by more than two
18 minutes based on wait time and volume data provided by the department
19 compared to average wait times and volume during the month of
20 December 2016. The department and the office of financial management
21 shall evaluate the use of these funds on a monthly basis and
22 periodically report to the transportation committees of the
23 legislature on average wait times and volume data for enhanced
24 drivers' licenses and enhanced identicards.

25 ~~((5))~~ (4) The department shall continue to encourage the use of
26 online vehicle registration renewal reminders and minimize the number
27 of letters mailed by the department. To further this goal, the
28 department shall develop a pilot program to replace first-class mail,
29 letter-form renewal reminders with postcard renewal reminders. The
30 goal of the pilot program is to realize substantial savings on
31 printing and postage costs. The pilot program must include customers
32 who performed their last renewal online and still receive a paper
33 renewal notice. The appropriations in this section reflect savings in
34 postage and printing costs of at least \$250,000 in the 2017-2019
35 fiscal biennium.

36 ~~((6))~~ (5) \$550,000 of the highway safety account—state
37 appropriation is provided solely for communication and outreach
38 activities necessary to inform the public of federally acceptable
39 identification options including, but not limited to, enhanced
40 drivers' licenses and enhanced identicards. The department shall

1 develop and implement an outreach plan that includes informational
2 material that can be effectively communicated to all communities and
3 populations in Washington. At least thirty-five percent of this
4 appropriation must be used by the department for outreach efforts to
5 communities that would not otherwise be served by traditional media
6 outlets.

7 ~~((7))~~ (6) \$19,000 of the highway safety account—state
8 appropriation is provided solely for the implementation of chapter
9 334, Laws of 2017 (distracted driving).

10 ~~((8))~~ (7) \$57,000 of the motor vehicle account—state
11 appropriation is provided solely for the implementation of chapter
12 11, Laws of 2017 (aviation license plate).

13 ~~((9))~~ (8) \$572,000 of the highway safety account—state
14 appropriation is provided solely for the implementation of chapter
15 197, Laws of 2017 (driver education uniformity).

16 ~~((10))~~ (9) \$39,000 of the motor vehicle account—state
17 appropriation is provided solely for the implementation of chapter
18 25, Laws of 2017 (Fred Hutch license plate).

19 ~~((11))~~ (10) \$104,000 of the ignition interlock device revolving
20 account—state appropriation is provided solely for the implementation
21 of chapter 336, Laws of 2017 (impaired driving).

22 ~~((12))~~ (11) \$500,000 of the highway safety account—state
23 appropriation is provided solely for the implementation of chapter
24 206, Laws of 2017 (foster youth/driving).

25 ~~((13))~~ (12) \$61,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of chapter
27 310, Laws of 2017 (REAL ID compliance).

28 ~~((14))~~ (13)(a) Within existing funds, the department, in
29 consultation with the department of ecology, shall convene a work
30 group comprised of registered tow truck operators, hulk haulers,
31 representatives from county solid waste facilities, and the recycling
32 community to develop a sustainable plan for the collection and
33 disposal of abandoned recreational vehicles.

34 (b) The work group shall report on the current problems relating
35 to abandoned recreational vehicles and develop policy options for
36 procedures relating to the transportation, recycling, and disposal of
37 abandoned recreational vehicles, as well as other potentially related
38 issues. As a result of its discussions, the work group shall also
39 produce draft legislation. The final report and draft legislation are

1 due to the standing transportation committees of the legislature on
2 December 1, 2017.

3 ~~((15))~~ (14) \$30,000 of the highway safety account—state
4 appropriation is provided solely for the implementation of chapter
5 122, Laws of 2017 (reduced-cost identicards).

6 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
7 appropriation is provided solely for the implementation of chapter
8 218, Laws of 2017 (registration enforcement).

9 ~~((17))~~ (16) \$30,000 of the highway safety account—state
10 appropriation is provided solely for the implementation of chapter
11 43, Laws of 2017 (tow truck notices).

12 ~~((18))~~ (17) \$230,000 of the highway safety account—state
13 appropriation is provided solely for developing an application
14 program interface service. This work must result in a mobile browser
15 based application for use on tablet devices at licensing services
16 offices.

17 (a) The application must be able to be used by licensing services
18 offices staff for:

19 (i) Prescreening customers and directing them to the most
20 efficient service line;

21 (ii) Performing any transaction within the department's online
22 services;

23 (iii) Answering customer questions regarding license status and
24 reinstatement; and

25 (iv) Providing a queue ticket to customers waiting for service
26 inside and outside the office.

27 (b) Additionally, the application must be:

28 (i) Able to add a feature allowing customers to get in line via
29 an online application and receive a mobile text message when their
30 turn is approaching; and

31 (ii) Scalable to add other features to mobile devices to expedite
32 customer service.

33 ~~((20) — \$27,796,000))~~ (18) \$21,096,000 of the highway safety
34 account—state appropriation is provided solely for costs necessary to
35 accommodate increased demand for enhanced drivers' licenses and
36 enhanced identicards. The department shall report on a quarterly
37 basis on the use of these funds, associated workload, and information
38 with comparative information with recent comparable months in prior
39 years. The report will include detailed statewide and by licensing

1 service office information on staffing levels, average monthly wait
2 times, the number of enhanced drivers' licenses and enhanced
3 identicards issued/renewed, and the number of primary drivers'
4 licenses and identicards issued/renewed. Within the amounts provided
5 in this subsection, the department shall implement efficiency
6 measures to reduce the time for licensing transactions and wait
7 times, including, but not limited to, the installation of additional
8 cameras at licensing service offices that reduce bottlenecks and
9 align with the keep your customer initiative.

10 ~~((+21))~~ (19) \$45,000 of the highway safety account—state
11 appropriation is provided solely for the implementation of chapter
12 ~~((. . . (Second Substitute House Bill No. 1513)))~~ 109, Laws of 2018
13 (enhancing youth voter registration). If chapter ~~((. . . (Second~~
14 ~~Substitute House Bill No. 1513)))~~ 109, Laws of 2018 is not enacted by
15 June 30, 2018, the amount provided in this subsection lapses.

16 ~~((+23))~~ (20) \$70,000 of the highway safety account—state
17 appropriation is provided solely for the implementation of chapter
18 ~~((. . . (Engrossed Second Substitute House Bill No. 2595)))~~ 110, Laws
19 of 2018 (procedures in order to automatically register citizens to
20 vote). If chapter ~~((. . . (Engrossed Second Substitute House Bill No.~~
21 ~~2595)))~~ 110, Laws of 2018 is not enacted by June 30, 2018, the amount
22 provided in this subsection lapses.

23 ~~((+24))~~ (21) \$26,000 of the highway safety account—state
24 appropriation is provided solely for the implementation of chapter
25 ~~((. . . (Substitute House Bill No. 2612)))~~ 135, Laws of 2018 (tow
26 truck operators). If chapter ~~((. . . (Substitute House Bill No.~~
27 ~~2612)))~~ 135, Laws of 2018 is not enacted by June 30, 2018, the amount
28 provided in this subsection lapses.

29 ~~((+27))~~ (22) \$34,000 of the motor vehicle account—state
30 appropriation is provided solely for the implementation of chapter
31 ~~((. . . (Substitute Senate Bill No. 5746)))~~ 67, Laws of 2018
32 (concerning the association of Washington generals). If chapter
33 ~~((. . . (Substitute Senate Bill No. 5746)))~~ 67, Laws of 2018 is not
34 enacted by June 30, 2018, the amount provided in this subsection
35 lapses.

36 ~~((+31))~~ (23) \$17,000 of the highway safety account—state
37 appropriation is provided solely for the implementation of chapter
38 ~~((. . . (Substitute Senate Bill No. 6155)))~~ 192, Laws of 2018 (bone
39 marrow donation information). If chapter ~~((. . . (Substitute Senate~~

1 ~~Bill No. 6155~~) 192, Laws of 2018 is not enacted by June 30, 2018,
2 the amount provided in this subsection lapses.

3 ~~((32))~~ (24) \$172,000 of the abandoned recreational vehicle
4 disposal account—state appropriation is provided solely for the
5 implementation of chapter ~~((Substitute Senate Bill No. 6437))~~
6 287, Laws of 2018 (disposal of recreational vehicles abandoned on
7 public property). If chapter ~~((Substitute Senate Bill No.~~
8 ~~6437))~~ 287, Laws of 2018 is not enacted by June 30, 2018, the amount
9 provided in this subsection lapses.

10 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
11 appropriation is provided solely for the implementation of chapter
12 ~~((Substitute Senate Bill No. 6438))~~ 79, Laws of 2018
13 (clarifying the collection process for existing vehicle service
14 transactions). If chapter ~~((Substitute Senate Bill No. 6438))~~
15 79, Laws of 2018 is not enacted by June 30, 2018, the amount provided
16 in this subsection lapses.

17 ~~((34))~~ (26) The department shall within the department's
18 appropriations, conduct a study to evaluate options and potential
19 methods for allowing digital license plates. The report must include
20 information on the durability and legibility of digital license
21 plates in different weather conditions, costs, data security, tolling
22 and vehicle fees, protection of personal and vehicle information, and
23 other implementation issues. This will include an evaluation of how
24 the digital license plates can contain tamper-resistant and antitheft
25 features, but can continue to display the unique license plate number
26 assigned to the vehicle at all times. The department of licensing
27 must consult with the Washington state patrol, the department of
28 transportation, and other appropriate entities in conducting the
29 study. The department of licensing must present a report to the
30 standing transportation committees of the legislature by January 1,
31 2019.

32 ~~((35))~~ (27) \$200,000 of the highway safety account—state
33 appropriation is provided solely for the department to implement
34 employee training and other activities related to improving the
35 protection of private information and increasing racial and cultural
36 awareness by employees in administering licensing responsibilities.

37 (28) \$140,000 of the abandoned recreational vehicle disposal
38 account—state appropriation is provided solely for providing
39 reimbursements in accordance with the department's abandoned

1 recreational vehicle disposal reimbursement program. It is the intent
2 of the legislature that the department prioritize this funding for
3 allowable and approved reimbursements and not to build a reserve of
4 funds within the account.

5 **Sec. 806.** 2018 c 297 s 209 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
8 **—PROGRAM B**

9	High Occupancy Toll Lanes Operations Account—State	
10	Appropriation	((\$4,462,000))
11		<u>\$4,391,000</u>
12	Motor Vehicle Account—State Appropriation	\$513,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation	((\$57,123,000))
15		<u>\$55,885,000</u>
16	State Route Number 520 Civil Penalties Account—State	
17	Appropriation	\$4,129,000
18	Tacoma Narrows Toll Bridge Account—State	
19	Appropriation	((\$33,618,000))
20		<u>\$33,086,000</u>
21	Interstate 405 Express Toll Lanes Operations	
22	Account—State Appropriation	((\$21,757,000))
23		<u>\$21,297,000</u>
24	Alaskan Way Viaduct Replacement Project Account—State	
25	Appropriation.	((\$13,938,000))
26		<u>\$6,656,000</u>
27	TOTAL APPROPRIATION.	((\$135,540,000))
28		<u>\$125,957,000</u>

29 The appropriations in this section are subject to the following
30 conditions and limitations:

31 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
32 appropriation and \$9,048,000 of the state route number 520 corridor
33 account—state appropriation are provided solely for the purposes of
34 addressing unforeseen operations and maintenance costs on the Tacoma
35 Narrows bridge and the state route number 520 bridge, respectively.
36 The office of financial management shall place the amounts provided
37 in this subsection, which represent a portion of the required minimum
38 fund balance under the policy of the state treasurer, in unallotted

1 status. The office may release the funds only when it determines that
2 all other funds designated for operations and maintenance purposes
3 have been exhausted.

4 (2) \$3,100,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation, \$1,498,000 of the state route
6 number 520 corridor account—state appropriation, and \$1,802,000 of
7 the high occupancy toll lanes operations account—state appropriation
8 are provided solely for the operation and maintenance of roadside
9 toll collection systems.

10 (3) (~~(\$4,131,000)~~) \$4,129,000 of the state route number 520 civil
11 penalties account—state appropriation, \$2,192,000 of the Tacoma
12 Narrows toll bridge account—state appropriation, and \$1,191,000 of
13 the Interstate 405 express toll lanes operations account—state
14 appropriation are provided solely for expenditures related to the
15 toll adjudication process.

16 (4) The department shall make detailed quarterly expenditure
17 reports available to the Washington state transportation commission
18 and to the public on the department's web site using current
19 resources. The reports must include a summary of toll revenue by
20 facility on all operating toll facilities and high occupancy toll
21 lane systems, and an itemized depiction of the use of that revenue.

22 (5) As long as the facility is tolled, the department must
23 provide quarterly reports to the transportation committees of the
24 legislature on the Interstate 405 express toll lane project
25 performance measures listed in RCW 47.56.880(4). These reports must
26 include:

27 (a) Information on the travel times and travel time reliability
28 (at a minimum, average and 90th percentile travel times) maintained
29 during peak and nonpeak periods in the express toll lanes and general
30 purpose lanes for both the entire corridor and commonly made trips in
31 the corridor including, but not limited to, northbound from Bellevue
32 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
33 state route number 522, Bellevue to Bothell (both NE 8th to state
34 route number 522 and NE 8th to state route number 527), and a trip
35 internal to the corridor (such as NE 85th to NE 160th) and similar
36 southbound trips;

37 (b) A month-to-month comparison of travel times and travel time
38 reliability for the entire corridor and commonly made trips in the
39 corridor as specified in (a) of this subsection since implementation

1 of the express toll lanes and, to the extent available, a comparison
2 to the travel times and travel time reliability prior to
3 implementation of the express toll lanes;

4 (c) Total express toll lane and total general purpose lane
5 traffic volumes, as well as per lane traffic volumes for each type of
6 lane (i) compared to total express toll lane and total general
7 purpose lane traffic volumes, as well as per lane traffic volumes for
8 each type of lane, on this segment of Interstate 405 prior to
9 implementation of the express toll lanes and (ii) compared to total
10 express toll lane and total general purpose lane traffic volumes, as
11 well as per lane traffic volumes for each type of lane, from month to
12 month since implementation of the express toll lanes; and

13 (d) Underlying congestion measurements, that is, speeds, that are
14 being used to generate the summary graphs provided, to be made
15 available in a digital file format.

16 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
17 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
18 of the state route number 520 corridor account—state appropriation,
19 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
20 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
21 express toll lanes operations account—state appropriation, and
22 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
23 project account—state appropriation are provided solely for the
24 department to implement a new tolling customer service toll
25 collection system, and are subject to the conditions, limitations,
26 and review provided in section 701, chapter 313, Laws of 2017.

27 (a) The office of financial management shall place \$2,000,000 of
28 the amounts provided in this subsection in unallotted status, to be
29 distributed between the facilities using the account proportions in
30 this subsection. If the vendors selected as the successful bidders
31 for the new tolling customer service toll collection system or the
32 operator of the new system are different than the vendor as of
33 January 1, 2017, the office of financial management may release
34 portions of this amount as transition costs.

35 (b) The funds provided in this subsection from the Alaskan Way
36 viaduct replacement project account—state appropriation are provided
37 through a transfer from the motor vehicle account—state in section
38 408(26), chapter 313, Laws of 2017. These funds are a loan to the
39 Alaskan Way viaduct replacement project account—state, and the

1 legislature assumes that these funds will be reimbursed to the motor
2 vehicle account—state at a later date when the portion of state route
3 number 99 that is the deep bore tunnel is operational.

4 (c) The department must provide a project status report to the
5 office of financial management and the transportation committees of
6 the legislature on at least a calendar quarterly basis. The report
7 must include, but is not limited to:

8 (i) Detailed information about the planned and actual scope,
9 schedule, and budget;

10 (ii) Status of key vendor and other project deliverables; and

11 (iii) A description of significant changes to planned
12 deliverables or system functions over the life of the project.

13 (d) The department shall continue to work with the office of
14 financial management, office of the chief information officer, and
15 the transportation committees of the legislature on the project
16 management plan that includes a provision for independent
17 verification and validation of contract deliverables from the
18 successful bidder and a provision for quality assurance that includes
19 reporting independently to the office of the chief information
20 officer on an ongoing basis during system implementation.

21 (7) The department shall make detailed quarterly reports to the
22 governor and the transportation committees of the legislature on the
23 following:

24 (a) The use of consultants in the tolling program, including the
25 name of the contractor, the scope of work, the type of contract,
26 timelines, deliverables, any new task orders, and any extensions to
27 existing consultant contracts;

28 (b) The nonvendor costs of administering toll operations,
29 including the costs of staffing the division, consultants and other
30 personal service contracts required for technical oversight and
31 management assistance, insurance, payments related to credit card
32 processing, transponder purchases and inventory management, facility
33 operations and maintenance, and other miscellaneous nonvendor costs;
34 and

35 (c) The vendor-related costs of operating tolled facilities,
36 including the costs of the customer service center, cash collections
37 on the Tacoma Narrows bridge, electronic payment processing, and toll
38 collection equipment maintenance, renewal, and replacement.

39 (d) The toll adjudication process, including a summary table for
40 each toll facility that includes:

1 (i) The number of notices of civil penalty issued;

2 (ii) The number of recipients who pay before the notice becomes a
3 penalty;

4 (iii) The number of recipients who request a hearing and the
5 number who do not respond;

6 (iv) Workload costs related to hearings;

7 (v) The cost and effectiveness of debt collection activities; and

8 (vi) Revenues generated from notices of civil penalty.

9 (8) (~~(\$13,179,000)~~) \$13,180,000 of the Interstate 405 express
10 toll lanes operations account—state appropriation is provided solely
11 for operational costs related to the express toll lane facility. The
12 office of financial management shall place \$6,808,000 of the amount
13 provided in this subsection in unallotted status. The office of
14 financial management may only release the funds to the department
15 upon the passage of a 2018 supplemental transportation budget.

16 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
17 have reached the end of its operational life. During the 2017-2019
18 fiscal biennium, the department plans to issue a request for
19 proposals as the first stage of a competitive procurement process
20 that will replace the toll equipment and select a new tolling
21 operator for the Tacoma Narrows Bridge. The request for proposals and
22 subsequent competitive procurement must incorporate elements that
23 prioritize the overall goal of lowering costs per transaction for the
24 facility, such as incentives for innovative approaches which result
25 in lower transactional costs, requests for efficiencies on the part
26 of the bidder that lower operational costs, and incorporation of
27 technologies such as self-serve credit card machines or other point-
28 of-payment technologies that lower costs or improve operational
29 efficiencies.

30 (10) (~~(\$5,583,000 of the Alaskan Way viaduct replacement project~~
31 ~~account—state appropriation is provided solely for the new state~~
32 ~~route number 99 tunnel toll facility's expected proportional share of~~
33 ~~collecting toll revenues, operating customer services, and~~
34 ~~maintaining toll collection systems for the last seven months of the~~
35 ~~biennium. Due to the uncertainty of the new state route number 99~~
36 ~~tunnel toll facility timeline, the legislature is holding the other~~
37 ~~tolled facilities' administrative cost shares constant for this~~
38 ~~biennium. The legislature expects to see appropriate reductions to~~
39 ~~the other toll facility accounts once tolling on the new state route~~
40 ~~number 99 tunnel toll facility commences and any previously incurred~~

1 costs for start-up of the new facility are charged back to the
2 Alaskan Way viaduct replacement project account. The office of
3 financial management shall closely monitor the application of the
4 cost allocation model and ensure that the new state route number 99
5 tunnel toll facility is adequately sharing costs and the other toll
6 facility accounts are not being overspent or subsidizing the new
7 state route number 99 tunnel toll facility.

8 ~~(11) \$1,849,000)~~ \$849,000 of the Alaskan Way viaduct replacement
9 project account—state appropriation is provided solely for the costs
10 associated with the sale of transponders for the opening of the new
11 state route number 99 tunnel toll facility in Seattle. (~~The office
12 of financial management shall place \$510,000 of the amount provided
13 in this subsection in unallotted status. The office of financial
14 management may only release the funds to the department if it
15 determines the transponder inventory will otherwise not be sufficient
16 for facility ramp up.)~~)

17 **Sec. 807.** 2018 c 297 s 210 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
20 **C**

21	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
22	Motor Vehicle Account—State Appropriation	((87,865,000))
23		<u>\$87,880,000</u>
24	Puget Sound Ferry Operations Account—State	
25	Appropriation	\$263,000
26	Multimodal Transportation Account—State	
27	Appropriation	\$2,878,000
28	Transportation 2003 Account (Nickel Account)—State	
29	Appropriation	\$1,460,000
30	TOTAL APPROPRIATION.	((93,926,000))
31		<u>\$93,941,000</u>

32 The appropriations in this section are subject to the following
33 conditions and limitations:

34 (1) \$9,588,000 of the motor vehicle account—state appropriation
35 is provided solely for the development of the labor system
36 replacement project and is subject to the conditions, limitations,
37 and review provided in section 701, chapter 313, Laws of 2017. It is
38 the intent of the legislature that if any portion of the labor system

1 replacement project is leveraged in the future for the time, leave,
2 and labor distribution of any other agencies, the motor vehicle
3 account will be reimbursed proportionally for the development of the
4 system since amounts expended from the motor vehicle account must be
5 used exclusively for highway purposes in conformance with Article II,
6 section 40 of the state Constitution. This must be accomplished
7 through a loan arrangement with the current interest rate under the
8 terms set by the office of the state treasurer at the time the system
9 is deployed to additional agencies. If the motor vehicle account is
10 not reimbursed for future use of the system, it is further the intent
11 of the legislature that reductions will be made to central service
12 agency charges accordingly.

13 (2) \$2,296,000 of the motor vehicle account—state appropriation
14 is provided solely for the development of ferries network systems
15 support.

16 (3) \$365,000 of the motor vehicle account—state appropriation is
17 provided solely for the department to contract with a consultant to
18 develop a plan, in consultation with the office of financial
19 management, and cost estimate to modernize and migrate the
20 department's business applications from an agency-based data center
21 to the state data center or a cloud-based environment.

22 **Sec. 808.** 2018 c 297 s 211 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
25 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

26 Motor Vehicle Account—State Appropriation	((\$29,368,000))
	<u>\$29,325,000</u>
28 State Route Number 520 Corridor Account—State	
29 Appropriation	\$34,000
30 TOTAL APPROPRIATION.	((\$29,402,000))
	<u>\$29,359,000</u>

32 **Sec. 809.** 2018 c 297 s 212 (uncodified) is amended to read as
33 follows:

34 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**

35 Aeronautics Account—State Appropriation	((\$7,326,000))
	<u>\$7,247,000</u>
37 Aeronautics Account—Federal Appropriation	((\$6,855,000))

1 of fossil fuel and electric or hybrid-electric aircraft engines;
2 emission reduction potential; and policy changes needed to facilitate
3 electric or hybrid-electric powered aircraft use for commercial air
4 travel in Washington state.

5 (c) The work group must report its findings and recommendations
6 to the transportation committees of the legislature by June 30, 2019.

7 **Sec. 810.** 2018 c 297 s 213 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
10 **SUPPORT—PROGRAM H**

11	Motor Vehicle Account—State Appropriation	((\$56,408,000))
12		<u>\$56,407,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$500,000
14	Multimodal Transportation Account—State Appropriation . . .	\$256,000
15	TOTAL APPROPRIATION.	((\$57,164,000))
16		<u>\$57,163,000</u>

17 The appropriations in this section are subject to the following
18 conditions and limitations:

19 (1) \$300,000 of the motor vehicle account—state appropriation is
20 provided solely for the completion of property value determinations
21 for surplus properties to be sold. The value determinations must be
22 completed by agency staff if available; otherwise, the agency may
23 contract out for these services. The real estate services division of
24 the department must recover the cost of its efforts from the sale of
25 surplus property. Proceeds for surplus property sales must fund
26 additional future sales, and the real estate services division shall
27 prioritize staff resources to meet revenue assumptions for surplus
28 property sales.

29 (2) The legislature recognizes that the trail known as the Rocky
30 Reach Trail, and its extensions, serve to separate motor vehicle
31 traffic from pedestrians and bicyclists, increasing motor vehicle
32 safety on state route number 2 and the coincident section of state
33 route number 97. Consistent with chapter 47.30 RCW and pursuant to
34 RCW 47.12.080, the legislature declares that transferring portions of
35 WSDOT Inventory Control (IC) No. 2-09-04686 containing the trail and
36 associated buffer areas to the Washington state parks and recreation
37 commission is consistent with the public interest. The legislature

1 directs the department to transfer the property to the Washington
2 state parks and recreation commission.

3 (a) The department must be paid fair market value for any
4 portions of the transferred real property that is later abandoned,
5 vacated, or ceases to be publicly maintained for trail purposes.

6 (b) Prior to completing the transfer in this subsection (2), the
7 department must ensure that provisions are made to accommodate
8 private and public utilities and any facilities that predate the
9 department's acquisition of the property, at no cost to those
10 entities. Prior to completing the transfer, the department shall also
11 ensure that provisions, by fair market assessment, are made to
12 accommodate other private and public utilities and any facilities
13 that have been legally allowed by permit or other instrument.

14 (c) The department may sell any adjoining property that is not
15 necessary to support the Rocky Reach Trail and adjacent buffer areas
16 only after the transfer of trail-related property to the Washington
17 state parks and recreation commission is complete. Adjoining property
18 owners must be given the first opportunity to acquire such property
19 that abuts their property, and applicable boundary line or other
20 adjustments must be made to the legal descriptions for recording
21 purposes.

22 (3) With respect to Parcel 12 of the real property conveyed by
23 the state of Washington to the city of Mercer Island under that
24 certain quitclaim deed, dated April 19, 2000, recorded in King county
25 under recording no. 20000425001234, the requirement in the deed that
26 the property be used for road/street purposes only will be deemed
27 satisfied by the department of transportation so long as commuter
28 parking, as part of the vertical development of the property, is one
29 of the significant uses of the property.

30 **Sec. 811.** 2018 c 297 s 214 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
33 **PROGRAM K**

34 Motor Vehicle Account—State Appropriation	(\$639,000)
35	<u>\$636,000</u>
36 Electric Vehicle Charging Infrastructure	
37 Account—State Appropriation.	\$1,000,000
38 Multimodal Transportation Account—State	

1	Appropriation.	\$610,000
2	TOTAL APPROPRIATION.	((\$2,249,000))
3		<u>\$2,246,000</u>

4 The appropriations in this section are subject to the following
5 conditions and limitations:

6 (1) \$35,000 of the multimodal transportation account—state
7 appropriation is provided solely for the public-private partnerships
8 program to conduct an outreach effort to assess interest in a public-
9 private partnership to rebuild the Anacortes ferry terminal. The
10 public-private partnerships program shall issue a request for letters
11 of interest, similar to the request issued in 2009, in a public-
12 private partnership to rebuild the Anacortes ferry terminal by
13 combining the ferry terminal functions and structure with one or more
14 commercial ventures, including, but not limited to, ventures to
15 provide lodging, conference and meeting facilities, food service,
16 shopping, or other retail operations. The public-private partnerships
17 program shall notify the transportation committees of the legislature
18 upon release of the request for letters of interest and shall provide
19 the transportation committees of the legislature with a summary of
20 the information collected once the letters of interest have been
21 received.

22 (2) \$1,000,000 of the electric vehicle charging infrastructure
23 account—state appropriation is provided solely for the purpose of
24 capitalizing the Washington electric vehicle infrastructure bank as
25 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
26 revenue). The department may spend no more than one million dollars
27 from the electric vehicle charging infrastructure account during the
28 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

29 (3) The economic partnerships program must continue to explore
30 retail partnerships at state-owned park and ride facilities, as
31 authorized in RCW 47.04.295.

32 (4) \$500,000 of the multimodal transportation account—state
33 appropriation is provided solely to study public-private partnership
34 alternatives for the financing and construction of an entry building
35 located at Colman Dock.

36 (a) As part of the study, the public-private partnerships program
37 must work with the city of Seattle, Native American tribes, and local
38 community groups to evaluate the efficacy of contracting with a

1 private entity to participate in the construction of the Colman Dock
2 entry building. The study must:

3 (i) Identify and discuss options to construct the facility as
4 currently scoped;

5 (ii) Identify and discuss options, including rescoping the
6 current design of the facility for purposes of providing a project
7 that has the potential to increase economic development activities
8 along the Seattle waterfront area, such as through the inclusion of
9 office space and restaurants;

10 (iii) Consider concepts and options found in the design
11 development described in the 2013-2015 capital budget (chapter 19,
12 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
13 future public park;

14 (iv) Consider rooftop public access for panoramic views of the
15 Puget Sound and Olympic mountains; and

16 (v) Consider exhibits of the history and heritage of the
17 vicinity.

18 (b) By November 15, 2017, the public-private partnerships program
19 must provide a report to the governor and the transportation
20 committees of the legislature on the program's findings and
21 recommendations.

22 (5) \$75,000 of the multimodal transportation account—state
23 appropriation is provided solely for the department to contract with
24 the Puget Sound Clean Air Agency to conduct a study that identifies
25 and evaluates opportunities to facilitate low-income utilization of
26 electric vehicles. The study must include, but is not limited to,
27 development and evaluation of an electric vehicle car-sharing program
28 for low-income housing sites that is designed to maximize the use of
29 electric vehicles by residents of these sites, and that must consider
30 any infrastructure needs that will need to be met to support the use
31 of electric vehicles at these sites. The department must provide a
32 report detailing the findings of this study to the transportation
33 committees of the legislature by December 1, 2018.

34 **Sec. 812.** 2018 c 297 s 215 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**
37 Motor Vehicle Account—State Appropriation ((~~\$451,660,000~~))
38 \$469,820,000

1	Motor Vehicle Account—Federal Appropriation	\$7,000,000
2	State Route Number 520 Corridor Account—State	
3	Appropriation	\$4,447,000
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation	\$1,233,000
6	Alaskan Way Viaduct Replacement Project	
7	Account—State Appropriation	(\$2,982,000)
8		<u>\$1,865,000</u>
9	TOTAL APPROPRIATION.	(\$467,322,000)
10		<u>\$484,365,000</u>

11 The appropriations in this section are subject to the following
12 conditions and limitations:

13 (1) ~~(\$8,000,000)~~ \$8,242,000 of the motor vehicle account—state
14 appropriation is provided solely for utility fees assessed by local
15 governments as authorized under RCW 90.03.525 for the mitigation of
16 stormwater runoff from state highways.

17 (2) \$4,447,000 of the state route number 520 corridor account—
18 state appropriation is provided solely to maintain the state route
19 number 520 floating bridge. These funds must be used in accordance
20 with RCW 47.56.830(3).

21 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
22 appropriation is provided solely to maintain the new Tacoma Narrows
23 bridge. These funds must be used in accordance with RCW 47.56.830(3).

24 (4) \$35,000 of the motor vehicle account—state appropriation is
25 provided solely for the department to submit a request for proposals
26 as part of a pilot project that explores the use of rotary auger
27 ditch cleaning and reshaping service technology in maintaining
28 roadside ditches for state highways. The pilot project must consist
29 of at least one technology test on each side of the Cascade mountain
30 range.

31 (5) \$631,000 of the motor vehicle account—state appropriation is
32 provided solely for the department to implement safety improvements
33 and debris clean up on department-owned rights-of-way in the city of
34 Seattle. Direct or contracted activities must include collecting and
35 disposing of garbage, clearing debris or hazardous material, and
36 implementing safety improvements. Funds may also be used to contract
37 with the city of Seattle to provide mutual services in rights-of-way
38 similar to contract agreements in the 2015-2017 fiscal biennium.
39 \$381,000 of the amount provided in this subsection is provided solely

1 for one-time equipment procurement needed to implement this
2 subsection.

3 (6) \$15,000,000 of the motor vehicle account—state appropriation
4 is provided solely for extraordinary snow and ice removal expenses
5 and related road repair expenses incurred during the winter of
6 2018-2019.

7 **Sec. 813.** 2018 c 297 s 216 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
10 **OPERATING**

11	Motor Vehicle Account—State Appropriation	((\$65,743,000))
12		<u>\$65,711,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$2,050,000
14	Motor Vehicle Account—Private/Local Appropriation . . .	((\$250,000))
15		<u>\$350,000</u>
16	TOTAL APPROPRIATION.	((\$68,043,000))
17		<u>\$68,111,000</u>

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) \$6,000,000 of the motor vehicle account—state appropriation
21 is provided solely for low-cost enhancements. The department shall
22 give priority to low-cost enhancement projects that improve safety or
23 provide congestion relief. By December 15th of each odd-numbered
24 year, the department shall provide a report to the legislature
25 listing all low-cost enhancement projects completed in the prior
26 fiscal biennium.

27 (2) When regional transit authority construction activities are
28 visible from a state highway, the department shall allow the regional
29 transit authority to place safe and appropriate signage informing the
30 public of the purpose of the construction activity.

31 (3) The department must make signage for low-height bridges a
32 high priority.

33 (4) \$50,000 of the motor vehicle account—state appropriation is
34 provided solely for the department to coordinate with the appropriate
35 local jurisdictions for development and implementation of a historic
36 route 10 signage program on Interstate 90 from the Columbia River to
37 the Idaho state border.

1 (5) (a) During the 2017-2019 fiscal biennium, the department shall
2 continue a pilot program that expands private transportation
3 providers' access to high occupancy vehicle lanes. Under the pilot
4 program, when the department reserves a portion of a highway based on
5 the number of passengers in a vehicle, the following vehicles must be
6 authorized to use the reserved portion of the highway if the vehicle
7 has the capacity to carry eight or more passengers, regardless of the
8 number of passengers in the vehicle: (i) Auto transportation company
9 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
10 carrier vehicles regulated under chapter 81.70 RCW, except marked or
11 unmarked stretch limousines and stretch sport utility vehicles as
12 defined under department of licensing rules; (iii) private nonprofit
13 transportation provider vehicles regulated under chapter 81.66 RCW;
14 and (iv) private employer transportation service vehicles. For
15 purposes of this subsection, "private employer transportation
16 service" means regularly scheduled, fixed-route transportation
17 service that is offered by an employer for the benefit of its
18 employees. Nothing in this subsection is intended to authorize the
19 conversion of public infrastructure to private, for-profit purposes
20 or to otherwise create an entitlement or other claim by private users
21 to public infrastructure.

22 (b) The department shall expand the high occupancy vehicle lane
23 access pilot program to vehicles that deliver or collect blood,
24 tissue, or blood components for a blood-collecting or distributing
25 establishment regulated under chapter 70.335 RCW. Under the pilot
26 program, when the department reserves a portion of a highway based on
27 the number of passengers in a vehicle, blood-collecting or
28 distributing establishment vehicles that are clearly and identifiably
29 marked as such on all sides of the vehicle are considered emergency
30 vehicles and must be authorized to use the reserved portion of the
31 highway.

32 (c) The department shall expand the high occupancy vehicle lane
33 access pilot program to private, for hire vehicles regulated under
34 chapter 81.72 RCW that have been specially manufactured, designed, or
35 modified for the transportation of a person who has a mobility
36 disability and uses a wheelchair or other assistive device. Under the
37 pilot program, when the department reserves a portion of a highway
38 based on the number of passengers in a vehicle, wheelchair-accessible
39 taxicabs that are clearly and identifiably marked as such on all

1 sides of the vehicle are considered public transportation vehicles
2 and must be authorized to use the reserved portion of the highway.

3 (d) Nothing in this subsection (5) is intended to exempt these
4 vehicles from paying tolls when they do not meet the occupancy
5 requirements established by the department for high occupancy toll
6 lanes.

7 **Sec. 814.** 2018 c 297 s 217 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
10 **SUPPORT—PROGRAM S**

11	Motor Vehicle Account—State Appropriation	((\$34,198,000))
12		<u>\$34,207,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$1,656,000
14	Multimodal Transportation Account—State	
15	Appropriation	\$1,129,000
16	TOTAL APPROPRIATION.	((\$36,983,000))
17		<u>\$36,992,000</u>

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) \$1,500,000 of the motor vehicle account—state appropriation
21 is provided solely for a grant program that makes awards for the
22 following: (a) Support for nonprofit agencies, churches, and other
23 entities to help provide outreach to populations underrepresented in
24 the current apprenticeship programs; (b) preapprenticeship training;
25 and (c) child care, transportation, and other supports that are
26 needed to help women, veterans, and minorities enter and succeed in
27 apprenticeship. The department must report on grants that have been
28 awarded and the amount of funds disbursed by December 1, 2017, and
29 annually thereafter.

30 (2) \$300,000 of the motor vehicle account—state appropriation is
31 provided solely for succession planning and leadership training. The
32 department shall report on the implementation of these activities to
33 the transportation committees of the legislature by December 31,
34 2018.

35 (3) From the revenues generated by the five dollar per studded
36 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
37 state appropriation is provided solely for the department, in
38 consultation with the appropriate local jurisdictions and relevant

1 stakeholder groups, to establish a pilot media-based public
 2 information campaign regarding the damage of studded tire use on
 3 state and local roadways in Spokane county. The reason for the
 4 geographic selection of Spokane county for the pilot is based on the
 5 high utilization of studded tires in this jurisdiction. The public
 6 information campaign must primarily focus on making the consumer
 7 aware of the road deterioration, financial impact for taxpayers, the
 8 safety implications for other drivers, and, secondarily, the
 9 alternatives to studded tires. The pilot must begin by September 1,
 10 2018. By January 14, 2019, the department shall provide the
 11 transportation committees of the legislature an update on the pilot
 12 public information program. It is the intent of the legislature that
 13 the public information campaign will be a two-year pilot program with
 14 a report to the legislature upon completion of the pilot program.

15 **Sec. 815.** 2018 c 297 s 218 (uncodified) is amended to read as
 16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
 18 **AND RESEARCH—PROGRAM T**

19 Motor Vehicle Account—State Appropriation	((\$28,073,000))
	<u>\$27,604,000</u>
21 Motor Vehicle Account—Federal Appropriation	\$39,782,000
22 Motor Vehicle Account—Local Appropriation.	\$100,000
23 Multimodal Transportation Account—State Appropriation . . .	\$711,000
24 Multimodal Transportation Account—Federal	
25 Appropriation	\$2,809,000
26 Multimodal Transportation Account—Private/Local	
27 Appropriation	\$100,000
28 TOTAL APPROPRIATION.	((\$71,575,000))
29	<u>\$71,106,000</u>

30 The appropriations in this section are subject to the following
 31 conditions and limitations:

- 32 (1) The department shall investigate opportunities for a transit-
 33 oriented development pilot project at the existing Kingsgate park and
 34 ride at Interstate 405 and 132nd. The department must coordinate with
 35 the city of Kirkland and other key stakeholders to determine the
 36 feasibility and cost of transit-oriented development at Kingsgate. A
 37 report on the process and outcomes is due to the transportation
 38 committees of the legislature no later than December 1, 2017.

1 (2) \$100,000 of the motor vehicle account—state appropriation and
2 \$250,000 of the motor vehicle account—federal appropriation are
3 provided solely for a study that details a cost estimate for
4 replacing the westbound U.S. 2 trestle and recommends a series of
5 financing options to address that cost and to satisfy debt service
6 requirements.

7 In conducting the study, the department shall work in close
8 collaboration with a stakeholder group that includes, but is not
9 limited to, Snohomish county, the port of Everett, economic alliance
10 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
11 Snohomish, and Monroe, and affected transit agencies.

12 The department shall quantify both the cost of replacing the
13 westbound trestle structure and making mobility and capacity
14 improvements to maximize the use of the structure in the years
15 leading up to full replacement. Financing options that should be
16 examined and quantified include public-private partnerships, public-
17 public partnerships, a transportation benefit district tailored to
18 the specific incorporated and unincorporated area, loans and grants,
19 and other alternative financing measures available at the state or
20 federal level.

21 The department shall also evaluate ways in which the costs of
22 alternative financing can be debt financed.

23 The department shall complete the study and submit a final report
24 and recommendations to the transportation committees of the
25 legislature, including recommendations on statutory changes needed to
26 implement available financing options, by January 8, 2018.

27 (3) \$181,000 of the motor vehicle account—state appropriation is
28 provided solely for the department, in coordination with the
29 University of Washington department of mechanical engineering, to
30 study measures to reduce noise impacts from bridge expansion joints.
31 The study must examine testing methodologies and project timelines
32 and costs. A final report must be submitted to the transportation
33 committees of the legislature by October 15, 2018.

34 (4) \$200,000 of the motor vehicle account—state appropriation is
35 provided solely for implementation of a practical solutions study for
36 the state route number 162 and state route number 410 interchange,
37 based on the recommendations of the SR-162 Study/Design project
38 (L2000107). The study must include short, medium, and long-term phase

1 recommendations and must be submitted to the transportation
2 committees of the legislature by January 1, 2019.

3 (5) \$500,000 of the motor vehicle account—state appropriation is
4 provided solely for implementation of a state route number 518
5 corridor study to be conducted in partnership with the Port of
6 Seattle, Sound Transit and other regional entities. The department
7 must study practical solutions to address high vehicle volumes and
8 delays in the corridor including evaluation of solutions to the rapid
9 growth of traffic in the corridor and how that growth impacts access
10 to the Seattle-Tacoma international airport and the surrounding
11 communities. (~~The study must be submitted to the transportation~~
12 ~~committees of the legislature by June 30, 2019.~~)

13 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
14 appropriation and \$50,000 of the motor vehicle account—local
15 appropriation are provided solely for implementation of a corridor
16 study to identify potential improvements between exit 116 and exit 99
17 of Interstate 5. The study should further develop mid- and long-term
18 strategies from the corridor sketch, and identify potential US
19 101/I-5 interchange improvements, a strategic plan for the Nisqually
20 River bridges, regional congestion relief options, and ecosystem
21 benefits to the Nisqually River estuary for salmon productivity and
22 flood control.

23 (7) Among the options studied as part of the SR 410 Corridor
24 Study, the department shall examine the mobility and safety benefits
25 of replacing or expanding the White River bridge between Enumclaw and
26 Buckley to four lanes and removing the trestle.

27 (8) Within existing resources, the department shall meet with
28 local stakeholders in south Pierce county and North Thurston county
29 to discuss potential solutions to traffic congestion; emergency
30 management concerns regarding routes away from natural disasters and
31 around incidents similar to the train derailment that occurred on
32 December 18, 2017; and what state transportation investments would
33 benefit the economic development of the area. The department shall
34 provide regular updates on its progress to the joint transportation
35 committee.

36 **Sec. 816.** 2018 c 297 s 219 (uncodified) is amended to read as
37 follows:

1 needs transportation provided by transit agencies and nonprofit
2 providers of transportation. Of this amount:

3 (a) \$12,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for grants to nonprofit providers of
5 special needs transportation. Grants for nonprofit providers must be
6 based on need, including the availability of other providers of
7 service in the area, efforts to coordinate trips among providers and
8 riders, and the cost effectiveness of trips provided. Of the amount
9 provided in this subsection (1)(a), \$25,000 of the multimodal
10 transportation account—state appropriation is provided solely for the
11 ecumenical christian helping hands organization for special needs
12 transportation services.

13 (b) \$40,679,000 of the multimodal transportation account—state
14 appropriation is provided solely for grants to transit agencies to
15 transport persons with special transportation needs. To receive a
16 grant, the transit agency must, to the greatest extent practicable,
17 have a maintenance of effort for special needs transportation that is
18 no less than the previous year's maintenance of effort for special
19 needs transportation. Grants for transit agencies must be prorated
20 based on the amount expended for demand response service and route
21 deviated service in calendar year 2015 as reported in the "Summary of
22 Public Transportation - 2015" published by the department of
23 transportation. No transit agency may receive more than thirty
24 percent of these distributions.

25 (2) \$32,223,000 of the rural mobility grant program account—state
26 appropriation is provided solely for grants to aid small cities in
27 rural areas as prescribed in RCW 47.66.100.

28 (3)(a) \$10,702,000 of the multimodal transportation account—state
29 appropriation is provided solely for a vanpool grant program for: (i)
30 Public transit agencies to add vanpools or replace vans; and (ii)
31 incentives for employers to increase employee vanpool use. The grant
32 program for public transit agencies will cover capital costs only;
33 operating costs for public transit agencies are not eligible for
34 funding under this grant program. Additional employees may not be
35 hired from the funds provided in this section for the vanpool grant
36 program, and supplanting of transit funds currently funding vanpools
37 is not allowed. The department shall encourage grant applicants and
38 recipients to leverage funds other than state funds.

1 (b) At least \$1,600,000 of the amount provided in this subsection
2 must be used for vanpool grants in congested corridors.

3 (4) \$24,107,000 of the regional mobility grant program account—
4 state appropriation is reappropriated and provided solely for the
5 regional mobility grant projects identified in LEAP Transportation
6 Document (~~(2018)~~) 2019-2 ALL PROJECTS as developed (~~(March-5)~~) April
7 27, (~~(2018)~~) 2019, Program - Public Transportation Program (V). Of
8 the amounts provided in this subsection, \$757,000 of the regional
9 mobility grant program account—state appropriation is reappropriated
10 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
11 Way Park and Ride (Project 20130101).

12 (5) (a) (~~(\$77,679,000)~~) \$57,762,000 of the regional mobility grant
13 program account—state appropriation is provided solely for the
14 regional mobility grant projects identified in LEAP Transportation
15 Document (~~(2018)~~) 2019-2 ALL PROJECTS as developed (~~(March-5)~~) April
16 27, (~~(2018)~~) 2019, Program - Public Transportation Program (V). The
17 department shall review all projects receiving grant awards under
18 this program at least semiannually to determine whether the projects
19 are making satisfactory progress. Any project that has been awarded
20 funds, but does not report activity on the project within one year of
21 the grant award, must be reviewed by the department to determine
22 whether the grant should be terminated. The department shall promptly
23 close out grants when projects have been completed, and any remaining
24 funds must be used only to fund projects identified in the LEAP
25 transportation document referenced in this subsection. The department
26 shall provide annual status reports on December 15, 2017, and
27 December 15, 2018, to the office of financial management and the
28 transportation committees of the legislature regarding the projects
29 receiving the grants. It is the intent of the legislature to
30 appropriate funds through the regional mobility grant program only
31 for projects that will be completed on schedule. A grantee may not
32 receive more than twenty-five percent of the amount appropriated in
33 this subsection. The department shall not approve any increases or
34 changes to the scope of a project for the purpose of a grantee
35 expending remaining funds on an awarded grant.

36 (b) In order to be eligible to receive a grant under (a) of this
37 subsection during the 2017-2019 fiscal biennium, a transit agency
38 must establish a process for private transportation providers to
39 apply for the use of park and ride facilities. For purposes of this

1 subsection, (i) "private transportation provider" means: An auto
2 transportation company regulated under chapter 81.68 RCW; a passenger
3 charter carrier regulated under chapter 81.70 RCW, except marked or
4 unmarked stretch limousines and stretch sport utility vehicles as
5 defined under department of licensing rules; a private nonprofit
6 transportation provider regulated under chapter 81.66 RCW; or a
7 private employer transportation service provider; and (ii) "private
8 employer transportation service" means regularly scheduled, fixed-
9 route transportation service that is offered by an employer for the
10 benefit of its employees.

11 (6) Funds provided for the commute trip reduction (CTR) program
12 may also be used for the growth and transportation efficiency center
13 program.

14 (7) \$7,170,000 of the multimodal transportation account—state
15 appropriation and \$784,000 of the state vehicle parking account—state
16 appropriation are provided solely for CTR grants and activities. Of
17 this amount:

18 (a) \$500,000 of the multimodal transportation account—state
19 appropriation is provided solely for a voluntary pilot program to
20 expand public-private partnership CTR incentives to make measurable
21 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
22 be integrated into grant proposals. The department shall prioritize
23 grant proposals that focus on the Interstate 90, Interstate 5, state
24 route number 167, or Interstate 405 corridor. The department shall
25 offer competitive trip-reduction grants. The department shall report
26 to the transportation committees of the legislature by December 1,
27 2018, on the pilot program's impacts to the transportation system and
28 potential improvements to the CTR grant program.

29 (b) \$1,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for the department to direct a pilot
31 transit pass incentive program. Businesses and nonprofit
32 organizations located in a county adjacent to Puget Sound with a
33 population of more than seven hundred thousand that have never
34 offered transit subsidies to employees are eligible to apply to the
35 program for a fifty percent rebate on the cost of employee transit
36 subsidies provided through the regional ORCA fare collection system.
37 No single business or nonprofit organization may receive more than
38 ten thousand dollars from the program.

1 (i) Businesses and nonprofit organizations may apply and be
2 awarded funds prior to purchasing a transit subsidy, but the
3 department may not provide reimbursement until proof of purchase or a
4 contract has been provided to the department.

5 (ii) The department shall report to the transportation committees
6 of the legislature on the impact of the program by June 30, 2019, and
7 may adopt rules to administer the program; and

8 (c) \$30,000 of the state vehicle parking account—state
9 appropriation is provided solely for the STAR pass program for state
10 employees residing in Mason and Grays Harbor Counties. Use of the
11 pass is for public transportation between Mason County and Thurston
12 County, and Grays Harbor and Thurston County. The pass may also be
13 used within Grays Harbor County.

14 (8) (~~(\$20,891,000)~~) \$13,233,000 of the multimodal transportation
15 account—state appropriation is provided solely for connecting
16 Washington transit projects identified in LEAP Transportation
17 Document (~~(2018)~~) 2019-2 ALL PROJECTS as developed (~~(March 5)~~) April
18 27, (~~(2018)~~) 2019. It is the intent of the legislature that entities
19 identified to receive funding in the LEAP document referenced in this
20 subsection receive the amounts specified in the time frame specified
21 in that LEAP document. If an entity has already completed a project
22 in the LEAP document referenced in this subsection before the time
23 frame identified, the entity may substitute another transit project
24 or projects that cost a similar or lesser amount.

25 (9) \$2,000,000 of the multimodal transportation account—state
26 appropriation is provided solely for transit coordination grants.

27 (10) \$250,000 of the multimodal transportation account—state
28 appropriation is provided solely for King county for a pilot program
29 to provide certain students in the Highline and Lake Washington
30 school districts with an ORCA card during the summer. To be eligible
31 for an ORCA card under this program, a student must also be in high
32 school, be eligible for free and reduced-price lunches, and have a
33 job or other responsibility during the summer. King county must
34 provide a report to the department and the transportation committees
35 of legislature by December 15, 2018, regarding: The annual student
36 usage of the pilot program, available ridership data, the cost to
37 expand the program to other King county school districts, the cost to
38 expand the program to student populations other than high school or
39 eligible for free and reduced-price lunches, opportunities for

1 subsidized ORCA cards or local grant or matching funds, and any
2 additional information that would help determine if the pilot program
3 should be extended or expanded.

4 (11) The department shall not require more than a ten percent
5 match from nonprofit transportation providers for state grants.

6 (12)(a) For projects funded as part of the 2015 connecting
7 Washington transportation package listed on the LEAP transportation
8 document identified in subsection (4) of this section, if the
9 department expects to have substantial reappropriations for the
10 2019-2021 fiscal biennium, the department may, on a pilot basis,
11 apply funding from a project with an appropriation that cannot be
12 used for the current fiscal biennium to advance one or more of the
13 following projects:

14 (i) King County Metro - RapidRide Expansion, Burien-Delridge
15 (G2000031);

16 (ii) King County Metro - Route 40 Northgate to Downtown
17 (G2000032);

18 (iii) Spokane Transit - Spokane Central City Line (G2000034);

19 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

20 or

21 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
22 (G2000041).

23 (b) At least ten business days before advancing a project
24 pursuant to this subsection, the department must notify the office of
25 financial management and the transportation committees of the
26 legislature. The advancement of a project may not hinder the delivery
27 of the projects for which the reappropriations are necessary for the
28 2019-2021 fiscal biennium.

29 (13) \$300,000 of the multimodal transportation account—state
30 appropriation is provided solely for Pierce Transit to procure and
31 install digital transit information technology at various transit
32 centers, in order to provide transit riders with real-time arrival
33 and departure information.

34 (14) \$750,000 of the multimodal transportation account—state
35 appropriation is provided solely for the Intercity Transit Dash
36 shuttle program.

37 **Sec. 818.** 2018 c 297 s 221 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

2 Puget Sound Ferry Operations Account—State

3 Appropriation ((~~\$509,954,000~~))

4 \$516,229,000

5 Puget Sound Ferry Operations Account—Federal

6 Appropriation \$8,743,000

7 Puget Sound Ferry Operations Account—Private/Local

8 Appropriation \$121,000

9 TOTAL APPROPRIATION. ((~~\$518,818,000~~))

10 \$525,093,000

11 The appropriations in this section are subject to the following
12 conditions and limitations:

13 (1) The office of financial management budget instructions
14 require agencies to recast enacted budgets into activities. The
15 Washington state ferries shall include a greater level of detail in
16 its 2017-2019 supplemental and 2019-2021 omnibus transportation
17 appropriations act requests, as determined jointly by the office of
18 financial management, the Washington state ferries, and the
19 transportation committees of the legislature. This level of detail
20 must include the administrative functions in the operating as well as
21 capital programs.

22 (2) For the 2017-2019 fiscal biennium, the department may enter
23 into a distributor controlled fuel hedging program and other methods
24 of hedging approved by the fuel hedging committee.

25 (3) ((~~\$71,004,000~~)) \$73,587,000 of the Puget Sound ferry
26 operations account—state appropriation is provided solely for auto
27 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
28 reflect cost savings from a reduced biodiesel fuel requirement and,
29 therefore, is contingent upon the enactment of section 703 chapter
30 313, Laws of 2017. The amount provided in this subsection represents
31 the fuel budget for the purposes of calculating any ferry fare fuel
32 surcharge.

33 (4) \$30,000 of the Puget Sound ferry operations account—state
34 appropriation is provided solely for the marine division assistant
35 secretary's designee to the board of pilotage commissioners, who
36 serves as the board chair. As the agency chairing the board, the
37 department shall direct the board chair, in his or her capacity as
38 chair, to require that the report to the governor and chairs of the
39 transportation committees required under RCW 88.16.035(1)(f) be filed

1 by September 1, 2017, and annually thereafter, and that the report
2 include the continuation of policies and procedures necessary to
3 increase the diversity of pilots, trainees, and applicants, including
4 a diversity action plan. The diversity action plan must articulate a
5 comprehensive vision of the board's diversity goals and the steps it
6 will take to reach those goals.

7 (5) (~~(\$500,000)~~) \$750,000 of the Puget Sound ferry operations
8 account—state appropriation is provided solely for operating costs
9 related to moving vessels for emergency capital repairs. Funds may
10 only be spent after approval by the office of financial management.

11 (6) \$25,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for additional hours of traffic
13 control assistance by a uniformed officer at the Fauntleroy ferry
14 terminal.

15 (7) \$75,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for the department to contract with
17 the University of Washington to conduct an analysis of loading
18 procedures at the Fauntleroy ferry terminal. The department must
19 share the results of the analysis with the governor's office and the
20 transportation committees of the legislature by December 31, 2018.

21 (8) \$3,612,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for additional overtime costs.
23 Within the amount provided in this subsection, the department shall
24 contract with a uniformed officer for additional traffic control
25 assistance at the Kingston ferry terminal during peak ferry travel
26 times, with a particular focus on Sundays and holiday weekends.
27 Traffic control methods should include, but not be limited to,
28 holding traffic on the shoulder at Lindvog Road until space opens for
29 cars at the tollbooths and dock, and management of traffic on Highway
30 104 in order to ensure Kingston residents and business owners have
31 access to businesses, roads, and driveways.

32 **Sec. 819.** 2018 c 297 s 222 (uncodified) is amended to read as
33 follows:

34 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
35 Multimodal Transportation Account—State
36 Appropriation (~~(\$81,013,000)~~)
37 \$65,878,000
38 Multimodal Transportation Account—Private/Local

1	Appropriation	\$496,000
2	TOTAL APPROPRIATION.	(\$81,509,000)
3		<u>\$66,374,000</u>

4 The appropriations in this section are subject to the following
5 conditions and limitations:

6 (1) \$300,000 of the multimodal transportation account—state
7 appropriation is provided solely for a consultant study of ultra
8 high-speed ground transportation. "Ultra high-speed" means two
9 hundred fifty miles per hour or more. The study must identify the
10 costs and benefits of ultra high-speed ground transportation along a
11 north-south alignment in Washington state. The study must provide:

12 (a) An update to the high speed ground transportation study
13 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
14 the governor and legislature on October 15, 1992;

15 (b) An analysis of an ultra high-speed ground transportation
16 alignment between Vancouver, British Columbia and Portland, Oregon
17 with stations in: Vancouver, British Columbia; Bellingham, Everett,
18 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and
19 Portland, Oregon, with an option to connect with an east-west
20 alignment in Washington state and with a similar system in the state
21 of California; and

22 (c) An analysis of the following key elements:

23 (i) Economic feasibility;

24 (ii) Forecasted demand;

25 (iii) Corridor identification;

26 (iv) Land use and economic development and environmental
27 implications;

28 (v) Compatibility with other regional transportation plans,
29 including interfaces and impacts on other travel modes such as air
30 transportation;

31 (vi) Technological options for ultra high-speed ground
32 transportation, both foreign and domestic;

33 (vii) Required specifications for speed, safety, access, and
34 frequency;

35 (viii) Identification of existing highway or railroad rights-of-
36 way that are suitable for ultra high-speed travel, including
37 identification of additional rights-of-way that may be needed and the
38 process for acquiring those rights-of-way;

1 (ix) Institutional arrangements for carrying out detailed system
2 planning, construction, and operations; and

3 (x) An analysis of potential financing mechanisms for an ultra
4 high-speed travel system.

5 The department shall provide a report of its study findings to
6 the governor and transportation committees of the legislature by
7 December 15, 2017.

8 (2) (a) \$450,000 of the multimodal transportation account—private/
9 local appropriation and \$750,000 of the multimodal transportation
10 account—state appropriation is provided solely for a consultant
11 business case analysis of ultra high-speed ground transportation. The
12 business case analysis must build on the results of the 2017
13 Washington state ultra high-speed ground transportation feasibility
14 study.

15 (b) The business case analysis must include an advisory group
16 with members as provided in this subsection. The president of the
17 senate shall appoint one member from each of the two largest caucuses
18 of the senate; the speaker of the house of representatives shall
19 appoint one member from each of the two largest caucuses of the house
20 of representatives; the governor or his or her designee; the
21 secretary of transportation or his or her designee; the director of
22 the department of commerce or his or her designee; the rail director
23 of the department of transportation or his or her designee; and
24 representatives from communities and stakeholders from public and
25 private sectors relevant to the analysis, including from the province
26 of British Columbia and the state of Oregon.

27 (c) The department shall provide a report of its findings to the
28 governor and transportation committees of the legislature by June 30,
29 2019.

30 **Sec. 820.** 2018 c 297 s 223 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
33 **OPERATING**

34 Motor Vehicle Account—State Appropriation	((\$11,347,000))
	<u>\$11,346,000</u>
36 Motor Vehicle Account—Federal Appropriation	\$2,567,000
37 Multiuse Roadway Safety Account—State Appropriation	\$132,000
38 TOTAL APPROPRIATION.	((\$14,046,000))

1 \$14,045,000

2 The appropriations in this section are subject to the following
3 conditions and limitations: \$1,100,000 of the motor vehicle account—
4 state appropriation is provided solely for the department, from
5 amounts set aside out of statewide fuel taxes distributed to counties
6 according to RCW 46.68.120(3), to contract with the Washington state
7 association of counties to: Provide statewide updates to
8 transportation metrics and financial reporting; develop and implement
9 an inventory of county culvert and short-span bridge infrastructure;
10 and develop and implement enhanced road safety data in support of
11 county road systemic safety programs. The Washington state
12 association of counties must develop and implement data collection,
13 management, and reporting in cooperation with state agencies involved
14 with the collection and maintenance of related inventory systems.

15 **TRANSPORTATION AGENCIES—CAPITAL**

16 **Sec. 901.** 2018 c 297 s 301 (uncodified) is amended to read as
17 follows:

18 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

19	Freight Mobility Investment Account—State	
20	Appropriation	((\$22,507,000))
21		<u>\$17,321,000</u>
22	Highway Safety Account—State Appropriation	\$2,000,000
23	Motor Vehicle Account—Federal Appropriation	((\$3,250,000))
24		<u>\$1,000,000</u>
25	Freight Mobility Multimodal Account—State	
26	Appropriation	((\$22,283,000))
27		<u>\$11,680,000</u>
28	(Freight Mobility Multimodal Account—Private/Local	
29	Appropriation	\$1,320,000)
30	TOTAL APPROPRIATION.	((\$51,360,000))
31		<u>\$32,001,000</u>

32 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
33 follows:

34 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

35	Rural Arterial Trust Account—State Appropriation	((\$63,186,000))
36		<u>\$45,186,000</u>

1 Motor Vehicle Account—State Appropriation \$706,000
 2 County Arterial Preservation Account—State
 3 Appropriation \$38,434,000
 4 TOTAL APPROPRIATION. ((~~\$102,326,000~~))
 5 \$84,326,000

6 **Sec. 903.** 2018 c 297 s 304 (uncodified) is amended to read as
 7 follows:

8 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

9 Small City Pavement and Sidewalk Account—State
 10 Appropriation ((~~\$5,780,000~~))
 11 \$3,880,000
 12 Transportation Improvement Account—State
 13 Appropriation ((~~\$279,300,000~~))
 14 \$268,100,000
 15 Multimodal Transportation Account—State
 16 Appropriation \$14,670,000
 17 TOTAL APPROPRIATION. ((~~\$299,750,000~~))
 18 \$286,650,000

19 The appropriations in this section are subject to the following
 20 conditions and limitations:

- 21 (1) The entire multimodal transportation account—state
- 22 appropriation is provided solely for the complete streets program.
- 23 (2) \$9,687,000 of the transportation improvement account—state
- 24 appropriation is provided solely for:
 - 25 (a) The arterial preservation program to help low tax-based,
 - 26 medium-sized cities preserve arterial pavements;
 - 27 (b) The small city pavement program to help cities meet urgent
 - 28 preservation needs; and
 - 29 (c) The small city low-energy street light retrofit program.

30 **Sec. 904.** 2018 c 297 s 305 (uncodified) is amended to read as
 31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
 33 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

34 Motor Vehicle Account—State Appropriation \$10,070,000
 35 Connecting Washington Account—State Appropriation ((~~\$26,537,000~~))
 36 \$24,466,000
 37 Transportation Partnership Account—State

1 Appropriation \$17,000
 2 TOTAL APPROPRIATION. ((~~\$36,624,000~~))
 3 \$34,553,000

4 The appropriations in this section are subject to the following
 5 conditions and limitations:

6 (1) ((~~\$17,237,000~~)) \$15,166,000 of the connecting Washington
 7 account—state appropriation is provided solely for a new Olympic
 8 region maintenance and administration facility to be located on the
 9 department-owned site at the intersection of Marvin Road and 32nd
 10 Avenue in Lacey, Washington.

11 (2) \$9,300,000 of the connecting Washington account—state
 12 appropriation is provided solely for a new administration facility on
 13 Euclid Avenue in Wenatchee, Washington.

14 (3) (a) \$3,400,000 of the motor vehicle account—state
 15 appropriation is provided solely for the department facility located
 16 at 15700 Dayton Ave N in Shoreline. This appropriation is contingent
 17 upon the department of ecology ((~~and department of licensing~~))
 18 signing a not less than twenty-year agreement to pay ((~~proportional~~))
 19 a share((s)) of ((~~an annual amount equal to~~)) any financing contract
 20 issued pursuant to chapter 39.94 RCW.

21 (b) Payments from the ((~~department of licensing and~~)) department
 22 of ecology as described in this subsection shall be deposited into
 23 the motor vehicle account.

24 (c) Total project costs are not to exceed \$46,500,000.

25 **Sec. 905.** 2018 c 297 s 306 (uncodified) is amended to read as
 26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

28 Transportation Partnership Account—State
 29 Appropriation ((~~\$689,745,000~~))
 30 \$617,572,000
 31 Motor Vehicle Account—State Appropriation ((~~\$72,967,000~~))
 32 \$65,459,000
 33 Motor Vehicle Account—Federal Appropriation ((~~\$253,410,000~~))
 34 \$226,018,000
 35 Motor Vehicle Account—Private/Local Appropriation ((~~\$49,330,000~~))
 36 \$48,821,000
 37 Connecting Washington Account—State
 38 Appropriation ((~~\$1,215,013,000~~))

1		<u>\$1,067,841,000</u>
2	Special Category C Account—State Appropriation . . .	((\$11,000,000))
3		<u>\$11,100,000</u>
4	Multimodal Transportation Account—State	
5	Appropriation	((\$16,299,000))
6		<u>\$13,562,000</u>
7	Alaskan Way Viaduct Replacement Project Account—State	
8	Appropriation	((\$122,047,000))
9		<u>\$122,044,000</u>
10	Transportation 2003 Account (Nickel Account)—State	
11	Appropriation	((\$52,457,000))
12		<u>\$39,625,000</u>
13	Interstate 405 Express Toll Lanes Operations Account—State	
14	Appropriation	((\$6,258,000))
15		<u>\$6,222,000</u>
16	TOTAL APPROPRIATION.	((\$2,488,526,000))
17		<u>\$2,218,264,000</u>

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) Except as provided otherwise in this section, the entire
21 connecting Washington account—state appropriation and the entire
22 transportation partnership account—state appropriation are provided
23 solely for the projects and activities as listed by fund, project,
24 and amount in LEAP Transportation Document ((2018)) 2019-1 as
25 developed ((~~March 5~~)) April 27, ((2018)) 2019, Program - Highway
26 Improvements Program (I). However, limited transfers of specific
27 line-item project appropriations may occur between projects for those
28 amounts listed subject to the conditions and limitations in section
29 ((~~601 of this act~~)) 601 of this act, chapter . . ., Laws of 2019
30 (this act).

31 (2) Except as otherwise provided in this section, the entire
32 transportation 2003 account (nickel account)—state appropriation is
33 provided solely for the projects and activities as listed in LEAP
34 Transportation Document ((2018)) 2019-1 as developed ((~~March 5~~))
35 April 27, ((2018)) 2019, Program - Highway Improvements Program (I).

36 (3) Except as provided otherwise in this section, the entire
37 motor vehicle account—state appropriation and motor vehicle account—
38 federal appropriation are provided solely for the projects and
39 activities listed in LEAP Transportation Document ((2018)) 2019-2 ALL

1 PROJECTS as developed (~~March 5~~) April 27, (~~2018~~) 2019, Program -
2 Highway Improvements Program (I). Any federal funds gained through
3 efficiencies, adjustments to the federal funds forecast, additional
4 congressional action not related to a specific project or purpose, or
5 the federal funds redistribution process must then be applied to
6 highway and bridge preservation activities.

7 (4) Within the motor vehicle account—state appropriation and
8 motor vehicle account—federal appropriation, the department may
9 transfer funds between programs I and P, except for funds that are
10 otherwise restricted in this act. The department shall submit a
11 report on fiscal year funds transferred in the prior fiscal year
12 using this subsection as part of the department's annual budget
13 submittal.

14 (5) The connecting Washington account—state appropriation
15 includes up to \$323,175,000 in proceeds from the sale of bonds
16 authorized in RCW 47.10.889.

17 (6) The transportation 2003 account (nickel account)—state
18 appropriation includes up to \$25,000,000 in proceeds from the sale of
19 bonds authorized in RCW 47.10.861.

20 (7) The transportation partnership account—state appropriation
21 includes up to \$367,622,000 in proceeds from the sale of bonds
22 authorized in RCW 47.10.873.

23 (8) The Alaskan Way viaduct replacement project account—state
24 appropriation includes up to (~~(\$122,047,000)~~) \$122,044,000 in
25 proceeds from the sale of bonds authorized in RCW 47.10.873.

26 (9) The motor vehicle account—state appropriation includes up to
27 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
28 47.10.843.

29 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
30 partnership account—state appropriation, \$7,000 of the motor vehicle
31 account—federal appropriation, (~~(\$27,903,000)~~) \$27,904,000 of the
32 motor vehicle account—private/local appropriation, (~~(\$30,097,000)~~)
33 \$30,098,000 of the transportation 2003 account (nickel account)—state
34 appropriation, (~~(\$122,047,000)~~) \$122,044,000 of the Alaskan Way
35 viaduct replacement project account—state appropriation, and
36 (~~(\$2,663,000)~~) \$827,000 of the multimodal transportation account—
37 state appropriation are provided solely for the SR 99/Alaskan Way
38 Viaduct Replacement project (809936Z).

1 (11) \$12,500,000 of the multimodal transportation account—state
2 appropriation is provided solely for transit mitigation for the SR
3 99/Viaduct Project - Construction Mitigation project (809940B).

4 (12) Within existing resources, during the regular sessions of
5 the legislature, the department of transportation shall participate
6 in work sessions, before the transportation committees of the house
7 of representatives and senate, on the Alaskan Way viaduct replacement
8 project. These work sessions must include a report on current
9 progress of the project, timelines for completion, outstanding
10 claims, the financial status of the project, and any other
11 information necessary for the legislature to maintain appropriate
12 oversight of the project. The parties invited to present may include
13 the department of transportation, the Seattle tunnel partners, and
14 other appropriate stakeholders.

15 (13) \$7,769,000 of the transportation partnership account—state
16 appropriation, \$6,744,000 of the transportation 2003 account (nickel
17 account)—state appropriation, \$215,000 of the motor vehicle account—
18 federal appropriation, and \$5,000,000 of the special category C
19 account—state appropriation are provided solely for the US 395/North
20 Spokane Corridor project (600010A). Any future savings on the project
21 must stay on the US 395/Interstate 90 corridor and be made available
22 to the current phase of the North Spokane corridor project or any
23 future phase of the project in 2017-2019.

24 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
25 account—state appropriation, \$16,000 of the motor vehicle account—
26 local appropriation, and (~~(\$13,158,000)~~) \$353,000 of the
27 transportation 2003 account (nickel account)—state appropriation are
28 provided solely for the I-405/Kirkland Vicinity Stage 2 - Widening
29 project (8BI1002). This project must be completed as soon as
30 practicable as a design-build project. Any future savings on this
31 project or other Interstate 405 corridor projects must stay on the
32 Interstate 405 corridor and be made available to either the I-405/SR
33 167 Interchange - Direct Connector project (140504C), the I-405
34 Renton to Bellevue project (M00900R), or the I-405/SR 522 to I-5
35 Capacity Improvements project (L2000234) in the 2017-2019 fiscal
36 biennium.

37 (15) \$4,960,000 of the transportation partnership account—state
38 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
39 operations account—state appropriation are provided solely for the

1 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
2 activities related to adding capacity on Interstate 405 between state
3 route number 522 and Interstate 5, with the goals of increasing
4 vehicle throughput and aligning project completion with the
5 implementation of bus rapid transit in the vicinity of the project.
6 The transportation partnership account—state appropriation funding is
7 a transfer or a reappropriation of a transfer from the I-405/Kirkland
8 Vicinity Stage 2 - Widening project due to savings, and will start an
9 additional phase of this I-405 project.

10 (16) (a) The SR 520 Bridge Replacement and HOV project (8BI1003)
11 is supported over time from multiple sources, including a
12 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
13 state bonds, interest earnings, and other miscellaneous sources.

14 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
15 account—state appropriation, \$12,296,000 of the motor vehicle account
16 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
17 account—local appropriation are provided solely for the SR 520 Bridge
18 Replacement and HOV project (8BI1003).

19 (c) When developing the financial plan for the project, the
20 department shall assume that all maintenance and operation costs for
21 the new facility are to be covered by tolls collected on the toll
22 facility and not by the motor vehicle account.

23 (17) The department shall itemize all future requests for the
24 construction of buildings on a project list and submit them through
25 the transportation executive information system as part of the
26 department's annual budget submittal. It is the intent of the
27 legislature that new facility construction must be transparent and
28 not appropriated within larger highway construction projects.

29 (18) Any advisory group that the department convenes during the
30 2017-2019 fiscal biennium must consider the interests of the entire
31 state of Washington.

32 (19) It is the intent of the legislature that for the I-5 JBLM
33 Corridor Improvements project (M00100R), the department shall
34 actively pursue \$50,000,000 in federal funds to pay for this project
35 to supplant state funds in the future. \$50,000,000 in connecting
36 Washington account funding must be held in unallotted status during
37 the 2021-2023 fiscal biennium. These funds may only be used after the
38 department has provided notice to the office of financial management

1 that it has exhausted all efforts to secure federal funds from the
2 federal highway administration and the department of defense.

3 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
4 account—state appropriation is provided solely for the SR 167/SR 509
5 Puget Sound Gateway project (M00600R).

6 (a) Any savings on the project must stay on the Puget Sound
7 Gateway corridor until the project is complete.

8 (b) Proceeds from the sale of any surplus real property acquired
9 for the purpose of building the SR 167/SR 509 Puget Sound Gateway
10 (M00600R) project must be deposited into the motor vehicle account
11 for the purpose of constructing the project.

12 (21)(a) In making budget allocations to the Puget Sound Gateway
13 project, the department shall implement the project's construction as
14 a single corridor investment. The department shall develop a
15 coordinated corridor construction and implementation plan for state
16 route number 167 and state route number 509 in collaboration with
17 affected stakeholders. Specific funding allocations must be based on
18 where and when specific project segments are ready for construction
19 to move forward and investments can be best optimized for timely
20 project completion. Emphasis must be placed on avoiding gaps in fund
21 expenditures for either project.

22 (b) The secretary of transportation must develop a memorandum of
23 understanding with local project stakeholders that identifies a
24 schedule for stakeholders to provide local matching funds for the
25 Puget Sound Gateway project. Criteria for eligibility of local match
26 includes matching funds and equivalent in-kind contributions
27 including, but not limited to, land donations. The memorandum of
28 understanding must be finalized by July 1, 2018. The department must
29 submit a copy of the memorandum of understanding to the
30 transportation committees of the legislature and report regularly on
31 the status of the requirements outlined in this subsection (21)(b)
32 and (c) of this subsection.

33 (c) During the course of developing the memorandum of
34 understanding, the department must evaluate the project schedules to
35 determine if there are any benefits to be gained by moving the
36 project schedule forward. It is the legislature's intent that if the
37 department identifies any savings after the funding gap on the base
38 project is closed as part of the proposal to expedite the project,
39 that these cost savings shall go toward construction of a full
40 single-point urban interchange at the junction of state route number

1 161 (Meridian avenue) and state route number 167 and a full single-
2 point urban interchange at the junction of state route number 509 and
3 188th Street. If the department receives additional funds from an
4 outside source for this project after the funding gap on the base
5 project is closed, the funds must be applied toward the completion of
6 these two full single-point urban interchanges.

7 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
8 the department is strongly encouraged to work to relocate any
9 significant businesses currently located within the planned path of
10 the state route number 509/Interstate 5 under-crossing to a location
11 within the Kent city limits. The department shall provide regular
12 updates on its progress to the joint transportation committee and
13 affected stakeholders.

14 (e) In designing the state route number 509/state route number
15 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
16 project (M00600R), the department shall make every effort to utilize
17 the preferred "4B" design.

18 (22) It is the intent of the legislature that, for the I-5/North
19 Lewis County Interchange project (L2000204), the department develop
20 and design the project with the objective of significantly improving
21 access to the industrially zoned properties in north Lewis county.
22 The design must consider the county's process of investigating
23 alternatives to improve such access from Interstate 5 that began in
24 March 2015.

25 (23) (a) (~~(\$2,000,000)~~) \$1,050,000 of the transportation
26 partnership account—state appropriation and \$942,000 of the motor
27 vehicle account—state appropriation are provided solely for the U.S.
28 2 Trestle IJR project (L1000158).

29 (b) Of the amounts provided in this subsection, \$942,000 of the
30 motor vehicle account—state appropriation is provided solely for the
31 department to complete an interchange justification report (IJR) for
32 the U.S. 2 trestle, covering the state route number 204 and 20th
33 Street interchanges at the end of the westbound structure.

34 (~~(a)~~) (c) The department shall develop the IJR in close
35 collaboration with affected local jurisdictions, including Snohomish
36 county and the cities of Everett, Lake Stevens, Marysville,
37 Snohomish, and Monroe.

1 (~~(b)~~) (d) Within the amount provided for the IJR, the
2 department must address public outreach and the overall operational
3 approval of the IJR.

4 (~~(e)~~) (e) The department shall complete the IJR and submit the
5 final report to the governor and the transportation committees of the
6 legislature by July 1, 2018.

7 (24)(a) The legislature recognizes that the city of Mercer Island
8 has unique access issues that require the use of Interstate 90 to
9 leave the island and that this access may be affected by the I-90/
10 Two-Way Transit and HOV Improvements project. One of the most heavily
11 traveled on-ramps from Mercer Island to the westbound Interstate 90
12 general purpose lanes is from Island Crest Way. The department must
13 continue to consult with the city of Mercer Island and the other
14 signatories to the 1976 memorandum of agreement to preserve access
15 provided to Mercer Island by the Island Crest Way on-ramp, and thus
16 grandfather in the current use of the on-ramp for both high occupancy
17 vehicles as well as vehicles seeking to access the general purpose
18 lanes of Interstate 90. The department must consider all reasonable
19 access solutions, including allowing all vehicles to use the Island
20 Crest Way on-ramp to access the new high occupancy vehicle lane with
21 a reasonable and safe distance provided for single-occupancy vehicles
22 to merge into the general purpose lanes.

23 (b) A final access solution for Mercer Island must consider the
24 following criteria: Safety; operational effects on all users,
25 including maintaining historic access to Interstate 90 provided from
26 Mercer Island by Island Crest Way; enforcement requirements; and
27 compliance with state and federal law.

28 (c) The department may not restrict by occupancy the westbound
29 on-ramp from Island Crest Way until a final access solution that
30 meets the criteria in (b) of this subsection has been reached.

31 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
32 lanes operations account—state appropriation is provided solely for
33 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
34 (L1000163).

35 (26) The legislature finds that there are sixteen companies
36 involved in wood preserving in the state that employ four hundred
37 workers and have an annual payroll of fifteen million dollars. Before
38 the department's switch to steel guardrails, ninety percent of the
39 twenty-five hundred mile guardrail system was constructed of
40 preserved wood and one hundred ten thousand wood guardrail posts were

1 produced annually for state use. Moreover, the policy of using steel
2 posts requires the state to use imported steel. Given these findings,
3 where practicable, and until June 30, 2019, the department shall
4 include the design option to use wood guardrail posts, in addition to
5 steel posts, in new guardrail installations. The selection of posts
6 must be consistent with the agency design manual policy that existed
7 before December 2009.

8 (27) For the SR 526 Corridor Improvements project (N52600R), the
9 department shall look holistically at the state route number 526
10 corridor from the state route number 526/Interstate 5 interchange at
11 the east end to the southwest Everett industrial area and Boeing's
12 west access road on the west end. The department, working with
13 affected jurisdictions and stakeholders, shall select project
14 elements that best maximize mobility and congestion relief in the
15 corridor and draw from project elements identified in a practical
16 solutions process.

17 (28)(a) For projects funded as part of the 2015 connecting
18 Washington transportation package listed on the LEAP transportation
19 document identified in subsection (1) of this section, if the
20 department expects to have substantial reappropriations for the
21 2019-2021 fiscal biennium, the department may, on a pilot basis,
22 apply funding from a project with an appropriation that cannot be
23 used for the current fiscal biennium to advance one or more of the
24 following projects:

- 25 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 26 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 27 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 28 (iv) US 395/Ridgeline Intersection (L2000127);
- 29 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 30 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 31 (vii) SR 14/Bingen (~~Overpass~~) Underpass (L2220062);
- 32 (viii) US Hwy 2 Safety (N00200R);
- 33 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 34 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 35 (xi) I-5/Rebuild Chamber Way Interchange Improvements (L2000223);
- 36 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 37 (xiii) SR 3 Freight Corridor (T30400R); or
- 38 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

39 (b) At least ten business days before advancing a project
40 pursuant to this subsection, the department must notify the office of

1 financial management and the transportation committees of the
2 legislature. The advancement of a project may not hinder the delivery
3 of the projects for which the reappropriations are necessary for the
4 2019-2021 fiscal biennium.

5 (29) Within existing resources and in consultation with local
6 communities, the department shall begin planning efforts, including
7 traffic data collection, analysis and evaluation, scoping, and
8 environmental review, for roundabouts at the intersection of state
9 route number 900 and SE May Valley Road and at the intersection of
10 state route number 169 and Cedar Grove Road SE.

11 (30) The legislature continues to prioritize the replacement of
12 the state's aging infrastructure and recognizes the importance of
13 reusing and recycling construction aggregate and recycled concrete
14 materials in our transportation system.

15 To accomplish Washington state's sustainability goals in
16 transportation and in accordance with RCW 70.95.805, the legislature
17 reaffirms its direction to the department to lead the way in
18 advancing the reuse and recycling of construction aggregate and
19 recycled concrete materials whenever readily available, to use these
20 recycled products when cost competitive, and to work with industry
21 implementation partners to remove obstacles that unnecessarily
22 preclude or inhibit their use and implement strategies for the reuse
23 and recycling of construction aggregate and recycled concrete
24 materials.

25 Specific steps and efforts made to achieve these objectives and
26 accomplishments shall be included in the annual report to the
27 legislature as required by RCW 70.95.807.

28 (31) Within existing resources, the department shall implement a
29 safety solution after evaluating barrier and mitigation options on
30 state route number 167 between the intersections with 50th Ave E and
31 E 40th Street in Pierce county to prevent vehicles from leaving the
32 roadway and entering private property below the grade of the highway.

33 (32) \$350,000 of the motor vehicle account—state appropriation is
34 provided solely for implementation of chapter 288 (Substitute Senate
35 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
36 Replacement Bridge on Interstate 5 across the Columbia River project
37 number (L2000259).

38 (33) For the SR 520 Seattle Corridor Improvements - West End
39 project (M00400R), the legislature recognizes the department must
40 acquire the entirety of parcel number 1-23190 for construction of the

1 project. The department shall work with its design-build contractor
 2 to ensure to the maximum extent practicable that the building housing
 3 any grocery store or market currently located on parcel number
 4 1-23190 will be preserved. The legislature recognizes the city of
 5 Seattle has requirements in the project area that the department must
 6 address and that those requirements may affect the use of parcel
 7 number 1-23190 and may affect the ability of the department to
 8 preserve any grocery store or market currently located on the
 9 property. The department shall meet and confer regularly with
 10 residents in the vicinity of the parcel regarding the status of the
 11 project and its effects on any grocery store or market currently
 12 located on the property. The legislature strongly encourages the city
 13 to utilize maximum flexibility in how the department meets the city's
 14 requirements and to be an equal partner in efforts to preserve any
 15 grocery store or market on parcel number 1-23190.

16 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

19	Recreational Vehicle Account—State Appropriation	\$3,584,000
20	High Occupancy Toll Lanes Operations Account—State	
21	Appropriation.	((\$161,000))
22		<u>\$1,000</u>
23	Transportation Partnership Account—State	
24	Appropriation	\$12,785,000
25	<u>Highway Safety Account—State Appropriation.</u>	<u>\$1,000</u>
26	Motor Vehicle Account—State Appropriation	((\$63,246,000))
27		<u>\$65,250,000</u>
28	Motor Vehicle Account—Federal Appropriation	((\$579,624,000))
29		<u>\$579,810,000</u>
30	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
31	State Route Number 520 Corridor Account—State	
32	Appropriation	\$1,747,000
33	Connecting Washington Account—State Appropriation	((\$204,242,000))
34		<u>\$193,867,000</u>
35	Tacoma Narrows Toll Bridge Account—State Appropriation	((\$856,000))
36		<u>\$918,000</u>
37	Transportation 2003 Account (Nickel Account)—State	
38	Appropriation	\$57,849,000

1 TOTAL APPROPRIATION. ((~~\$935,833,000~~))
2 \$927,551,000

3 The appropriations in this section are subject to the following
4 conditions and limitations:

5 (1) Except as provided otherwise in this section, the entire
6 connecting Washington account—state appropriation and the entire
7 transportation partnership account—state appropriation are provided
8 solely for the projects and activities as listed by fund, project,
9 and amount in LEAP Transportation Document ((~~2018~~)) 2019-1 as
10 developed ((~~March-5~~)) April 27, ((~~2018~~)) 2019, Program - Highway
11 Preservation Program (P). However, limited transfers of specific
12 line-item project appropriations may occur between projects for those
13 amounts listed subject to the conditions and limitations in section
14 ((~~601 of this act~~)) 601 of this act, chapter . . . , Laws of 2019
15 (this act).

16 (2) Except as otherwise provided in this section, the entire
17 transportation 2003 account (nickel account)—state appropriation is
18 provided solely for the projects and activities as listed in LEAP
19 Transportation Document ((~~2018~~)) 2019-1 as developed ((~~March-5~~))
20 April 27, ((~~2018~~)) 2019, Program - Highway Preservation Program (P).

21 (3) Except as provided otherwise in this section, the entire
22 motor vehicle account—state appropriation and motor vehicle account—
23 federal appropriation are provided solely for the projects and
24 activities listed in LEAP Transportation Document ((~~2018-2~~)) 2019-2
25 ALL PROJECTS as developed ((~~March-5~~)) April 27, ((~~2018~~)) 2019,
26 Program - Highway Preservation Program (P). Any federal funds gained
27 through efficiencies, adjustments to the federal funds forecast,
28 additional congressional action not related to a specific project or
29 purpose, or the federal funds redistribution process must then be
30 applied to highway and bridge preservation activities.

31 (4) Within the motor vehicle account—state appropriation and
32 motor vehicle account—federal appropriation, the department may
33 transfer funds between programs I and P, except for funds that are
34 otherwise restricted in this act. The department shall submit a
35 report on fiscal year funds transferred in the prior fiscal year
36 using this subsection as part of the department's annual budget
37 submittal.

1 (5) The transportation 2003 account (nickel account)—state
2 appropriation includes up to \$29,553,000 in proceeds from the sale of
3 bonds authorized in RCW 47.10.861.

4 (6) The motor vehicle account—state appropriation includes up to
5 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
6 47.10.843.

7 (7) \$11,553,000 of the connecting Washington account—state
8 appropriation is provided solely for the land mobile radio upgrade
9 (G2000055) and is subject to the conditions, limitations, and review
10 provided in section 701, chapter 313, Laws of 2017. The land mobile
11 radio project is subject to technical oversight by the office of the
12 chief information officer. The department, in collaboration with the
13 office of the chief information officer, shall identify where
14 existing or proposed mobile radio technology investments should be
15 consolidated, identify when existing or proposed mobile radio
16 technology investments can be reused or leveraged to meet multiagency
17 needs, increase mobile radio interoperability between agencies, and
18 identify how redundant investments can be reduced over time. The
19 department shall also provide quarterly reports to the technology
20 services board on project progress.

21 (8) (~~(\$3,000,000)~~) \$5,000,000 of the motor vehicle account—state
22 appropriation is provided solely for extraordinary costs incurred
23 from litigation awards, settlements, or dispute mitigation activities
24 not eligible for funding from the self-insurance fund. The amount
25 provided in this subsection must be held in unallotted status until
26 the department submits a request to the office of financial
27 management that includes documentation detailing litigation-related
28 expenses. The office of financial management may release the funds
29 only when it determines that all other funds designated for
30 litigation awards, settlements, and dispute mitigation activities
31 have been exhausted. No funds provided in this subsection may be
32 expended on any legal fees related to the SR 99/Alaskan Way viaduct
33 replacement project.

34 (9) \$20,755,000 of the motor vehicle account—federal
35 appropriation and \$844,000 of the motor vehicle account—state
36 appropriation are provided solely for the preservation of
37 structurally deficient bridges or bridges that are at risk of
38 becoming structurally deficient. These funds must be used widely
39 around the state of Washington. When practicable, the department

1 shall pursue design-build contracts for these bridge projects to
2 expedite delivery. The department shall provide a report that
3 identifies the progress of each project funded in this subsection as
4 part of its annual agency budget request.

5 (10) The appropriation in this section includes funding for
6 starting planning, engineering, and construction of the Elwha River
7 bridge replacement. To the greatest extent practicable, the
8 department shall maintain public access on the existing route.

9 (11) (a) \$9,014,000 of the motor vehicle account—federal
10 appropriation and \$217,000 of the motor vehicle account—state
11 appropriation are provided solely for weigh station preservation
12 (0BP3006). These amounts must be held in unallotted status, except
13 that the director of the office of financial management may approve
14 allotment of the funds upon fulfillment of the conditions of (b) of
15 this subsection.

16 (b) The department and the Washington state patrol shall jointly
17 submit a prioritized list of weigh station projects to the office of
18 financial management by October 1, 2017. Projects submitted must
19 include estimated costs for preliminary engineering, rights-of-way,
20 and construction and must also consider the timing of any available
21 funding for weigh station projects.

22 (12) The department must consult with the Washington state patrol
23 and the office of financial management during the design phase of any
24 improvement or preservation project that could impact Washington
25 state patrol weigh station operations. During the design phase of any
26 such project, the department must estimate the cost of designing
27 around the affected weigh station's current operations, as well as
28 the cost of moving the affected weigh station.

29 (13) During the course of any planned resurfacing or other
30 preservation activity on state route number 26 between Colfax and
31 Othello in the 2017-2019 fiscal biennium, the department must add
32 dug-in reflectors.

33 (14) The department shall continue to monitor the test patch of
34 pavement that used electric arc furnace slag as an aggregate and
35 report back to the legislature by December 1, 2018, on its
36 comparative wear resistance, skid resistance, and feasibility for use
37 throughout the state in new pavement construction.

38 (15) For projects funded as part of the 2015 connecting
39 Washington transportation package listed on the LEAP transportation
40 document identified in subsection (1) of this section, if the

1 department expects to have substantial reappropriations for the
2 2019-2021 fiscal biennium, the department may, on a pilot basis,
3 apply funding from a project with an appropriation that cannot be
4 used for the current fiscal biennium to advance the US 12/Wildcat
5 Bridge Replacement project (L2000075). At least ten business days
6 before advancing the project pursuant to this subsection, the
7 department must notify the office of financial management and the
8 transportation committees of the legislature. The advancement of the
9 project may not hinder the delivery of the projects for which the
10 reappropriations are necessary for the 2019-2021 fiscal biennium.

11 (16) Within the connecting Washington account—state
12 appropriation, the department may transfer funds from Highway System
13 Preservation (L1100071) to other preservation projects listed in the
14 LEAP transportation document identified in subsection (1) of this
15 section, if it is determined necessary for completion of these high
16 priority preservation projects. The department's next budget
17 submittal after using this subsection must appropriately reflect the
18 transfer.

19 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
22 **CAPITAL**

23 Motor Vehicle Account—State Appropriation	((\$6,636,000))
	<u>\$5,753,000</u>
25 Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
26	<u>\$5,578,000</u>
27 Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
28	<u>\$650,000</u>
29 TOTAL APPROPRIATION.	((\$12,851,000))
30	<u>\$11,981,000</u>

31 The appropriations in this section are subject to the following
32 conditions and limitations: The department shall set aside a
33 sufficient portion of the motor vehicle account—state appropriation
34 for federally selected competitive grants or congressional earmark
35 projects that require matching state funds. State funds set aside as
36 matching funds for federal projects must be accounted for in project
37 000005Q and remain in unallotted status until needed for those
38 federal projects.

1 efficient equipment and systems, and the most appropriate renewable
2 energy systems for the needs and location of the terminal. To the
3 extent practicable, the department shall avoid the closure of, or
4 disruption to, any existing public access walkways in the vicinity of
5 the terminal project during construction. Of the amounts provided in
6 this subsection, \$750,000 of the Puget Sound capital construction
7 account—state appropriation is provided solely for additional
8 photovoltaic panels for this project.

9 (3) \$94,671,000 of the Puget Sound capital construction account—
10 federal appropriation, \$46,919,000 of the connecting Washington
11 account—state appropriation, \$26,949,000 of the Puget Sound capital
12 construction account—private/local appropriation, \$2,734,000 of the
13 multimodal transportation account—state appropriation, \$511,000 of
14 the Puget Sound capital construction account—state appropriation, and
15 \$679,000 of the transportation 2003 (nickel account)—state
16 appropriation are provided solely for the Seattle Terminal
17 Replacement project (900010L).

18 (4) (~~(\$5,000,000)~~) \$7,100,000 of the Puget Sound capital
19 construction account—state appropriation is provided solely for
20 emergency capital repair costs (999910K). Funds may only be spent
21 after approval by the office of financial management.

22 (5) \$950,000 of the Puget Sound capital construction account—
23 state appropriation is provided solely for life extension of the
24 existing ticketing system and ORCA acceptance (998521A and 998521B).
25 The ferry system shall work with Washington technology solutions and
26 the tolling division on the development of a new, interoperable
27 ticketing system.

28 (6) (a) The department shall, in consultation with the office of
29 financial management, hire an independent planning consultant to
30 assist with overall scope development of a new ferry system long-
31 range plan, including incorporating the items listed in (b) of this
32 subsection. The independent planning consultant must have experience
33 in planning for other ferry systems.

34 (b) The department shall update the ferries division long-range
35 plan by January 1, 2019. In reviewing the changing needs of the users
36 of the ferry system and the associated funding opportunities and
37 challenges, the department must include, but is not limited to, the
38 following elements in the new long-range plan:

39 (i) Identify changes in the demographics of users of the system;

1 (ii) Review route timetables and propose adjustments that take
2 into consideration ridership volume, vessel load times, proposed and
3 current passenger-only ferry system ridership, and other operational
4 needs;

5 (iii) Review vessel needs by route and propose a vessel
6 replacement schedule, vessel retirement schedule, and estimated
7 number of vessels needed. This analysis should also articulate a
8 reserve vessel strategy;

9 (iv) Identify the characteristics most appropriate for
10 replacement vessels, such as passenger and car-carrying capacity,
11 while taking into consideration other cost-driving factors. These
12 factors should include:

13 (A) Anticipated crewing requirements;

14 (B) Fuel type;

15 (C) Other operating and maintenance costs;

16 (v) Review vessel dry dock needs, consider potential impacts of
17 the United States navy, and propose strategies to meet these needs;

18 (vi) Address the seismic vulnerability of the system and
19 articulate emergency preparedness plans;

20 (vii) Evaluate leased and state-owned property locations for the
21 ferry headquarters, to include an analysis of properties outside the
22 downtown area of Seattle;

23 (viii) Evaluate strategies that may help spread peak ridership,
24 such as time-of-day ticket pricing and expanding the reservation
25 system; and

26 (ix) Identify operational changes that may reduce costs, such as
27 nighttime tie-up locations.

28 (c) The department shall submit a status report on the long-range
29 plan update to the governor and the transportation committees of the
30 legislature by June 30, 2018, and a final report by January 1, 2019.

31 (7) \$600,000 of the Puget Sound capital construction account—
32 state appropriation is provided solely for development of a request
33 for proposal to convert the three ferry vessels in the Jumbo Mark II
34 class to hybrid electric propulsion and make associated necessary
35 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
36 terminals. The department is directed to explore capital project
37 financing options to include, but not be limited to, federal funding
38 opportunities, private or local contributions, application for
39 Volkswagen settlement funds, and energy-savings performance
40 contracting to be repaid in whole or in part by fuel-cost savings.

1 The department will report total capital cost estimates, optimal
2 construction schedule, annual capital and operating savings or costs,
3 and a recommended funding option to the governor and to the
4 transportation committees of the legislature by June 30, 2019.

5 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

8	Essential Rail Assistance Account—State Appropriation	((\$845,000))
9		<u>\$710,000</u>
10	Transportation Infrastructure Account—State	
11	Appropriation	((\$7,575,000))
12		<u>\$5,388,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation	((\$79,357,000))
15		<u>\$74,965,000</u>
16	Multimodal Transportation Account—Federal	
17	Appropriation	((\$59,814,000))
18		<u>\$43,175,000</u>
19	TOTAL APPROPRIATION.	((\$147,591,000))
20		<u>\$124,238,000</u>

21 The appropriations in this section are subject to the following
22 conditions and limitations:

23 (1) Except as provided otherwise in this section, the entire
24 appropriations in this section are provided solely for the projects
25 and activities as listed by project and amount in LEAP Transportation
26 Document ((2018)) 2019-2 ALL PROJECTS as developed ((~~March 5~~)) April
27 27, ((2018)) 2019, Program - Rail Program (Y).

28 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
29 infrastructure account—state appropriation is provided solely for new
30 low-interest loans approved by the department through the freight
31 rail investment bank (FRIB) program. The department shall issue FRIB
32 program loans with a repayment period of no more than ten years, and
33 charge only so much interest as is necessary to recoup the
34 department's costs to administer the loans. The department shall
35 report annually to the transportation committees of the legislature
36 and the office of financial management on all FRIB loans issued.

37 (3) \$7,017,000 of the multimodal transportation account—state
38 appropriation and \$24,000 of the essential rail assistance account—

1 state appropriation are provided solely for new statewide emergent
2 freight rail assistance projects identified in the LEAP
3 transportation document referenced in subsection (1) of this section.

4 (4) \$367,000 of the transportation infrastructure account—state
5 appropriation and \$1,100,000 of the multimodal transportation account
6 —state appropriation are provided solely to reimburse Highline Grain,
7 LLC for approved work completed on Palouse River and Coulee City
8 (PCC) railroad track in Spokane county between the BNSF Railway
9 Interchange at Cheney and Geiger Junction and must be administered in
10 a manner consistent with freight rail assistance program projects.
11 The value of the public benefit of this project is expected to meet
12 or exceed the cost of this project in: Shipper savings on
13 transportation costs; jobs saved in rail-dependent industries; and/or
14 reduced future costs to repair wear and tear on state and local
15 highways due to fewer annual truck trips (reduced vehicle miles
16 traveled). The amounts provided in this subsection are not a
17 commitment for future legislatures, but it is the legislature's
18 intent that future legislatures will work to approve biennial
19 appropriations until the full \$7,337,000 cost of this project is
20 reimbursed.

21 (5) (a) \$686,000 of the essential rail assistance account—state
22 appropriation, \$422,000 of the multimodal transportation account—
23 state appropriation, and \$21,000 of the transportation infrastructure
24 account—state appropriation are provided solely for the purpose of
25 the rehabilitation and maintenance of the Palouse river and Coulee
26 City railroad line (F01111B).

27 (b) Expenditures from the essential rail assistance account—state
28 in this subsection may not exceed the combined total of:

29 (i) Revenues and transfers deposited into the essential rail
30 assistance account from leases and sale of property relating to the
31 Palouse river and Coulee City railroad; and

32 (ii) Revenues transferred from the miscellaneous program account
33 to the essential rail assistance account, pursuant to RCW 47.76.360,
34 for the purpose of sustaining the grain train program by maintaining
35 the Palouse river and Coulee City railroad.

36 (6) The department shall issue a call for projects for the
37 freight rail assistance program, and shall evaluate the applications
38 in a manner consistent with past practices as specified in section
39 309, chapter 367, Laws of 2011. By November 15, 2018, the department

1 shall submit a prioritized list of recommended projects to the office
2 of financial management and the transportation committees of the
3 legislature.

4 (7) For projects funded as part of the 2015 connecting Washington
5 transportation package identified on the LEAP transportation document
6 identified in subsection (1) of this section, if the department
7 expects to have substantial reappropriations for the 2019-2021 fiscal
8 biennium, the department may, on a pilot basis, apply funding from a
9 project with an appropriation that cannot be used for the current
10 fiscal biennium to advance the South Kelso Railroad Crossing project
11 (L1000147). At least ten business days before advancing a project
12 pursuant to this subsection, the department must notify the office of
13 financial management and the transportation committees of the
14 legislature. The advancement of a project may not hinder the delivery
15 of the projects for which the reappropriations are necessary for the
16 2019-2021 fiscal biennium.

17 (8) It is the intent of the legislature to encourage the
18 department to pursue federal grant opportunities leveraging up to
19 \$6,696,000 in connecting Washington programmed funds to be used as a
20 state match to improve the state-owned Palouse river and Coulee City
21 system. The amount listed in this subsection is not a commitment for
22 future legislatures, but is the legislature's intent that future
23 legislatures will work to approve biennial appropriations up to a
24 state match share not to exceed \$6,696,000 of a grant award.

25 (9) \$5,608,000 of the multimodal transportation account—state
26 appropriation is provided solely as expenditure authority for any
27 insurance proceeds received by the state for Passenger Rail Equipment
28 Replacement (project 700010C). The department must use this
29 expenditure authority only to purchase passenger rail equipment that
30 has been competitively procured.

31 **Sec. 910.** 2018 c 297 s 311 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
34 **CAPITAL**

35 Highway Infrastructure Account—State Appropriation . . . ((\$1,083,000))
36 \$583,000
37 Highway Infrastructure Account—Federal Appropriation \$488,000
38 Transportation Partnership Account—State

1	Appropriation	((\$2,321,000))
2		<u>\$1,571,000</u>
3	Highway Safety Account—State Appropriation	((\$4,287,000))
4		<u>\$3,487,000</u>
5	Motor Vehicle Account—State Appropriation	((\$28,659,000))
6		<u>\$16,791,000</u>
7	Motor Vehicle Account—Federal Appropriation	((\$71,614,000))
8		<u>\$64,414,000</u>
9	Motor Vehicle Account—Private/Local Appropriation	((\$18,000,000))
10		<u>\$7,500,000</u>
11	Connecting Washington Account—State Appropriation	((\$137,387,000))
12		<u>\$66,400,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation	((\$82,382,000))
15		<u>\$59,999,000</u>
16	TOTAL APPROPRIATION.	((\$346,221,000))
17		<u>\$221,233,000</u>

18 The appropriations in this section are subject to the following
19 conditions and limitations:

20 (1) Except as provided otherwise in this section, the entire
21 appropriations in this section are provided solely for the projects
22 and activities as listed by project and amount in LEAP Transportation
23 Document ((~~2018~~)) 2019-2 ALL PROJECTS as developed ((~~March 5~~)) April
24 27, ((~~2018~~)) 2019, Program - Local Programs Program (Z).

25 (2) The amounts identified in the LEAP transportation document
26 referenced under subsection (1) of this section for pedestrian
27 safety/safe routes to school are as follows:

28 (a) ((~~\$18,380,000 of the multimodal transportation account—state~~
29 ~~appropriation is provided solely for newly selected pedestrian and~~
30 ~~bicycle safety program projects. \$14,219,000)) \$26,659,000 of the
31 multimodal transportation account—state appropriation and
32 ((~~\$1,846,000~~)) \$1,096,000 of the transportation partnership account—
33 state appropriation are ((~~reappropriated~~)) provided solely for
34 pedestrian and bicycle safety program projects ((~~selected in the~~
35 ~~previous biennia~~)) (L2000188).~~

36 (b) ((~~\$11,400,000~~)) \$15,681,000 of the motor vehicle account—
37 federal appropriation ((~~and \$7,750,000~~)), \$6,824,000 of the
38 multimodal transportation account—state appropriation ((~~are provided~~
39 ~~solely for newly selected safe routes to school projects. \$11,181,000~~

1 ~~of the motor vehicle account—federal appropriation, \$1,394,000 of the~~
2 ~~multimodal—transportation—account—state—appropriation)), and~~
3 ~~(((\$4,287,000))~~ \$3,487,000 ~~of the highway safety account—state~~
4 ~~appropriation are ((reappropriated))~~ provided solely for safe routes
5 to school projects ~~((selected in the previous biennia))~~ (L2000189).
6 The department may consider the special situations facing high-need
7 areas, as defined by schools or project areas in which the percentage
8 of the children eligible to receive free and reduced-price meals
9 under the national school lunch program is equal to, or greater than,
10 the state average as determined by the department, when evaluating
11 project proposals against established funding criteria while ensuring
12 continued compliance with federal eligibility requirements.

13 (3) The department shall submit a report to the transportation
14 committees of the legislature by December 1, 2017, and December 1,
15 2018, on the status of projects funded as part of the pedestrian
16 safety/safe routes to school grant program. The report must include,
17 but is not limited to, a list of projects selected and a brief
18 description of each project's status.

19 (4) ~~(((\$32,984,000))~~ \$23,701,000 ~~of the multimodal transportation~~
20 ~~account—state appropriation is provided solely for bicycle and~~
21 ~~pedestrian projects listed in the LEAP transportation document~~
22 ~~referenced in subsection (1) of this section.~~

23 (5) \$43,800,000 of the motor vehicle account—federal
24 appropriation is provided solely for national highway freight network
25 projects identified on the project list submitted in accordance with
26 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
27 department shall validate the projects on the list. Only tier one
28 projects on the prioritized freight project list that are validated
29 by the department may receive funding under this subsection. The
30 department shall continue to work with the Washington state freight
31 advisory committee to improve project screening and validation to
32 support project prioritization and selection, including during the
33 freight mobility plan update in 2017. The department may compete for
34 funding under this program and shall provide an updated prioritized
35 freight project list when submitting its 2019-2021 budget request. To
36 the greatest extent practicable, the department shall follow the
37 Washington state freight advisory committee recommendation to
38 allocate ten percent of the funds in this subsection to multimodal

1 projects as permitted under the fixing America's surface
2 transportation (FAST) act.

3 (6) It is the expectation of the legislature that the department
4 will be administering a local railroad crossing safety grant program
5 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
6 Of the amounts identified in this subsection, a minimum of \$500,000
7 must be for railroad grade-crossing safety grants at locations where
8 multiple pedestrian or bicyclist fatalities have occurred in the
9 vicinity of a grade-crossing in the last five years.

10 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
11 account—state appropriation is provided solely for the Covington
12 Connector (L2000104). The amounts described in the LEAP
13 transportation document referenced in subsection (1) of this section
14 are not a commitment by future legislatures, but it is the
15 legislature's intent that future legislatures will work to approve
16 appropriations in the 2019-2021 fiscal biennium to reimburse the city
17 of Covington for approved work completed on the project up to the
18 full \$24,000,000 cost of this project.

19 (8) (a) For projects funded as part of the 2015 connecting
20 Washington transportation package listed on the LEAP transportation
21 document identified in subsection (1) of this section, if the
22 department expects to have substantial reappropriations for the
23 2019-2021 fiscal biennium, the department may, on a pilot basis,
24 apply funding from a project with an appropriation that cannot be
25 used for the current fiscal biennium to advance one or more of the
26 following projects:

- 27 (i) SR 502 Main Street Project/Widening (L2000065);
- 28 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 29 (iii) Issaquah-Fall City Road (L1000094);
- 30 (iv) Lewis Street Bridge (L2000066);
- 31 (v) Covington Connector (L2000104);
- 32 (vi) Orchard Street Connector (L2000120);
- 33 (vii) Harbour Reach Extension (L2000136);
- 34 (viii) Sammamish Bridge Corridor (L2000137);
- 35 (ix) Brady Road (L2000164);
- 36 (x) Thornton Road Overpass (L2000228);
- 37 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 38 (xii) Wilburton Reconnection Project (G2000006);
- 39 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 40 (xiv) Bay Street Pedestrian Project (G2000015); or

1 (xv) Cowiche Canyon Trail (G2000010).
 2 (b) At least ten business days before advancing a project
 3 pursuant to this subsection, the department must notify the office of
 4 financial management and the transportation committees of the
 5 legislature. The advancement of a project may not hinder the delivery
 6 of the projects for which the reappropriations are necessary for the
 7 2019-2021 fiscal biennium.

8 **TRANSFERS AND DISTRIBUTIONS**

9 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
 10 follows:

11 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 12 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 13 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 14 **REVENUE**

15	Transportation Partnership Account—State	
16	Appropriation.	((\$4,646,000))
17		<u>\$2,046,000</u>
18	Motor Vehicle Account—State Appropriation.	((\$736,000))
19		<u>\$396,000</u>
20	Connecting Washington Account—State Appropriation.	((\$3,199,000))
21		<u>\$1,699,000</u>
22	Highway Bond Retirement Account—State	
23	Appropriation.	((\$1,229,874,000))
24		<u>\$1,279,604,000</u>
25	Ferry Bond Retirement Account—State Appropriation.	((\$28,873,000))
26		<u>\$28,223,000</u>
27	Transportation Improvement Board Bond Retirement	
28	Account—State Appropriation.	\$13,254,000
29	Nondebt-Limit Reimbursable Bond Retirement	
30	Account—State Appropriation.	\$26,391,000
31	Toll Facility Bond Retirement Account—State	
32	Appropriation.	\$86,493,000
33	Transportation 2003 Account (Nickel Account)—State	
34	Appropriation.	((\$450,000))
35		<u>\$250,000</u>
36	TOTAL APPROPRIATION.	((\$1,393,916,000))
37		<u>\$1,438,356,000</u>

1 \$1,255,000

2 ~~((+5))~~ (2) Motor Vehicle Account—State Appropriation:

3 For transfer to the Puget Sound Capital

4 Construction Account—State. (~~(\$20,000,000)~~)

5 \$15,000,000

6 ~~((+6))~~ (3) Motor Vehicle Account—State Appropriation:

7 For transfer to the Rural Arterial Trust

8 Account—State. \$4,844,000

9 ~~((+7))~~ (4) Motor Vehicle Account—State Appropriation:

10 For transfer to the Transportation Improvement

11 Account—State. \$9,688,000

12 ~~((+8))~~ (5) Highway Safety Account—State Appropriation:

13 For transfer to the State Patrol Highway

14 Account—State. (~~(\$33,000,000)~~)

15 \$2,000,000

16 ~~((+9) Puget Sound Ferry Operations Account—State~~

17 ~~Appropriation: For transfer to the Connecting~~

18 ~~Washington Account—State. \$1,305,000~~

19 ~~(+10))~~ (6) Rural Mobility Grant Program Account—State

20 Appropriation: For transfer to the Multimodal

21 Transportation Account—State. \$3,000,000

22 ~~((+11))~~ (7) State Route Number 520 Civil Penalties

23 Account—State Appropriation: For transfer to

24 the State Route Number 520 Corridor

25 Account—State. \$2,000,000

26 ~~((+12))~~ (8) Capital Vessel Replacement Account—State

27 Appropriation: For transfer to the Connecting

28 Washington Account—State. \$36,500,000

29 ~~((+13))~~ (9) Multimodal Transportation Account—State

30 Appropriation: For transfer to the Freight

31 Mobility Multimodal Account—State. (~~(\$8,511,000)~~)

32 \$1,255,000

33 ~~((+14))~~ (10) Multimodal Transportation Account—State

34 Appropriation: For transfer to the Puget Sound

35 Capital Construction Account—State. \$34,000,000

36 ~~((+15))~~ (11) Multimodal Transportation Account—State

37 Appropriation: For transfer to the Puget Sound

38 Ferry Operations Account—State. (~~(\$20,000,000)~~)

39 \$25,000,000

1 any funds, appropriated or nonappropriated, in not more than the
2 principal amounts indicated, plus financing expenses and required
3 reserves, if any. Expenditures made by the department of
4 transportation for the indicated purposes before the issue date of
5 the authorized financing contract and any certificates of
6 participation therein may be reimbursed from proceeds of the
7 financing contract and any certificates of participation therein to
8 the extent provided in the agency's financing plan approved by the
9 state finance committee.

10 (2) Department of transportation: Enter into a financing contract
11 for up to \$32,500,000 plus financing expenses and required reserves
12 pursuant to chapter 39.94 RCW to renovate the existing office
13 building at 15700 Dayton Ave N, Shoreline.

14 NEW SECTION. **Sec. 1102.** A new section is added to 2018 c 297
15 (uncodified) to read as follows:

16 The appropriations to the department of transportation in chapter
17 297, Laws of 2018 and this act must be expended for the programs and
18 in the amounts specified in this act. However, after May 1, 2019,
19 unless specifically prohibited, the department may transfer state
20 appropriations for the 2017-2019 fiscal biennium among operating
21 programs after approval by the director of the office of financial
22 management. However, the department shall not transfer state moneys
23 that are provided solely for a specific purpose. The department shall
24 not transfer funds, and the director of the office of financial
25 management shall not approve the transfer, unless the transfer is
26 consistent with the objective of conserving, to the maximum extent
27 possible, the expenditure of state funds and not federal funds. The
28 director of the office of financial management shall notify the
29 appropriate transportation committees of the legislature prior to
30 approving any allotment modifications or transfers under this
31 section.

32 NEW SECTION. **Sec. 1103.** The following acts or parts of acts, as
33 now existing or hereafter amended, are each repealed, effective July
34 1, 2019:

35 2018 c 297 s 701.

36 **MISCELLANEOUS**

1 NEW SECTION. **Sec. 1201.** If any provision of this act or its
2 application to any person or circumstance is held invalid, the
3 remainder of the act or the application of the provision to other
4 persons or circumstances is not affected.

5 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
6 preservation of the public peace, health, or safety, or support of
7 the state government and its existing public institutions, and takes
8 effect immediately."

ESHB 1160 - CONF REPT
By Conference Committee

SENATE ADOPTED 04/28/2019

9 On page 1, line 1 of the title, after "appropriations;" strike
10 the remainder of the title and insert "amending RCW 43.19.642,
11 46.20.745, 46.68.060, 46.68.280, 46.68.290, 46.68.325, 47.56.403,
12 47.56.876, 41.45.0631, 46.68.063, 46.68.370, 46.68.300, 47.12.340,
13 and 47.60.322; amending 2018 c 297 ss 201, 202, 204, 207-223, 301,
14 303-311, 401, 403-406, and 701 (uncodified); adding a new section to
15 2018 c 297 (uncodified); creating new sections; repealing 2018 c 297
16 s 701; making appropriations and authorizing expenditures for capital
17 improvements; providing an effective date; providing a contingent
18 effective date; providing an expiration date; and declaring an
19 emergency."

(End of Bill)

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