

ESHB 1160 - S AMD
By Senator Hobbs

ADOPTED AND ENGROSSED 4/4/19

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 \$526,000

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 \$1,358,000

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

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

16 TOTAL APPROPRIATION. \$1,774,000

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 to evaluate, coordinate, and assist in efforts
21 by state agencies in developing cost recovery mechanisms for credit
22 card and other financial transaction fees currently paid from state
23 funds. This may include disbursing interagency reimbursements for the
24 implementation costs incurred by the affected agencies. As part of
25 the first phase of this effort, the office of financial management,
26 with the assistance of relevant agencies, must develop implementation
27 plans and take all necessary steps to ensure that the actual cost-
28 recovery mechanisms will be in place by January 1, 2020, for the
29 vehicles and drivers programs of the department of licensing. By
30 November 1, 2019, the office of financial management must provide a
31 report to the joint transportation committee on the phase 1
32 implementation plan and options to expand similar cost recovery
33 mechanisms to other state agencies and programs.

1 Motor Vehicle Account—State Appropriation \$2,915,000

2 NEW SECTION. **Sec. 110. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

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

4 The appropriation in this section is subject to the following
5 conditions and limitations: \$350,000 of the motor vehicle account—
6 state appropriation, from the cities' statewide fuel tax
7 distributions under RCW 46.68.110(2), is provided solely to the
8 department of fish and wildlife to inventory and assess fish passage
9 barriers associated with city roads in the water resource inventory
10 areas one through twenty-three. This study is a continuation of
11 previous inventories, with priority given to the assessment of sites
12 that have not yet been inventoried and a goal of finalizing the
13 inventory of all city-owned barriers within the case area. Spending
14 authority is also provided to perform downstream access checks on
15 city inventory sites and to reassess existing city inventories that
16 have not been assessed since June 2012, provided funds are available
17 and after consultation with the association of Washington cities. The
18 inventories and assessments will be conducted utilizing the methods
19 described in the WDFW Fish Passage, Inventory, Assessment, and
20 Prioritization manual (WDFW 2019).

21 **TRANSPORTATION AGENCIES—OPERATING**

22 NEW SECTION. **Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**
23 **COMMISSION**

24 Highway Safety Account—State Appropriation \$4,511,000

25 Highway Safety Account—Federal Appropriation \$26,824,000

26 Highway Safety Account—Private/Local Appropriation \$118,000

27 School Zone Safety Account—State Appropriation \$850,000

28 TOTAL APPROPRIATION. \$32,303,000

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

31 (1) \$150,000 of the highway safety account—state appropriation is
32 provided solely for the implementation of chapter . . . (Substitute
33 Senate Bill No. 5710), Laws of 2019 (Cooper Jones Active
34 Transportation Safety Council). If chapter . . . (Substitute Senate
35 Bill No. 5710), Laws of 2019 is not enacted by June 30, 2019, the
36 amount provided in this subsection lapses.

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

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

7 (b) If a city has established an authorized automated vehicle
8 noise enforcement camera pilot program under this section, the
9 compensation paid to the manufacturer or vendor of the equipment used
10 must be based upon the value of the equipment and services provided
11 or rendered in support of the system, and may not be based upon a
12 portion of the fine or civil penalty imposed or the revenue generated
13 by the equipment.

14 (c) Any city administering a pilot program overseen by the
15 traffic safety commission shall use the following guidelines to
16 administer the program:

17 (i) Automated vehicle noise enforcement camera devices may take
18 pictures of the vehicle and vehicle license plate only;

19 (ii) The law enforcement agency of the city or county government
20 shall plainly mark the locations where the automated vehicle noise
21 enforcement camera is used by placing signs on street locations that
22 clearly indicate to a driver that he or she is entering a zone where
23 traffic laws are enforced by automated vehicle noise enforcement
24 cameras;

25 (iii) Cities using automated vehicle noise enforcement cameras
26 must provide periodic notice by mail to its citizens indicating the
27 zones in which the automated vehicle noise enforcement cameras will
28 be used;

29 (iv) Notices of infractions must be mailed to the registered
30 owner of a vehicle within fourteen days of the infraction occurring;

31 (v) Infractions detected through the use of automated vehicle
32 noise enforcement cameras are not part of the registered owner's
33 driving record under RCW 46.52.101 and 46.52.120. Additionally,
34 infractions generated by the use of automated vehicle noise
35 enforcement cameras under this section shall be processed in the same
36 manner as parking infractions, including for the purposes of RCW
37 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(2). The amount of the
38 fine issued for an infraction generated through the use of automated
39 vehicle noise enforcement cameras shall not exceed the amount of a
40 fine issued for other parking infractions within the jurisdiction.

1 However, the amount of the fine issued for a vehicular noise
2 violation detected through the use of automated vehicle noise
3 enforcement cameras shall not exceed the monetary penalty for a
4 violation of RCW 46.61.050 as provided under RCW 46.63.110, including
5 all applicable statutory assessments; and

6 (vi) By June 30, 2021, the participating cities shall provide a
7 report to the commission and appropriate committees of the
8 legislature regarding the use, public acceptance, outcomes, and other
9 relevant issues regarding automated vehicle noise enforcement cameras
10 demonstrated by the pilot projects.

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

12 Rural Arterial Trust Account—State Appropriation	\$1,084,000
13 Motor Vehicle Account—State Appropriation	\$2,659,000
14 County Arterial Preservation Account—State	
15 Appropriation	\$1,624,000
16 TOTAL APPROPRIATION.	\$5,367,000

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

18 Transportation Improvement Account—State	
19 Appropriation	\$4,395,000

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

21 Motor Vehicle Account—State Appropriation	\$1,491,000
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22 The appropriations in this section are subject to the following
23 conditions and limitations: Within existing resources, the committee
24 shall conduct a comprehensive assessment of statewide transportation
25 needs and priorities, and existing and potential transportation
26 funding mechanisms to address those needs and priorities. The
27 assessment must include: (a) Recommendations on the critical state
28 and local transportation projects, programs, and services needed to
29 achieve an efficient, effective, statewide transportation system over
30 the next ten years; (b) a comprehensive menu of funding options for
31 the legislature to consider to address the identified transportation
32 system investments; and (c) an analysis of the economic impacts of a
33 range of future transportation investments. The assessment must be
34 submitted to the transportation committees of the legislature by June
35 30, 2020. Starting July 1, 2020, and concluding by December 31, 2020,
36 a committee-appointed commission or panel shall review the assessment

1 and make final recommendations to the legislature for consideration
2 during the 2021 legislative session on a realistic, achievable plan
3 for funding transportation programs, projects, and services over the
4 next ten years including a timeline for legislative action on funding
5 the identified transportation system needs shortfall.

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

7	Motor Vehicle Account—State Appropriation	\$2,580,000
8	Multimodal Transportation Account—State Appropriation . . .	\$112,000
9	TOTAL APPROPRIATION.	\$2,692,000

10 The appropriations in this section are subject to the following
11 conditions and limitations: The commission may reconvene the road
12 usage charge steering committee, with the same membership described
13 in chapter 297, Laws of 2018, solely to administer the conclusion of
14 the road usage charge pilot project, including the completion of a
15 final assessment of the project. Additionally, the commission is
16 encouraged to coordinate with the department of transportation to
17 jointly pursue any funds, federal or otherwise, that are, or might
18 become, available to continue an examination of a road usage charge.

19 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
20 **INVESTMENT BOARD**

21	Motor Vehicle Account—State Appropriation	\$848,000
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22 The appropriation in this section is subject to the following
23 conditions and limitations: \$59,000 of the motor vehicle account—
24 state appropriation is provided solely to implement a staff
25 transition plan based on the potential turnover of existing staff. If
26 the board determines that these funds are going to be needed, the
27 board shall notify the director of the office of financial management
28 and the transportation committees of the legislature.

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

30	State Patrol Highway Account—State Appropriation	\$501,872,000
31	State Patrol Highway Account—Federal Appropriation . . .	\$15,941,000
32	State Patrol Highway Account—Private/Local	
33	Appropriation	\$4,256,000
34	Highway Safety Account—State Appropriation	\$1,173,000
35	Ignition Interlock Device Revolving Account—State	
36	Appropriation	\$7,010,000

1 Multimodal Transportation Account—State Appropriation . . . \$274,000
2 TOTAL APPROPRIATION. \$530,526,000

3 The appropriations in this section are subject to the following
4 conditions and limitations:

5 (1) Washington state patrol officers engaged in off-duty
6 uniformed employment providing traffic control services to the
7 department of transportation or other state agencies may use state
8 patrol vehicles for the purpose of that employment, subject to
9 guidelines adopted by the chief of the Washington state patrol. The
10 Washington state patrol must be reimbursed for the use of the vehicle
11 at the prevailing state employee rate for mileage and hours of usage,
12 subject to guidelines developed by the chief of the Washington state
13 patrol.

14 (2) \$510,000 of the ignition interlock device revolving account—
15 state appropriation is provided solely for the ignition interlock
16 program at the Washington state patrol to provide funding for two
17 staff to work and provide support for the program in working with
18 manufacturers, service centers, technicians, and participants in the
19 program.

20 (3) \$1,431,000 of the state patrol highway account—state
21 appropriation is provided solely to enter into an agreement for
22 upgraded land mobile software, hardware, and equipment.

23 (4) \$2,582,000 of the state patrol highway account—state
24 appropriation is provided solely for the replacement of radios and
25 other related equipment.

26 (5) \$343,000 of the state patrol highway account—state
27 appropriation is provided solely for aerial criminal investigation
28 tools, including software licensing and maintenance, and annual
29 certification.

30 (6) \$722,000 of the state patrol highway account—state
31 appropriation is provided solely for additional staff to address the
32 increase in the number of toxicology cases from impaired driving and
33 death investigations.

34 (7) \$580,000 of the state patrol highway account—state
35 appropriation is provided solely for the operation of and
36 administrative support to the license investigation unit to enforce
37 vehicle registration laws in southwestern Washington. The Washington
38 state patrol, in consultation with the department of revenue, shall
39 maintain a running estimate of the additional vehicle registration

1 fees, sales and use taxes, and local vehicle fees remitted to the
2 state pursuant to activity conducted by the license investigation
3 unit. Beginning October 1, 2019, and quarterly thereafter, the
4 Washington state patrol shall submit a report detailing the
5 additional revenue amounts generated since July 1, 2017, to the
6 director of the office of financial management and the transportation
7 committees of the legislature. At the end of the calendar quarter in
8 which it is estimated that more than \$625,000 in state sales and use
9 taxes have been remitted to the state since July 1, 2017, the
10 Washington state patrol shall notify the state treasurer and the
11 state treasurer shall transfer funds pursuant to section 406 of this
12 act.

13 (8) \$18,000 of the state patrol highway account—state
14 appropriation is provided solely for the license investigation unit
15 to procure an additional license plate reader and related costs.

16 (9) The Washington state patrol and the office of financial
17 management must be consulted by the department of transportation
18 during the design phase of any improvement or preservation project
19 that could impact Washington state patrol weigh station operations.
20 During the design phase of any such project, the department of
21 transportation must estimate the cost of designing around the
22 affected weigh station's current operations, as well as the cost of
23 moving the affected weigh station.

24 (10) \$4,210,000 of the state patrol highway account—state
25 appropriation is provided solely for a third arming and a third
26 trooper basic training class. The cadet class is expected to graduate
27 in June 2021.

28 (11) \$65,000 of the state patrol highway account—state
29 appropriation is provided solely for the implementation of
30 chapter . . . (Second Substitute Senate Bill No. 5497), Laws of 2019
31 (immigrants in the workplace). If chapter . . . (Second Substitute
32 Senate Bill No. 5497), Laws of 2019 is not enacted by June 30, 2019,
33 the amount provided in this subsection shall lapse.

34 (12) \$645,000 of the state patrol highway account—state
35 appropriation is provided solely for the coordination of a
36 comprehensive recruitment and retention effort aimed at achieving
37 authorized staffing levels in the field force and nonfield force
38 areas of the Washington state patrol. By October 1, 2019, the
39 Washington state patrol must report to the joint transportation

1 committee on its planned activities for recruitment and retention
 2 with a specific timeline and targets for reaching authorized staffing
 3 levels, and specific outcome and workforce composition goals. The
 4 report may also include recommendations or options for additional
 5 efforts aimed at reaching authorized staffing levels and related
 6 outcomes. Beginning October 1, 2019, the Washington state patrol must
 7 report on a quarterly basis on the use of these recruitment and
 8 retention funds, the number of transportation funded staff vacancies
 9 by major category, the number of applicants for each of the positions
 10 by these categories, the composition of workforce, and other relevant
 11 outcome measures. This information should include comparative
 12 information with recent comparable months in prior years.

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

14	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
15	Motorcycle Safety Education Account—State	
16	Appropriation	\$4,951,000
17	State Wildlife Account—State Appropriation	\$530,000
18	Highway Safety Account—State Appropriation	\$233,292,000
19	Highway Safety Account—Federal Appropriation	\$1,294,000
20	Motor Vehicle Account—State Appropriation	\$75,128,000
21	Motor Vehicle Account—Private/Local Appropriation	\$2,858,000
22	Ignition Interlock Device Revolving Account—State	
23	Appropriation	\$5,875,000
24	Department of Licensing Services Account—State	
25	Appropriation	\$8,068,000
26	License Plate Technology Account—State	
27	Appropriation	\$4,250,000
28	Abandoned Recreational Vehicle Account—State	
29	Appropriation.	\$2,910,000
30	Limousine Carriers Account—State Appropriation.	\$113,000
31	DOL Technology Improvement & Data Management	
32	Account—State Appropriation.	\$2,250,000
33	Agency Financial Transaction Account—State	
34	Appropriation.	\$11,903,000
35	TOTAL APPROPRIATION.	\$353,456,000

36 The appropriations in this section are subject to the following
 37 conditions and limitations:

1 (1) \$139,000 of the motorcycle safety account—state appropriation
2 is provided solely for the implementation of chapter . . .
3 (Substitute Senate Bill No. 5303), Laws of 2019 (motorcycle safety).
4 If chapter . . . (Substitute Senate Bill No. 5303), Laws of 2019 is
5 not enacted by June 30, 2019, the amount provided in this subsection
6 shall lapse.

7 (2) \$404,000 of the highway safety account—state appropriation is
8 provided solely for a new driver testing system at the department.
9 Pursuant to RCW 43.135.055 and 46.82.310, the department is
10 authorized to increase driver training school license application and
11 renewal fees in fiscal years 2020 and 2021, as necessary to fully
12 support the cost of activities related to administration of the
13 driver training school program, including the cost of the new driver
14 testing system described in this subsection.

15 (3) Appropriations provided for the data stewardship and privacy
16 project in this section are subject to the conditions, limitations,
17 and review provided in section 701 of this act.

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

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

28 (6) \$24,028,000 of the highway safety account—state appropriation
29 is provided solely for costs necessary to accommodate increased
30 demand for enhanced drivers' licenses and enhanced identicards. The
31 department shall report on a quarterly basis on the use of these
32 funds, associated workload, and information with comparative
33 information with recent comparable months in prior years. The report
34 must include detailed statewide and by licensing service office
35 information on staffing levels, average monthly wait times, the
36 number of enhanced drivers' licenses and enhanced identicards issued/
37 renewed, and the number of primary drivers' licenses and identicards
38 issued/renewed. Within the amounts provided in this subsection, the
39 department shall implement efficiency measures to reduce the time for

1 licensing transactions and wait times including, but not limited to,
2 the installation of additional cameras at licensing service offices
3 that reduce bottlenecks and align with the "keep your customer"
4 initiative.

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

13 (8) \$100,000 of department of licensing service account—state
14 appropriation is provided solely for the department to convene a work
15 group to assess the current licensing services system and the
16 potential expansion of services that can be performed by subagents.

17 (a) The work group must consist of, but is not limited to, a
18 representative from the department, the department of transportation,
19 a county auditor, a county licensing manager, a subagent
20 representative who is a small office manager, a subagent
21 representative from eastern Washington, and a subagent representative
22 from western Washington.

23 (b) The work group must consider and make recommendations on
24 expanding services offered by subagents including, but not limited
25 to: Accepting payments for parking violations; accepting payments for
26 good to go tolls; providing for some driver's license renewals;
27 providing driver's license replacements and address changes;
28 providing drivers abstracts; and allowing vehicle and vessel reports
29 of sales that are typically processed online to be routed through a
30 subagent office.

31 (c) The work group must submit a report with its findings and
32 recommendations to the director of the office of financial management
33 and the transportation committees of the legislature by December 1,
34 2020.

35 (9) \$507,000 of the motor vehicle account—state appropriation is
36 provided solely for the implementation of chapter . . . (Substitute
37 Senate Bill No. 5419), Laws of 2019 (vehicle service fees). If
38 chapter . . . (Substitute Senate Bill No. 5419), Laws of 2019 is not
39 enacted by June 30, 2019, the amount provided in this subsection
40 shall lapse.

1 (10) \$62,000 of the highway safety account—state appropriation is
2 provided solely for the implementation of chapter . . . (Substitute
3 Senate Bill No. 5694), Laws of 2019 (commercial beekeeper drivers).
4 If chapter . . . (Substitute Senate Bill No. 5694), Laws of 2019 is
5 not enacted by June 30, 2019, the amount provided in this subsection
6 shall lapse.

7 (11) \$25,000 of the motor vehicle account—state appropriation is
8 provided solely for the implementation of chapter . . . (Substitute
9 Senate Bill No. 5919), Laws of 2019 (San Juan license plate). If
10 chapter . . . (Substitute Senate Bill No. 5919), Laws of 2019 is not
11 enacted by June 30, 2019, the amount provided in this subsection
12 shall lapse.

13 (12) \$24,000 of the motor vehicle account—state appropriation is
14 provided solely for the implementation of chapter . . . (Senate Bill
15 No. 5930), Laws of 2019 (Seattle Storm license plate). If
16 chapter . . . (Senate Bill No. 5930), Laws of 2019 is not enacted by
17 June 30, 2019, the amount provided in this subsection shall lapse.

18 (13) \$14,000 of the motor vehicle account—state appropriation is
19 provided solely for the implementation of chapter . . . (Substitute
20 Senate Bill No. 5591), Laws of 2019 (stolen vehicle check fee). If
21 chapter . . . (Substitute Senate Bill No. 5591), Laws of 2019 is not
22 enacted by June 30, 2019, the amount provided in this subsection
23 shall lapse.

24 (14) \$65,000 of the highway safety account—state appropriation is
25 provided solely for the implementation of chapter . . . (Second
26 Substitute Senate Bill No. 5497), Laws of 2019 (immigrants in the
27 workplace). If chapter . . . (Second Substitute Senate Bill No.
28 5497), Laws of 2019 is not enacted by June 30, 2019, the amount
29 provided in this subsection shall lapse.

30 (15) The appropriations in this section assume implementation of
31 additional cost recovery mechanisms to recoup at least \$11,903,000 in
32 credit card and other financial transaction costs as part of charges
33 imposed for driver and vehicle fee transactions beginning January 1,
34 2020. At the direction of the office of financial management, the
35 department must develop a method of tracking the additional amount of
36 credit card and other financial cost-recovery revenues. In
37 consultation with the office of financial management, the department
38 must notify the state treasurer of these amounts and the state
39 treasurer must deposit these revenues in the agency financial

1 transaction account created in section 718 of this act on a quarterly
2 basis.

3 (16) Within amounts provided in this section, the department,
4 shall convene a work group of relevant stakeholders, to make
5 recommendations on methods to assist former military members with
6 demonstrated comparable recent military experience transition into
7 civilian employment in commercial trucking and the construction
8 trades. The issues explored by the work group may include, but are
9 not limited to, expanding the allowed waivers under the federal motor
10 carrier safety administration regulations, the specific training
11 documents and military license information needed to demonstrate
12 comparable military experience, the options to ensure that the former
13 military drivers have the requisite knowledge and skills to safely
14 operate commercial motor vehicles, and options to expand the
15 transition and employment opportunities of former military drivers.
16 The work group shall submit a report with its findings and
17 recommendations to the transportation committees of the
18 legislature by December 1, 2019.

19 (17) Within amounts provided in this section, the department, in
20 consultation with the department of ecology and the Washington state
21 patrol, shall convene a work group that includes representation from
22 the vehicle recycling community, local law enforcement, environmental
23 interests, and other appropriate parties to review enforcement of and
24 compliance with the state's vehicle wrecking laws.

25 (a) The work group shall review the current problems relating to
26 illegal vehicle wrecking operations and efforts underway in other
27 west coast states to address the problems of illegal vehicle wrecking
28 operations, including tax evasion, environmental impacts, health
29 impacts, and facilitation of vehicle theft, and other related issues.

30 (b) The work group shall consider strategies for bringing illegal
31 vehicle wreckers into compliance through compliance assistance,
32 education and training, or other methods, including coordinated
33 enforcement and compliance activities, and recommendations for
34 statutory and administrative changes needed to better allow for
35 enforcement against illegal wrecking operations.

36 (c) By December 1, 2019, the department must submit a preliminary
37 progress report on the work group activities to the transportation
38 committees of the legislature. By August 1, 2020, the department must
39 submit a final report with potential legislation to the
40 transportation committees of the legislature.

1 (18) (a) To ensure the most accurate and cost-effective method of
2 determining whether an abandoned vehicle owner is an active duty
3 service member, the department shall convene a work group comprised
4 of registered tow truck operators from different regions of the
5 state, a representative of the military department, and
6 representatives from the military branches of service by invitation
7 as appropriate, to develop options for a financially viable and
8 sustainable plan for the verification of a registered vehicle owner's
9 active duty military status for both in state and out-of-state
10 registered vehicles. The work group must examine:

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

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

17 (b) A final report and draft legislation are due to the standing
18 transportation committees of the legislature on December 1, 2019.

19 NEW SECTION. **Sec. 209. FOR THE DEPARTMENT OF TRANSPORTATION—**
20 **TOLL OPERATIONS AND MAINTENANCE—PROGRAM B**

21	High Occupancy Toll Lanes Operations Account—State	
22	Appropriation	\$4,034,000
23	Motor Vehicle Account—State Appropriation	\$513,000
24	State Route Number 520 Corridor Account—State	
25	Appropriation	\$47,020,000
26	State Route Number 520 Civil Penalties Account—State	
27	Appropriation	\$4,145,000
28	Tacoma Narrows Toll Bridge Account—State	
29	Appropriation	\$30,032,000
30	Alaskan Way Viaduct Replacement Project Account—State	
31	Appropriation	\$19,999,000
32	Interstate 405 Express Toll Lanes Operations	
33	Account—State Appropriation	\$20,135,000
34	TOTAL APPROPRIATION	\$125,878,000

35 The appropriations in this section are subject to the following
36 conditions and limitations:

37 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
38 appropriation and \$9,048,000 of the state route number 520 corridor

1 account—state appropriation are provided solely for the purposes of
2 addressing unforeseen operations and maintenance costs on the Tacoma
3 Narrows bridge and the state route number 520 bridge, respectively.
4 The office of financial management shall place the amounts provided
5 in this subsection, which represent a portion of the required minimum
6 fund balance under the policy of the state treasurer, in unallotted
7 status. The office may release the funds only when it determines that
8 all other funds designated for operations and maintenance purposes
9 have been exhausted.

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

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

25 (b) A month-to-month comparison of travel times and travel time
26 reliability for the entire corridor and commonly made trips in the
27 corridor as specified in (a) of this subsection since implementation
28 of the express toll lanes and, to the extent available, a comparison
29 to the travel times and travel time reliability prior to
30 implementation of the express toll lanes;

31 (c) Total express toll lane and total general purpose lane
32 traffic volumes, as well as per lane traffic volumes for each type of
33 lane (i) compared to total express toll lane and total general
34 purpose lane traffic volumes, as well as per lane traffic volumes for
35 each type of lane, on this segment of Interstate 405 prior to
36 implementation of the express toll lanes and (ii) compared to total
37 express toll lane and total general purpose lane traffic volumes, as
38 well as per lane traffic volumes for each type of lane, from month to
39 month since implementation of the express toll lanes; and

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

4 (3) (a) \$71,000 of the high occupancy toll lanes operations
5 account—state appropriation, \$1,238,000 of the state route number 520
6 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
7 toll bridge account—state appropriation, \$460,000 of the Interstate
8 405 express toll lanes operations account—state appropriation, and
9 \$699,000 of the Alaskan Way viaduct replacement project account—state
10 appropriation are provided solely for the department to finish
11 implementing a new tolling customer service toll collection system,
12 and are subject to the conditions, limitations, and review provided
13 in section 701 of this act.

14 (b) The department shall continue to work with the office of
15 financial management, office of the chief information officer, and
16 the transportation committees of the legislature on the project
17 management plan that includes a provision for independent
18 verification and validation of contract deliverables from the
19 successful bidder and a provision for quality assurance that includes
20 reporting independently to the office of the chief information
21 officer on an ongoing basis during system implementation.

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

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

29 (b) The nonvendor costs of administering toll operations,
30 including the costs of staffing the division, consultants and other
31 personal service contracts required for technical oversight and
32 management assistance, insurance, payments related to credit card
33 processing, transponder purchases and inventory management, facility
34 operations and maintenance, and other miscellaneous nonvendor costs;
35 and

36 (c) The vendor-related costs of operating tolled facilities,
37 including the costs of the customer service center, cash collections
38 on the Tacoma Narrows bridge, electronic payment processing, and toll
39 collection equipment maintenance, renewal, and replacement.

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

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

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

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

8 (iv) Workload costs related to hearings;

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

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

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

14 (5) \$15,384,000 of the Interstate 405 express toll lanes
15 operations account—state appropriation is provided solely for
16 operational costs related to the express toll lane facility.

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

31 (7) \$19,300,000 of the Alaskan Way viaduct replacement project
32 account—state appropriation is provided solely for the new state
33 route number 99 tunnel toll facility's expected share of collecting
34 toll revenues, operating customer services, and maintaining toll
35 collection systems. Due to the uncertainty of the new state route
36 number 99 tunnel toll facility actual toll transactions and revenue,
37 the legislature is holding the other tolled facilities'
38 administrative cost shares constant for this biennium. The
39 legislature expects to see appropriate reductions to the other toll
40 facility accounts once tolling on the new state route number 99

1 tunnel toll facility commences and any previously incurred costs for
2 start-up of the new facility are charged back to the Alaskan Way
3 viaduct replacement project account. The office of financial
4 management shall closely monitor the application of the cost
5 allocation model and ensure that the new state route number 99 tunnel
6 toll facility is adequately sharing costs and the other toll facility
7 accounts are not being overspent or subsidizing the new state route
8 number 99 tunnel toll facility.

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

11	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
12	Motor Vehicle Account—State Appropriation	\$93,832,000
13	Puget Sound Ferry Operations Account—State	
14	Appropriation	\$263,000
15	Multimodal Transportation Account—State	
16	Appropriation	\$2,878,000
17	Transportation 2003 Account (Nickel Account)—State	
18	Appropriation	\$1,460,000
19	TOTAL APPROPRIATION.	\$99,893,000

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

22 (1) \$11,717,000 of the motor vehicle account—state appropriation
23 is provided solely for the development of the labor system
24 replacement project and is subject to the conditions, limitations,
25 and review provided in section 701 of this act. It is the intent of
26 the legislature that if any portion of the labor system replacement
27 project is leveraged in the future for the time, leave, and labor
28 distribution of any other agencies, the motor vehicle account will be
29 reimbursed proportionally for the development of the system since
30 amounts expended from the motor vehicle account must be used
31 exclusively for highway purposes in conformance with Article II,
32 section 40 of the state Constitution. This must be accomplished
33 through a loan arrangement with the current interest rate under the
34 terms set by the office of the state treasurer at the time the system
35 is deployed to additional agencies. If the motor vehicle account is
36 not reimbursed for future use of the system, it is further the intent
37 of the legislature that reductions will be made to central service
38 agency charges accordingly.

1 (2) \$198,000 of the motor vehicle account—state appropriation is
2 provided solely for the department's cost related to the one
3 Washington project.

4 (3) \$21,500,000 of the motor vehicle account—state appropriation
5 is provided solely for the activities of the information technology
6 program in developing and maintaining information systems that
7 support the operations and program delivery of the department,
8 ensuring compliance with section 701 of this act, and the
9 requirements of the office of the chief information officer under RCW
10 43.88.092 to evaluate and prioritize any new financial and capital
11 systems replacement or modernization project and any other
12 information technology project. During the 2019-2021 biennium, the
13 department is prohibited from using the distributed direct program
14 support or any other cost allocation method to fund any new financial
15 and capital systems replacement or modernization project without
16 having the project evaluated and prioritized by the office of the
17 chief information officer and submitting a decision package to the
18 governor and the transportation committees of the legislature as part
19 of the normal budget process.

20 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
21 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
22 **OPERATING**

23	Motor Vehicle Account—State Appropriation	\$32,569,000
24	State Route Number 520 Corridor Account—State	
25	Appropriation	\$34,000
26	TOTAL APPROPRIATION.	\$32,603,000

27 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
28 **AVIATION—PROGRAM F**

29	Aeronautics Account—State Appropriation	\$7,203,000
30	Aeronautics Account—Federal Appropriation	\$2,542,000
31	Aeronautics Account—Private/Local Appropriation	\$60,000
32	TOTAL APPROPRIATION.	\$9,805,000

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

35 (1) \$2,751,000 of the aeronautics account—state appropriation is
36 provided solely for the airport aid grant program, which provides

1 competitive grants to public airports for pavement, safety, planning,
2 and security.

3 (2) \$134,000 of the aeronautics account—state appropriation is
4 provided solely for a 0.5 FTE planning position to support emerging
5 technologies. If chapter . . . (Substitute Senate Bill No. 5137)
6 (aircraft excise taxes), Laws of 2019 is not enacted by June 30,
7 2019, the amount provided in this subsection lapses.

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

10	Motor Vehicle Account—State Appropriation	\$57,399,000
11	Motor Vehicle Account—Federal Appropriation	\$500,000
12	Multimodal Transportation Account—State Appropriation . . .	\$258,000
13	TOTAL APPROPRIATION.	\$58,157,000

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

16 (1) The legislature recognizes that the trail known as the Rocky
17 Reach Trail, and its extensions, serve to separate motor vehicle
18 traffic from pedestrians and bicyclists, increasing motor vehicle
19 safety on state route number 2 and the coincident section of state
20 route number 97. Consistent with chapter 47.30 RCW and pursuant to
21 RCW 47.12.080, the legislature declares that transferring portions of
22 WSDOT Inventory Control (IC) No. 2-09-04686 containing the trail and
23 associated buffer areas to the Washington state parks and recreation
24 commission is consistent with the public interest. The legislature
25 directs the department to transfer the property to the Washington
26 state parks and recreation commission.

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

30 (b) Prior to completing the transfer in this subsection (2), the
31 department must ensure that provisions are made to accommodate
32 private and public utilities and any facilities that predate the
33 department's acquisition of the property, at no cost to those
34 entities. Prior to completing the transfer, the department shall also
35 ensure that provisions, by fair market assessment, are made to
36 accommodate other private and public utilities and any facilities
37 that have been legally allowed by permit or other instrument.

1 (c) The department may sell any adjoining property that is not
2 necessary to support the Rocky Reach Trail and adjacent buffer areas
3 only after the transfer of trail-related property to the Washington
4 state parks and recreation commission is complete. Adjoining property
5 owners must be given the first opportunity to acquire such property
6 that abuts their property, and applicable boundary line or other
7 adjustments must be made to the legal descriptions for recording
8 purposes.

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

17 (3) \$1,600,000 of the motor vehicle account—state appropriation
18 is provided solely for real estate services activities. Consistent
19 with RCW 47.12.120 and during the 2019-2021 biennium, when
20 initiating, extending, or renewing any rent or lease agreements with
21 a regional transit authority, consideration of value must be
22 equivalent to one hundred percent of economic or market rent.

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

25	Motor Vehicle Account—State Appropriation	\$646,000
26	TOTAL APPROPRIATION.	\$646,000

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

29 (1) 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 (2) The department is authorized to execute a transit oriented
33 development pilot project at Kingsgate park and ride in Kirkland
34 intended to be completed by December 31, 2023. The purpose of the
35 pilot project is to demonstrate how appropriate department properties
36 may be used to provide multiple public benefits such as affordable
37 and market rate housing, commercial development and institutional
38 facilities in addition to transportation purposes. To accomplish the

1 pilot project, the department is authorized to exercise all legal and
2 administrative powers authorized in statute which may include, but is
3 not limited to, the transfer, lease, or sale of some or all of the
4 property to another governmental agency or private developer approved
5 by the department and partner agencies. The department may also
6 partner with sound transit, King county, the city of Kirkland, and
7 any other federal, regional, or local jurisdiction on any policy
8 changes necessary from those jurisdictions to facilitate the pilot
9 project. By December 1, 2019, the department must report to the
10 legislature on any legislative actions necessary to facilitate the
11 pilot project and future transit oriented development projects.

12 NEW SECTION. **Sec. 215. FOR THE DEPARTMENT OF TRANSPORTATION—**
13 **HIGHWAY MAINTENANCE—PROGRAM M**

14	Motor Vehicle Account—State Appropriation	\$474,558,000
15	Motor Vehicle Account—Federal Appropriation	\$7,000,000
16	State Route Number 520 Corridor Account—State	
17	Appropriation	\$4,447,000
18	Tacoma Narrows Toll Bridge Account—State	
19	Appropriation	\$1,549,000
20	Alaskan Way Viaduct Replacement Project	
21	Account—State Appropriation	\$8,998,000
22	Interstate 405 Express Toll Lanes Operations	
23	Account—State Appropriation.	\$1,370,000
24	TOTAL APPROPRIATION.	\$497,922,000

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

27 (1) \$6,170,000 of the motor vehicle account—state appropriation
28 is provided solely for utility fees assessed by local governments as
29 authorized under RCW 90.03.525 for the mitigation of stormwater
30 runoff from state highways. Plan and reporting requirements as
31 required in chapter . . . (Senate Bill No. 5505), Laws of 2019 (Local
32 Stormwater Charges) shall be consistent with the January 2012
33 findings of the Joint Transportation Committee Report for Effective
34 Cost Recovery Structure for WSDOT, Jurisdictions, and Efficiencies in
35 Stormwater Management.

36 (2) \$4,447,000 of the state route number 520 corridor account—
37 state appropriation is provided solely to maintain the state route

1 number 520 floating bridge. These funds must be used in accordance
2 with RCW 47.56.830(3).

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

6 (4) \$1,370,000 of the Interstate 405 express toll lanes
7 operations account—state appropriation is provided solely to maintain
8 the express toll lane portion of Interstate 405 between Lynnwood and
9 Bellevue. These funds must be used in accordance with RCW
10 47.56.830(3).

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

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

30 (7) The department must commence a pilot program for the
31 2019-2021 biennium at the four highest demand safety rest areas to
32 create and maintain an online calendar for volunteer groups to check
33 availability of weekends for the free coffee program. The calendar
34 must be updated at least weekly and show dates and times that are, or
35 are not, available to participate in the free coffee program. The
36 department must submit a report to the legislature on the ongoing
37 pilot by December 1, 2020, outlining the costs and benefits of the
38 online calendar pilot, and including surveys from the volunteer
39 groups and agency staff to determine its effectiveness.

1 NEW SECTION. **Sec. 216. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **TRAFFIC OPERATIONS—PROGRAM Q—OPERATING**

3 Motor Vehicle Account—State Appropriation \$68,302,000
4 Motor Vehicle Account—Federal Appropriation \$2,050,000
5 Motor Vehicle Account—Private/Local Appropriation \$250,000
6 TOTAL APPROPRIATION. \$70,602,000

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

9 (1) \$6,000,000 of the motor vehicle account—state appropriation
10 is provided solely for low-cost enhancements. The department shall
11 give priority to low-cost enhancement projects that improve safety or
12 provide congestion relief. By December 15th of each odd-numbered
13 year, the department shall provide a report to the legislature
14 listing all low-cost enhancement projects completed in the prior
15 fiscal biennium.

16 (2) (a) During the 2019-2021 fiscal biennium, the department shall
17 continue a pilot program that expands private transportation
18 providers' access to high occupancy vehicle lanes. Under the pilot
19 program, when the department reserves a portion of a highway based on
20 the number of passengers in a vehicle, the following vehicles must be
21 authorized to use the reserved portion of the highway if the vehicle
22 has the capacity to carry eight or more passengers, regardless of the
23 number of passengers in the vehicle: (i) Auto transportation company
24 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
25 carrier vehicles regulated under chapter 81.70 RCW, except marked or
26 unmarked stretch limousines and stretch sport utility vehicles as
27 defined under department of licensing rules; (iii) private nonprofit
28 transportation provider vehicles regulated under chapter 81.66 RCW;
29 and (iv) private employer transportation service vehicles. For
30 purposes of this subsection, "private employer transportation
31 service" means regularly scheduled, fixed-route transportation
32 service that is offered by an employer for the benefit of its
33 employees. Nothing in this subsection is intended to authorize the
34 conversion of public infrastructure to private, for-profit purposes
35 or to otherwise create an entitlement or other claim by private users
36 to public infrastructure.

37 (b) The department shall expand the high occupancy vehicle lane
38 access pilot program to vehicles that deliver or collect blood,
39 tissue, or blood components for a blood-collecting or distributing

1 establishment regulated under chapter 70.335 RCW. Under the pilot
2 program, when the department reserves a portion of a highway based on
3 the number of passengers in a vehicle, blood-collecting or
4 distributing establishment vehicles that are clearly and identifiably
5 marked as such on all sides of the vehicle are considered emergency
6 vehicles and must be authorized to use the reserved portion of the
7 highway.

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

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

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

24	Motor Vehicle Account—State Appropriation	\$37,040,000
25	Motor Vehicle Account—Federal Appropriation	\$1,380,000
26	Motor Vehicle Account—Local Appropriation	\$500,000
27	Multimodal Transportation Account—State	
28	Appropriation	\$1,129,000
29	TOTAL APPROPRIATION.	\$40,049,000

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

32 (1) \$2,000,000 of the motor vehicle account—state appropriation
33 is provided solely for a grant program that makes awards for the
34 following: (a) Support for nonprofit agencies, churches, and other
35 entities to help provide outreach to populations underrepresented in
36 the current apprenticeship programs; (b) preapprenticeship training;
37 and (c) child care, transportation, and other supports that are
38 needed to help women, veterans, and minorities enter and succeed in

1 apprenticeship. The department must report on grants that have been
2 awarded and the amount of funds disbursed by December 1st each year.

3 (2) \$150,000 of the motor vehicle account—state appropriation is
4 provided solely for a user-centered and mobile-compatible web site
5 redesign using estimated web site ad revenues.

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

8	Motor Vehicle Account—State Appropriation	\$30,409,000
9	Motor Vehicle Account—Federal Appropriation	\$29,485,000
10	Motor Vehicle Account—Local Appropriation.	\$800,000
11	Multimodal Transportation Account—State Appropriation . . .	\$710,000
12	Multimodal Transportation Account—Federal	
13	Appropriation	\$2,809,000
14	Multimodal Transportation Account—Private/Local	
15	Appropriation	\$100,000
16	TOTAL APPROPRIATION.	\$64,313,000

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

19 (1) \$130,000 of the motor vehicle account—state appropriation is
20 provided solely for completion of a corridor study to identify
21 potential improvements between exit 116 and exit 99 of Interstate 5.
22 The study should further develop mid- and long-term strategies from
23 the corridor sketch, and identify potential US 101/I-5 interchange
24 improvements, a strategic plan for the Nisqually River bridges,
25 regional congestion relief options, and ecosystem benefits to the
26 Nisqually River estuary for salmon productivity and flood control.

27 (2) The study on state route number 518 referenced in section
28 218(5), chapter 297, Laws of 2018 must be submitted to the
29 transportation committees of the legislature by November 30, 2019.

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

32	Motor Vehicle Account—State Appropriation	\$62,275,000
33	Multimodal Transportation Account—State	
34	Appropriation	\$1,165,000
35	TOTAL APPROPRIATION.	\$63,440,000

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

3 (1) Prior to entering into any negotiated settlement of a claim
4 against the state for the department that exceeds five million
5 dollars, the department, in conjunction with the attorney general and
6 the department of enterprise services, shall notify the director of
7 the office of financial management and the transportation committees
8 of the legislature.

9 (2) Beginning October 1, 2019, and quarterly thereafter, the
10 department, in conjunction with the attorney general and the
11 department of enterprise services, shall provide a report with
12 judgments and settlements dealing with the Washington state ferry
13 system to the director of the office of financial management and the
14 transportation committees of the legislature. The report must include
15 information on: (a) The number of claims and settlements by type; (b)
16 the average claim and settlement by type; (c) defense costs
17 associated with those claims and settlements; and (d) information on
18 the impacts of moving legal costs associated with the Washington
19 state ferry system into the statewide self-insurance pool.

20 (3) Beginning October 1, 2019, and quarterly thereafter, the
21 department, in conjunction with the attorney general and the
22 department of enterprise services, shall provide a report with
23 judgments and settlements dealing with the nonferry operations of the
24 department to the director of the office of financial management and
25 the transportation committees of the legislature. The report must
26 include information on: (a) The number of claims and settlements by
27 type; (b) the average claim and settlement by type; and (c) defense
28 costs associated with those claims and settlements.

29 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
30 **PUBLIC TRANSPORTATION—PROGRAM V**

31	State Vehicle Parking Account—State Appropriation	\$784,000
32	Regional Mobility Grant Program Account—State	
33	Appropriation	\$96,630,000
34	Rural Mobility Grant Program Account—State	
35	Appropriation	\$32,223,000
36	Multimodal Transportation Account—State	
37	Appropriation	\$104,341,000
38	Multimodal Transportation Account—Federal	

1	Appropriation	\$3,574,000
2	Multimodal Transportation Account—Local	
3	Appropriation	\$100,000
4	TOTAL APPROPRIATION.	\$237,652,000

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

7 (1) \$52,679,000 of the multimodal transportation account—state
8 appropriation is provided solely for a grant program for special
9 needs transportation provided by transit agencies and nonprofit
10 providers of transportation. Of this amount:

11 (a) \$12,000,000 of the multimodal transportation account—state
12 appropriation is provided solely for grants to nonprofit providers of
13 special needs transportation. Grants for nonprofit providers must be
14 based on need, including the availability of other providers of
15 service in the area, efforts to coordinate trips among providers and
16 riders, and the cost effectiveness of trips provided.

17 (b) \$40,679,000 of the multimodal transportation account—state
18 appropriation is provided solely for grants to transit agencies to
19 transport persons with special transportation needs. To receive a
20 grant, the transit agency must, to the greatest extent practicable,
21 have a maintenance of effort for special needs transportation that is
22 no less than the previous year's maintenance of effort for special
23 needs transportation. Grants for transit agencies must be prorated
24 based on the amount expended for demand response service and route
25 deviated service in calendar year 2017 as reported in the "Summary of
26 Public Transportation - 2017" published by the department of
27 transportation. No transit agency may receive more than thirty
28 percent of these distributions.

29 (2) \$32,223,000 of the rural mobility grant program account—state
30 appropriation is provided solely for grants to aid small cities in
31 rural areas as prescribed in RCW 47.66.100.

32 (3) (a) \$10,290,000 of the multimodal transportation account—state
33 appropriation is provided solely for a vanpool grant program for: (i)
34 Public transit agencies to add vanpools or replace vans; and (ii)
35 incentives for employers to increase employee vanpool use. The grant
36 program for public transit agencies will cover capital costs only;
37 operating costs for public transit agencies are not eligible for
38 funding under this grant program. Additional employees may not be
39 hired from the funds provided in this section for the vanpool grant

1 program, and supplanting of transit funds currently funding vanpools
2 is not allowed. The department shall encourage grant applicants and
3 recipients to leverage funds other than state funds.

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

6 (4) \$18,951,000 of the regional mobility grant program account—
7 state appropriation is reappropriated and provided solely for the
8 regional mobility grant projects identified in LEAP Transportation
9 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
10 Public Transportation Program (V).

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

38 It is the intent of the legislature that the list referenced in
39 this subsection be updated to reflect a decrease of \$1,000,000 in the

1 regional mobility grant program account—state appropriation in
2 2019-2021 and an increase of \$1,000,000 in the regional mobility
3 grant program account—state appropriation in 2021-2023 for Spokane
4 Transit Cheney HP Transit Corridor Improvements and Vehicle
5 Acquisition project (20190010).

6 (b) In order to be eligible to receive a grant under (a) of this
7 subsection during the 2019-2021 fiscal biennium, a transit agency
8 must establish a process for private transportation providers to
9 apply for the use of park and ride facilities. For purposes of this
10 subsection, (i) "private transportation provider" means: An auto
11 transportation company regulated under chapter 81.68 RCW; a passenger
12 charter carrier regulated under chapter 81.70 RCW, except marked or
13 unmarked stretch limousines and stretch sport utility vehicles as
14 defined under department of licensing rules; a private nonprofit
15 transportation provider regulated under chapter 81.66 RCW; or a
16 private employer transportation service provider; and (ii) "private
17 employer transportation service" means regularly scheduled, fixed-
18 route transportation service that is offered by an employer for the
19 benefit of its employees.

20 (6) Funds provided for the commute trip reduction (CTR) program
21 may also be used for the growth and transportation efficiency center
22 program.

23 (7) \$7,670,000 of the multimodal transportation account—state
24 appropriation and \$784,000 of the state vehicle parking account—state
25 appropriation are provided solely for CTR grants and activities. Of
26 this amount:

27 (a) \$1,000,000 of the multimodal transportation account—state
28 appropriation is provided solely for the department to continue a
29 pilot transit pass incentive program. Businesses and nonprofit
30 organizations located in a county adjacent to Puget Sound with a
31 population of more than seven hundred thousand that have never
32 offered transit subsidies to employees are eligible to apply to the
33 program for a fifty percent rebate on the cost of employee transit
34 subsidies provided through the regional ORCA fare collection system.
35 No single business or nonprofit organization may receive more than
36 ten thousand dollars from the program.

37 (i) Businesses and nonprofit organizations may apply and be
38 awarded funds prior to purchasing a transit subsidy, but the

1 department may not provide reimbursement until proof of purchase or a
2 contract has been provided to the department.

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

6 (b) \$30,000 of the state vehicle parking account—state
7 appropriation is provided solely for the STAR pass program for state
8 employees residing in Mason and Grays Harbor Counties. Use of the
9 pass is for public transportation between Mason County and Thurston
10 County, and Grays Harbor and Thurston County. The pass may also be
11 used within Grays Harbor County.

12 (c) \$1,000,000 of the multimodal transportation account—state
13 appropriation is provided solely for a first mile/last mile
14 connections grant program. Eligible grant recipients include cities,
15 businesses, nonprofits, and transportation network companies with
16 first mile/last mile solution proposals. Transit agencies are not
17 eligible. The commute trip reduction board shall develop grant
18 parameters, evaluation criteria, and evaluate grant proposals. The
19 commute trip reduction board shall provide the transportation
20 committees of the legislature a report on the effectiveness of this
21 grant program and best practices for continuing the program.

22 (8) Except as provided otherwise in this subsection, \$28,048,000
23 of the multimodal transportation account—state appropriation is
24 provided solely for connecting Washington transit projects identified
25 in LEAP Transportation Document 2019-2 ALL PROJECTS as developed
26 March 26, 2019. It is the intent of the legislature that entities
27 identified to receive funding in the LEAP document referenced in this
28 subsection receive the amounts specified in the time frame specified
29 in that LEAP document. If an entity has already completed a project
30 in the LEAP document referenced in this subsection before the time
31 frame identified, the entity may substitute another transit project
32 or projects that cost a similar or lesser amount.

33 It is the intent of the legislature that the list referenced in
34 this subsection be updated to reflect an increase of \$1,000,000 in
35 the multimodal transportation account—state appropriation in
36 2019-2021 and a reduction of \$1,000,000 in the multimodal
37 transportation account—state appropriation in 2021-2023 for the
38 Spokane Transit Central City line project (G2000034).

1 (9) \$2,000,000 of the multimodal transportation account—state
2 appropriation is provided solely for transit coordination grants.

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

5 (11)(a) For projects funded as part of the 2015 connecting
6 Washington transportation package listed on the LEAP transportation
7 document identified in subsection (4) 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 with an appropriation that cannot be
11 used for the current fiscal biennium to advance one or more of the
12 following projects:

13 (i) King County Metro - RapidRide Expansion, Burien-Delridge
14 (G2000031);

15 (ii) King County Metro - Route 40 Northgate to Downtown
16 (G2000032);

17 (iii) Spokane Transit - Spokane Central City Line (G2000034);

18 (iv) Mason Transit Park & Ride Development (G2000042); or

19 (v) Pierce Transit - SR 7 Express Service (G2000046).

20 (b) At least ten business days before advancing a project
21 pursuant to this subsection, the department must notify the office of
22 financial management and the transportation committees of the
23 legislature. The advancement of a project may not hinder the delivery
24 of the projects for which the reappropriations are necessary for the
25 2021-2023 fiscal biennium.

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

29 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
30 **MARINE—PROGRAM X**

31 Puget Sound Ferry Operations Account—State	
32 Appropriation	\$542,629,000
33 Puget Sound Ferry Operations Account—Federal	
34 Appropriation	\$7,932,000
35 Puget Sound Ferry Operations Account—Private/Local	
36 Appropriation	\$121,000
37 TOTAL APPROPRIATION.	\$550,682,000

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

3 (1) The office of financial management budget instructions
4 require agencies to recast enacted budgets into activities. The
5 Washington state ferries shall include a greater level of detail in
6 its 2019-2021 supplemental and 2021-2023 omnibus transportation
7 appropriations act requests, as determined jointly by the office of
8 financial management, the Washington state ferries, and the
9 transportation committees of the legislature. This level of detail
10 must include the administrative functions in the operating as well as
11 capital programs.

12 (2) For the 2019-2021 fiscal biennium, the department may enter
13 into a distributor controlled fuel hedging program and other methods
14 of hedging approved by the fuel hedging committee.

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

24 (4) \$897,000 of the Puget sound ferry operations account—state
25 appropriation is provided solely for increased staffing at Washington
26 ferry terminals to meet increased workload and customer expectations.
27 Within the amount provided in this subsection, the department shall
28 contract with the Washington state patrol for additional traffic
29 control assistance at the Kingston ferry terminal during peak ferry
30 travel times, with a particular focus on Sundays and holiday
31 weekends. Traffic control methods should include, but not be limited
32 to, holding traffic on the shoulder at Lindvog Road until space opens
33 for cars at the tollbooths and dock, and management of traffic on
34 Highway 104 in order to ensure Kingston residents and business owners
35 have access to businesses, roads, and driveways.

36 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**
37 **RAIL—PROGRAM Y—OPERATING**
38 Multimodal Transportation Account—State

1	Appropriation	\$81,839,000
2	Multimodal Transportation Account—Private/Local	
3	Appropriation	\$1,671,000
4	Multimodal Transportation Account—Federal	
5	Appropriation	\$500,000
6	TOTAL APPROPRIATION.	\$84,010,000

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

9 (1) (a) \$1,625,000 of the multimodal transportation account—state
10 appropriation and \$1,625,000 of the multimodal transportation account
11 —private/local appropriation are provided solely for the development
12 of a new ultra high-speed ground transportation corridor authority
13 with participation from Washington, Oregon, and British Columbia. The
14 office of financial management shall place the entire multimodal
15 transportation account—state appropriation provided in this
16 subsection in unallotted status. The office of financial management
17 may release portions of the state appropriation only when it
18 determines that an equal amount of private/local funding has been
19 secured for the purposes of this subsection. "Ultra high-speed" means
20 a maximum testing speed of at least two hundred fifty miles per hour.

21 (b) The corridor authority development must abide by the
22 memorandum of understanding signed by the governor of Washington and
23 the premier of the province of British Columbia in October of 2018.
24 The corridor authority development shall strengthen regional
25 collaboration and analyze and develop a bistate and binational
26 structure that addresses, but is not limited to: Ultra high-speed
27 corridor governance, general powers, operating structure, legal
28 instruments, and contracting requirements. It must also build on the
29 results of the 2018 Washington state ultra high-speed ground
30 transportation business case analysis. The corridor authority
31 development must conduct outreach and preliminary environmental
32 review. It must include a robust community engagement process to
33 refine the alignment for communities and businesses relevant to the
34 ultra high-speed corridor between Portland, Oregon and Vancouver,
35 British Columbia. It must also develop recommendations towards
36 establishing the appropriate level of authorization to advance the
37 development, including environmental analysis of an ultra high-speed
38 ground transportation corridor.

1 (c) By June 30, 2020, the department shall provide to the
2 governor and the transportation committees of the legislature an
3 assessment of current laws in Washington, Oregon, and British
4 Columbia related to an ultra high-speed ground transportation
5 corridor, identify any laws, regulations, or agreements that need to
6 be modified or passed in order to proceed with developing an ultra
7 high-speed corridor, and summarize the results from the community
8 engagement process. As applicable, the assessment should also be sent
9 to the executive and legislative branches of government in the state
10 of Oregon and appropriate government bodies in the province of
11 British Columbia.

12 (2) The department is directed to continue to pursue efforts to
13 reduce costs, increase ridership, and review Amtrak Cascades fares
14 and fare schedules. Within thirty days of each annual cost/revenue
15 reconciliation under the Amtrak service contract, the department
16 shall report annual credits to the office of financial management and
17 the legislative transportation committees. Annual credits from Amtrak
18 to the department including, but not limited to, credits due to
19 higher ridership, reduced level of service, and fare or fare schedule
20 adjustments, must be used to offset corresponding amounts of the
21 multimodal transportation account—state appropriation, which must be
22 placed in reserve.

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

25	Motor Vehicle Account—State Appropriation	\$11,713,000
26	Motor Vehicle Account—Federal Appropriation	\$2,567,000
27	Multiuse Roadway Safety Account—State Appropriation	\$132,000
28	Multimodal Transportation Account—State	
29	Appropriation	\$350,000
30	TOTAL APPROPRIATION.	\$14,762,000

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

33 (1) \$350,000 of the multimodal transportation account—state
34 appropriation is provided solely to allow the Puget Sound regional
35 council to study new passenger ferry service to better connect
36 communities throughout the twelve county Puget Sound region. The
37 study shall assess potential governance and funding structures, new
38 routes, identify future terminal locations, and provide

1 recommendations to accelerate the use of alternative fuels in the
2 passenger ferry fleet. Analysis of potential new routes shall include
3 Seattle to Olympia. The study shall identify future passenger only
4 demand throughout Western Washington, analyze potential routes and
5 terminal locations on Puget Sound, Lake Washington, and Lake Union
6 with an emphasis on preserving waterfront opportunities in public
7 ownership and opportunities for partnership. The study shall estimate
8 capital and operating costs for routes and terminals. The study shall
9 include early and continuous outreach with all interested
10 stakeholders and a report to the legislature and all interested
11 parties by January 31, 2021.

12 (2) \$1,142,000 of the motor vehicle account—state appropriation
13 is provided solely for the department, from amounts set aside out of
14 statewide fuel taxes distributed to counties according to RCW
15 46.68.120(3), to contract with the Washington state association of
16 counties to identify county-owned fish passage barriers, with
17 priority given to barriers that share the same stream system as
18 state-owned fish passage barriers. The study must identify, map, and
19 provide a preliminary assessment of county-owned barriers that need
20 correction, and provide, where possible, preliminary costs estimates
21 for each barrier correction. The study must provide recommendations
22 on how to prioritize county-owned barriers within the same stream
23 system of state-owned barriers in the current six-year construction
24 plan to maximize state investment and make recommendations on how
25 future state six-year construction plans should incorporate county-
26 owned barriers. The work may also include updating local agency
27 guidelines manual, including exploring alternatives within the local
28 agency guidelines manual on county priorities and study the current
29 state of county transportation funding, identify emerging issues, and
30 identify potential future alternative transportation fuel funding
31 sources to meet current and future needs.

32 **TRANSPORTATION AGENCIES—CAPITAL**

33 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
34 **INVESTMENT BOARD**

35 Freight Mobility Investment Account—State
36 Appropriation \$20,314,000
37 Freight Mobility Multimodal Account—State

1	Appropriation	\$23,160,000
2	Motor Vehicle Account—Federal Appropriation	\$2,250,000
3	Freight Mobility Multimodal Account—Private/Local	
4	Appropriation	\$1,320,000
5	TOTAL APPROPRIATION.	\$47,044,000

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

7	State Patrol Highway Account—State Appropriation	\$3,277,000
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8 The appropriation in this section is subject to the following
9 conditions and limitations:

10 The entire appropriation in this section is provided solely for
11 the following projects:

- 12 (1) \$250,000 for emergency repairs;
- 13 (2) \$469,000 for roof replacements;
- 14 (3) \$350,000 for fuel tank decommissioning;
- 15 (4) \$759,000 for generator and electrical replacement;
- 16 (5) \$750,000 for water and fire suppression systems; and
- 17 (6) \$700,000 for academy training tank preservation
18 reappropriation.

19 The Washington state patrol may transfer funds between projects
20 specified in this section to address cash flow requirements. If a
21 project specified in this section is completed for less than the
22 amount provided, the remainder may be transferred to another project
23 specified in this section not to exceed the total appropriation
24 provided in this section.

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

26	Rural Arterial Trust Account—State Appropriation	\$65,996,000
27	Motor Vehicle Account—State Appropriation	\$1,456,000
28	County Arterial Preservation Account—State	
29	Appropriation	\$39,590,000
30	TOTAL APPROPRIATION.	\$107,042,000

31 The appropriations in this section are subject to the following
32 conditions and limitations: \$500,000 of the rural arterial trust
33 account—state appropriation and \$500,000 of the county arterial
34 preservation account—state appropriation are provided solely for
35 deposit into the county road administration board emergency loan
36 revolving account created in chapter . . . (Senate Bill No. 5923)
37 (emergency loans), Laws of 2019. If chapter . . . (Senate Bill No.

1 5923), Laws of 2019 is not enacted by June 30, 2019, the amounts
2 provided in this section lapses.

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

4 Small City Pavement and Sidewalk Account—State

5 Appropriation \$5,900,000

6 Transportation Improvement Account—State

7 Appropriation \$225,500,000

8 Multimodal Transportation Account—State

9 Appropriation \$14,670,000

10 TOTAL APPROPRIATION. \$246,070,000

11 The appropriations in this section are subject to the following
12 conditions and limitations:

13 (1) The entire multimodal transportation account—state
14 appropriation is provided solely for the complete streets program.

15 (2) \$9,687,000 of the transportation improvement account—state
16 appropriation is provided solely for:

17 (a) The arterial preservation program to help low tax-based,
18 medium-sized cities preserve arterial pavements;

19 (b) The small city pavement program to help cities meet urgent
20 preservation needs; and

21 (c) The small city low-energy street light retrofit program.

22 (3) To maximize the efficiency of the state funds provided in
23 this section and the safety of the bike and pedestrian users of the U
24 District Gateway Bridge (G2000005) and the Sprague Avenue
25 improvements (8-3-165(089)-1) projects funded in this act, any new
26 approval for grants or allocations for projects during the 2019-2021
27 biennium for the city of Spokane is contingent upon the city
28 developing an infrastructure plan to provide an east-west safe
29 connection for the increased bike traffic volume on Sprague Avenue
30 and identifying funding for these connection improvements. The
31 connection improvements may include a bike only path reasonably
32 adjacent to Sprague Avenue. Funds provided in this section may not be
33 released to the city of Spokane unless the board has made a
34 determination that the city has met this requirement and provided
35 notification to the transportation committees of the legislature.

36 (4) Consistent with RCW 47.26.086, during the 2019-2021 biennium,
37 projects funded by the transportation improvement account may include

1 projects that provide emergency vehicle access to ferry terminals in
2 response to street-level railroad crossing conflicts.

3 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
4 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
5 **CAPITAL**

6	Motor Vehicle Account—State Appropriation	\$52,200,000
7	Connecting Washington Account—State Appropriation	\$42,497,000
8	TOTAL APPROPRIATION.	\$94,697,000

9 The appropriations in this section are subject to the following
10 conditions and limitations:

11 (1) \$42,497,000 of the connecting Washington account—state
12 appropriation is provided solely for a new Olympic region maintenance
13 and administration facility to be located on the department-owned
14 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
15 Washington.

16 (2) (a) \$43,662,000 of the motor vehicle account—state
17 appropriation is provided solely for the department facility located
18 at 15700 Dayton Ave N in Shoreline. This appropriation is contingent
19 upon the department of ecology signing a not less than twenty-year
20 agreement to pay a share of any financing contract issued pursuant to
21 chapter 39.94 RCW.

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

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

25 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
26 **IMPROVEMENTS—PROGRAM I**

27	Transportation Partnership Account—State	
28	Appropriation	\$304,736,000
29	Motor Vehicle Account—State Appropriation	\$53,427,000
30	Motor Vehicle Account—Federal Appropriation	\$174,337,000
31	Motor Vehicle Account—Private/Local Appropriation	\$28,739,000
32	Connecting Washington Account—State	
33	Appropriation	\$2,137,381,000
34	Special Category C Account—State Appropriation	\$74,000,000
35	Multimodal Transportation Account—State	
36	Appropriation	\$5,408,000
37	Alaskan Way Viaduct Replacement Project Account—State	

1	Appropriation	\$77,951,000
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation	\$21,819,000
4	Interstate 405 Express Toll Lanes Operations Account—State	
5	Appropriation	\$27,036,000
6	Forward Washington Account—State Appropriation	\$185,716,000
7	TOTAL APPROPRIATION.	\$3,090,550,000

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

10 (1) Except as provided otherwise in this section, the entire
11 connecting Washington account—state appropriation and the entire
12 transportation partnership account—state appropriation are provided
13 solely for the projects and activities as listed by fund, project,
14 and amount in LEAP Transportation Document 2019-1 as developed March
15 26, 2019, Program - Highway Improvements Program (I). However,
16 limited transfers of specific line-item project appropriations may
17 occur between projects for those amounts listed subject to the
18 conditions and limitations in section 601 of this act.

19 (2) Except as provided otherwise in this section, the entire
20 motor vehicle account—state appropriation and motor vehicle account—
21 federal appropriation are provided solely for the projects and
22 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
23 as developed March 26, 2019, Program - Highway Improvements Program
24 (I). Any federal funds gained through efficiencies, adjustments to
25 the federal funds forecast, additional congressional action not
26 related to a specific project or purpose, or the federal funds
27 redistribution process must then be applied to highway and bridge
28 preservation activities.

29 (3) Within the motor vehicle account—state appropriation and
30 motor vehicle account—federal appropriation, the department may
31 transfer funds between programs I and P, except for funds that are
32 otherwise restricted in this act. The department shall submit a
33 report on fiscal year funds transferred in the prior fiscal year
34 using this subsection as part of the department's annual budget
35 submittal.

36 (4) The connecting Washington account—state appropriation
37 includes up to \$1,515,533,000 in proceeds from the sale of bonds
38 authorized in RCW 47.10.889.

1 (5) The special category C account—state appropriation includes
2 up to \$67,916,000 in proceeds from the sale of bonds authorized in
3 RCW 47.10.861.

4 (6) The transportation partnership account—state appropriation
5 includes up to \$158,203,000 in proceeds from the sale of bonds
6 authorized in RCW 47.10.812.

7 (7) The Alaskan Way viaduct replacement project account—state
8 appropriation includes up to \$77,951,000 in proceeds from the sale of
9 bonds authorized in RCW 47.10.873.

10 (8) \$90,464,000 of the transportation partnership account—state
11 appropriation, \$7,006,000 of the motor vehicle account—private/local
12 appropriation, \$3,383,000 of the transportation 2003 account (nickel
13 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
14 replacement project account—state appropriation, and \$1,838,000 of
15 the multimodal transportation account—state appropriation are
16 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
17 (809936Z).

18 (9) \$3,000,000 of the multimodal transportation account—state
19 appropriation is provided solely for transit mitigation for the SR
20 99/Viaduct Project - Construction Mitigation project (809940B).

21 (10) \$164,000,000 of the connecting Washington account—state
22 appropriation is provided solely for the US 395 North Spokane
23 Corridor project (M00800R).

24 (11) \$22,195,000 of the transportation partnership account—state
25 appropriation, \$12,805,000 of the transportation 2003 account (nickel
26 account)—state appropriation, and \$27,000,000 of the Interstate 405
27 express toll lanes operations account—state appropriation are
28 provided solely for the I-405/SR 522 to I-5 Capacity Improvements
29 project (L2000234) for activities related to adding capacity on
30 Interstate 405 between state route number 522 and Interstate 5, with
31 the goals of increasing vehicle throughput and aligning project
32 completion with the implementation of bus rapid transit in the
33 vicinity of the project. The transportation partnership account—state
34 appropriation and transportation 2003 account (nickel account)—state
35 appropriation are a transfer or a reappropriation of a transfer from
36 the I-405/Kirkland Vicinity Stage 2 - Widening project (8BI1002) due
37 to savings.

38 (12) (a) \$395,822,000 of the connecting Washington account—state
39 appropriation and \$342,000 of the motor vehicle account—local

1 appropriation are provided solely for the SR 520 Seattle Corridor
2 Improvements - West End project (M00400R).

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

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

19 (ii) Upon completion of the Montlake Phase of the West End
20 project (current anticipated contract completion of 2023), WSDOT
21 shall sell that portion of the property not used for permanent
22 transportation improvements and initiate a process to convey that
23 surplus property to a subsequent owner.

24 (13) It is the intent of the legislature that for the I-5 JBLM
25 Corridor Improvements project (M00100R), the department shall
26 actively pursue \$50,000,000 in federal funds to pay for this project
27 to supplant state funds in the future. \$50,000,000 in connecting
28 Washington account funding must be held in unallotted status during
29 the 2021-2023 fiscal biennium. These funds may only be used after the
30 department has provided notice to the office of financial management
31 that it has exhausted all efforts to secure federal funds from the
32 federal highway administration and the department of defense.

33 (14) \$265,100,000 of the connecting Washington account—state
34 appropriation is provided solely for the SR 167/SR 509 Puget Sound
35 Gateway project (M00600R).

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

38 (b) Proceeds from the sale of any surplus real property acquired
39 for the purpose of building the SR 167/SR 509 Puget Sound Gateway

1 (M00600R) project must be deposited into the motor vehicle account
2 for the purpose of constructing the project.

3 (c) In making budget allocations to the Puget Sound Gateway
4 project, the department shall implement the project's construction as
5 a single corridor investment. The department shall develop a
6 coordinated corridor construction and implementation plan for state
7 route number 167 and state route number 509 in collaboration with
8 affected stakeholders. Specific funding allocations must be based on
9 where and when specific project segments are ready for construction
10 to move forward and investments can be best optimized for timely
11 project completion. Emphasis must be placed on avoiding gaps in fund
12 expenditures for either project.

13 (d) It is the legislature's intent that the department shall
14 construct a full single-point urban interchange at the junction of
15 state route number 161 (Meridian avenue) and state route number 167
16 and a full single-point urban interchange at the junction of state
17 route number 509 and 188th Street. If the department receives
18 additional funds from an outside source for this project after the
19 funding gap on the base project is closed, the funds must first be
20 applied toward the completion of these two full single-point urban
21 interchanges.

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

29 (16) \$950,000 of the transportation partnership account—state
30 appropriation is provided solely for the U.S. 2 Trestle IJR project
31 (L1000158).

32 (17) The legislature finds that there are sixteen companies
33 involved in wood preserving in the state that employ four hundred
34 workers and have an annual payroll of fifteen million dollars. Before
35 the department's switch to steel guardrails, ninety percent of the
36 twenty-five hundred mile guardrail system was constructed of
37 preserved wood and one hundred ten thousand wood guardrail posts were
38 produced annually for state use. Moreover, the policy of using steel
39 posts requires the state to use imported steel. Given these findings,
40 where practicable, and until June 30, 2021, the department shall

1 include the design option to use wood guardrail posts, in addition to
2 steel posts, in new guardrail installations. The selection of posts
3 must be consistent with the agency design manual policy that existed
4 before December 2009.

5 (18)(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 one or
12 more of the following projects:

13 (i) I-82 Yakima - Union Gap Economic Development Improvements
14 (T21100R);

15 (ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);
16 or

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

19 (b) At least ten business days before advancing a project
20 pursuant to this subsection, the department must notify the office of
21 financial management and the transportation committees of the
22 legislature. The advancement of a project may not hinder the delivery
23 of the projects for which the reappropriations are necessary for the
24 2021-2023 fiscal biennium.

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

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

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

31 (iii) SR 14/Bingen Overpass (L2220062);

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

33 (v) US Hwy 2 Safety (N00200R); or

34 (vi) US-12/Walla Walla Corridor Improvements (T20900R).

35 (d) To the extent practicable, the department shall use the
36 flexibility and authority granted in this section and in section 601
37 of this act to minimize the amount of reappropriations needed each
38 biennium.

39 (19) The legislature continues to prioritize the replacement of
40 the state's aging infrastructure and recognizes the importance of

1 reusing and recycling construction aggregate and recycled concrete
2 materials in our transportation system. To accomplish Washington
3 state's sustainability goals in transportation and in accordance with
4 RCW 70.95.805, the legislature reaffirms its determination that
5 recycled concrete aggregate and other transportation building
6 materials are natural resource construction materials that are too
7 valuable to be wasted and landfilled, and are a commodity as defined
8 in WAC 173-350-100.

9 Further, the legislature determines construction aggregate and
10 recycled concrete materials substantially meet widely recognized
11 international, national, and local standards and specifications
12 referenced in American society for testing and materials, American
13 concrete institute, Washington state department of transportation,
14 Seattle department of transportation, American public works
15 association, federal aviation administration, and federal highway
16 administration specifications, and are described as necessary and
17 desirable products for recycling and reuse by state and federal
18 agencies.

19 As these recyclable materials have well established markets, are
20 substantially a primary or secondary product of necessary
21 construction processes and production, and are managed as an item of
22 commercial value, construction aggregate and recycled concrete
23 materials are exempt from chapter 173-350 WAC.

24 (20) \$8,500,000 of the motor vehicle account—state appropriation
25 is provided solely for staffing of a project office to replace the
26 Interstate 5 bridge across the Columbia river (G2000088). The work of
27 this project office should include, but is not limited to, the
28 reevaluation of the purpose and need identified for the project
29 previously known as the Columbia river crossing, the reevaluation of
30 permits and development of a finance plan, the reengagement of key
31 stakeholders, and the reevaluation of scope, schedule, and budget for
32 a reinvigorated bistate effort for replacement of the Interstate 5
33 Columbia river bridge. When reevaluating the finance plan for the
34 project, the department shall assume that some costs of the new
35 facility may be covered by tolls. Within the amount provided in this
36 subsection, the department must implement chapter . . . (Engrossed
37 Substitute House Bill No. 1994) (projects of statewide significance),
38 Laws of 2019. The project office must also study the possible
39 different governance structures for a bridge authority that would
40 provide for the joint administration of the bridges over the Columbia

1 river between Oregon and Washington. As part of this study, the
2 project office must examine the feasibility and necessity of an
3 interstate compact in conjunction with the national center for
4 interstate compacts. The department shall reengage project
5 stakeholders, and reevaluate the purpose and need and environmental
6 permits by July 1, 2020. The department must have developed a finance
7 plan by December 1, 2020, and have made significant progress towards
8 beginning the supplemental environmental impact statement process by
9 June 30, 2021. The department shall provide a progress report on
10 these activities to the governor and the transportation committees of
11 the legislature by December 1, 2019, and a final report to the
12 governor and the transportation committees of the legislature by
13 December 1, 2020.

14 (21) \$6,823,000 of the motor vehicle account—state appropriation,
15 \$36,500,000 of the connecting Washington account—state appropriation,
16 \$44,961,000 of the motor vehicle account—federal appropriation, and
17 \$185,716,000 of the forward Washington account—state appropriation
18 are provided solely for the Fish Passage Barrier project (OBI4001)
19 with the intent of fully complying with the court injunction by 2030.
20 The department shall coordinate with the Brian Abbott fish passage
21 barrier removal board to use a watershed approach to maximize habitat
22 gain by replacing both state and local culverts.

23 (22) \$14,750,000 of the connecting Washington account—state
24 appropriation and \$8,900,000 of the motor vehicle account—local
25 appropriation are provided solely for the I-90/Barker to Harvard -
26 Improve Interchanges & Local Roads project (L2000122). The connecting
27 Washington appropriation may only be expended if the city of Liberty
28 Lake agrees to cover any project costs above the \$18,000,000 of state
29 appropriation provided for the total project in LEAP Transportation
30 Document 2019-1 as developed March 26, 2019, Program - Highway
31 Improvements (I).

32 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
33 **PRESERVATION—PROGRAM P**

34	Recreational Vehicle Account—State Appropriation	\$1,744,000
35	Transportation Partnership Account—State	
36	Appropriation	\$23,706,000
37	Motor Vehicle Account—State Appropriation	\$74,885,000
38	Motor Vehicle Account—Federal Appropriation	\$454,758,000

1	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
2	State Route Number 520 Corridor Account—State	
3	Appropriation	\$544,000
4	Connecting Washington Account—State Appropriation	\$189,771,000
5	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
6	Transportation 2003 Account (Nickel Account)—State	
7	Appropriation	\$9,617,000
8	Alaskan Way Viaduct Replacement Project Account—State	
9	Appropriation.	\$10,000
10	Interstate 405 Express Toll Lanes Operations Account—State	
11	Appropriation.	\$2,393,000
12	TOTAL APPROPRIATION.	\$770,493,000

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

15 (1) Except as provided otherwise in this section, the entire
16 connecting Washington account—state appropriation and the entire
17 transportation partnership account—state appropriation are provided
18 solely for the projects and activities as listed by fund, project,
19 and amount in LEAP Transportation Document 2019-1 as developed March
20 26, 2019, Program - Highway Preservation Program (P). However,
21 limited transfers of specific line-item project appropriations may
22 occur between projects for those amounts listed subject to the
23 conditions and limitations in section 601 of this act.

24 (2) Except as provided otherwise in this section, the entire
25 motor vehicle account—state appropriation and motor vehicle account—
26 federal appropriation are provided solely for the projects and
27 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
28 as developed March 26, 2019, Program - Highway Preservation Program
29 (P). Any federal funds gained through efficiencies, adjustments to
30 the federal funds forecast, additional congressional action not
31 related to a specific project or purpose, or the federal funds
32 redistribution process must then be applied to highway and bridge
33 preservation activities.

34 (3) Within the motor vehicle account—state appropriation and
35 motor vehicle account—federal appropriation, the department may
36 transfer funds between programs I and P, except for funds that are
37 otherwise restricted in this act. The department shall submit a
38 report on fiscal year funds transferred in the prior fiscal year

1 using this subsection as part of the department's annual budget
2 submittal.

3 (4) \$25,036,000 of the connecting Washington account—state
4 appropriation is provided solely for the land mobile radio upgrade
5 (G2000055) and is subject to the conditions, limitations, and review
6 provided in section 701 of this act. The land mobile radio project is
7 subject to technical oversight by the office of the chief information
8 officer. The department, in collaboration with the office of the
9 chief information officer, shall identify where existing or proposed
10 mobile radio technology investments should be consolidated, identify
11 when existing or proposed mobile radio technology investments can be
12 reused or leveraged to meet multiagency needs, increase mobile radio
13 interoperability between agencies, and identify how redundant
14 investments can be reduced over time. The department shall also
15 provide quarterly reports to the technology services board on project
16 progress.

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

29 (6) \$22,729,000 of the motor vehicle account—federal
30 appropriation and \$553,000 of the motor vehicle account—state
31 appropriation are provided solely for the preservation of
32 structurally deficient bridges or bridges that are at risk of
33 becoming structurally deficient (L1000068). These funds must be used
34 widely around the state of Washington. When practicable, the
35 department shall pursue design-build contracts for these bridge
36 projects to expedite delivery. The department shall provide a report
37 that identifies the progress of each project funded in this
38 subsection as part of its annual agency budget request.

1 (7) The department must consult with the Washington state patrol
2 and the office of financial management during the design phase of any
3 improvement or preservation project that could impact Washington
4 state patrol weigh station operations. During the design phase of any
5 such project, the department must estimate the cost of designing
6 around the affected weigh station's current operations, as well as
7 the cost of moving the affected weigh station.

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

12 (9) (a) For projects funded as part of the 2015 connecting
13 Washington transportation package listed on the LEAP transportation
14 document identified in subsection (1) of this section, if the
15 department expects to have substantial reappropriations for the
16 2021-2023 fiscal biennium, the department may, on a pilot basis,
17 apply funding from a project in this section with an appropriation
18 that cannot be used for the current fiscal biennium to advance the SR
19 4/Abernathy Creek Br - Replace Bridge project (400411A).

20 (b) At least ten business days before advancing the project
21 pursuant to this subsection, the department must notify the office of
22 financial management and the transportation committees of the
23 legislature. The advancement of the project may not hinder the
24 delivery of the projects for which the reappropriations are necessary
25 for the 2021-2023 fiscal biennium.

26 (c) To the extent practicable, the department shall use the
27 flexibility and authority granted in this section and in section 601
28 of this act to minimize the amount of reappropriations needed each
29 biennium.

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

32 Motor Vehicle Account—State Appropriation	\$6,611,000
33 Motor Vehicle Account—Federal Appropriation	\$5,331,000
34 Motor Vehicle Account—Private/Local Appropriation	\$500,000
35 TOTAL APPROPRIATION.	\$12,442,000

36 The appropriations in this section are subject to the following
37 conditions and limitations: The department shall set aside a
38 sufficient portion of the motor vehicle account—state appropriation

1 for federally selected competitive grants or congressional earmark
2 projects that require matching state funds. State funds set aside as
3 matching funds for federal projects must be accounted for in project
4 000005Q and remain in unallotted status until needed for those
5 federal projects.

6 NEW SECTION. **Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—**
7 **WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W**

8	Puget Sound Capital Construction Account—State	
9	Appropriation	\$115,475,000
10	Puget Sound Capital Construction Account—Federal	
11	Appropriation	\$141,750,000
12	Puget Sound Capital Construction Account—Private/Local	
13	Appropriation	\$350,000
14	Transportation Partnership Account—State	
15	Appropriation	\$4,936,000
16	Connecting Washington Account—State Appropriation . . .	\$206,466,000
17	TOTAL APPROPRIATION.	\$468,977,000

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 in LEAP Transportation Document 2019-2 ALL
23 PROJECTS as developed March 26, 2019, Program - Washington State
24 Ferries Capital Program (W).

25 (2) \$1,461,000 of the Puget Sound capital construction account—
26 state appropriation, \$67,850,000 of the connecting Washington account
27 —state appropriation, are provided solely for the Mukilteo ferry
28 terminal (952515P). The office of financial management shall place
29 \$8,200,000 of the connecting Washington account—state appropriation,
30 provided solely for a risk reserve, in unallotted status. The office
31 of financial management may only release funds from the risk reserve
32 to the department upon sufficient evidence that risk has
33 materialized. To the extent practicable, the department shall avoid
34 the closure of, or disruption to, any existing public access walkways
35 in the vicinity of the terminal project during construction.

36 (3) \$73,089,000 of the Puget Sound capital construction account—
37 federal appropriation, \$39,589,000 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). The office of
3 financial management shall place \$6,500,000 of the connecting
4 Washington account—state appropriation, provided solely for a risk
5 reserve, in unallotted status. The office of financial management may
6 only release funds from the risk reserve to the department upon
7 sufficient evidence that risk has materialized.

8 (4) \$5,000,000 of the Puget Sound capital construction account—
9 state appropriation is provided solely for emergency capital repair
10 costs (999910K). Funds may only be spent after approval by the office
11 of financial management.

12 (5) \$2,300,000 of the Puget Sound capital construction account—
13 state appropriation is provided solely for the ORCA acceptance
14 project (L2000300). The ferry system shall work with Washington
15 technology solutions and the tolling division on the development of a
16 new, interoperable ticketing system.

17 (6) \$990,000 of the Puget Sound capital construction account—
18 state appropriation is provided solely for an electric ferry planning
19 team (G2000087) to develop a ten year implementation plan to
20 efficiently deploy hybrid-electric vessel charging at ferry
21 terminals. The plan includes, but is not limited to, vessel
22 technology and feasibility, vessel and terminal deployment schedules,
23 and project financing. Activities may also include preliminary
24 engineering to advance implementation as needed to have vessels and
25 terminals operational in conjunction with each other. The plan shall
26 be submitted to the office of financial management and the
27 transportation committees of the legislature by June 30, 2020.

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

37 (8) \$600,000 of the Puget Sound capital construction account—
38 state appropriation is provided solely for a request for proposals
39 for a new maintenance management system (project L2000301) and is

1 subject to the conditions, limitations, and review provided in
2 section 701 of this act.

3 (9) \$99,000,000 of the connecting Washington account—state
4 appropriation is provided solely for the acquisition of a 144-car
5 hybrid-electric vessel. It is the intent of the legislature to
6 provide an additional \$88,000,000 in funding in the 2021-23 biennium.
7 If chapter . . . (Substitute Senate Bill No. 5992), Laws of 2019
8 (ferry funding) is not enacted by June 30, 2019, the amount provided
9 in this subsection lapses.

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

12	Essential Rail Assistance Account—State Appropriation . . .	\$500,000
13	Transportation Infrastructure Account—State	
14	Appropriation	\$7,554,000
15	Multimodal Transportation Account—State	
16	Appropriation	\$83,191,000
17	Multimodal Transportation Account—Federal	
18	Appropriation	\$8,302,000
19	Multimodal Transportation Account—Local	
20	Appropriation	\$336,000
21	TOTAL APPROPRIATION.	\$99,883,000

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

24 (1) Except as provided otherwise in this section, the entire
25 appropriations in this section are provided solely for the projects
26 and activities as listed by project and amount in LEAP Transportation
27 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
28 Rail Program (Y).

29 (2) \$7,136,000 of the transportation infrastructure account—state
30 appropriation is provided solely for new low-interest loans approved
31 by the department through the freight rail investment bank (FRIB)
32 program. The department shall issue FRIB program loans with a
33 repayment period of no more than ten years, and charge only so much
34 interest as is necessary to recoup the department's costs to
35 administer the loans. The department shall report annually to the
36 transportation committees of the legislature and the office of
37 financial management on all FRIB loans issued.

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

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

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

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

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

33 (ii) Revenues transferred from the miscellaneous program account
34 to the essential rail assistance account, pursuant to RCW 47.76.360,
35 for the purpose of sustaining the grain train program by maintaining
36 the Palouse river and Coulee City railroad.

37 (6) The department shall issue a call for projects for the
38 freight rail assistance program, and shall evaluate the applications
39 in a manner consistent with past practices as specified in section

1 309, chapter 367, Laws of 2011. By November 15, 2020, the department
2 shall submit a prioritized list of recommended projects to the office
3 of financial management and the transportation committees of the
4 legislature.

5 (7) \$10,000,000 of the multimodal transportation account—state
6 appropriation is provided solely as expenditure authority for any
7 insurance proceeds received by the state for Passenger Rail Equipment
8 Replacement (project 700010C.) The department must use this
9 expenditure authority only to purchase new train sets that have been
10 competitively procured.

11 (8) \$600,000 of the multimodal transportation account—federal
12 appropriation and \$6,000 of the multimodal transportation account—
13 state appropriation are provided solely for the Ridgefield Rail
14 Overpass (project 725910A). Total costs for this project may not
15 exceed \$909,000 across fiscal biennia.

16 (9)(a) For projects funded as part of the 2015 connecting
17 Washington transportation package listed on the LEAP transportation
18 document identified in subsection (1) of this section, if the
19 department expects to have substantial reappropriations for the
20 2021-2023 fiscal biennium, the department may, on a pilot basis,
21 apply funding from a project in this section with an appropriation
22 that cannot be used for the current fiscal biennium to advance the
23 South Kelso Railroad Crossing project (L1000147).

24 (b) At least ten business days before advancing the project
25 pursuant to this subsection, the department must notify the office of
26 financial management and the transportation committees of the
27 legislature. The advancement of the project may not hinder the
28 delivery of the projects for which the reappropriations are necessary
29 for the 2021-2023 fiscal biennium.

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

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

36 NEW SECTION. **Sec. 311. FOR THE DEPARTMENT OF TRANSPORTATION—**
37 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

38 Highway Infrastructure Account—State Appropriation \$793,000

1	Highway Infrastructure Account—Federal Appropriation	\$981,000
2	Transportation Partnership Account—State	
3	Appropriation	\$750,000
4	Highway Safety Account—State Appropriation	\$800,000
5	Motor Vehicle Account—State Appropriation	\$17,420,000
6	Motor Vehicle Account—Federal Appropriation	\$64,000,000
7	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
8	Connecting Washington Account—State Appropriation . . .	\$172,454,000
9	Multimodal Transportation Account—State	
10	Appropriation	\$70,049,000
11	TOTAL APPROPRIATION.	\$348,747,000

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

14 (1) Except as provided otherwise in this section, the entire
15 appropriations in this section are provided solely for the projects
16 and activities as listed by project and amount in LEAP Transportation
17 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
18 Local Programs Program (Z).

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

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

29 (b) \$11,400,000 of the motor vehicle account—federal
30 appropriation and \$7,750,000 of the multimodal transportation account
31 —state appropriation are provided solely for newly selected safe
32 routes to school projects. \$6,690,000 of the motor vehicle account—
33 federal appropriation, \$2,320,000 of the multimodal transportation
34 account—state appropriation, and \$800,000 of the highway safety
35 account—state appropriation are reappropriated for safe routes to
36 school projects selected in the previous biennia (L2000189). The
37 department may consider the special situations facing high-need
38 areas, as defined by schools or project areas in which the percentage
39 of the children eligible to receive free and reduced-price meals

1 under the national school lunch program is equal to, or greater than,
2 the state average as determined by the department, when evaluating
3 project proposals against established funding criteria while ensuring
4 continued compliance with federal eligibility requirements.

5 (3) The department shall submit a report to the transportation
6 committees of the legislature by December 1, 2019, and December 1,
7 2020, on the status of projects funded as part of the pedestrian
8 safety/safe routes to school grant program. The report must include,
9 but is not limited to, a list of projects selected and a brief
10 description of each project's status.

11 (4) \$28,319,000 of the multimodal transportation account—state
12 appropriation is provided solely for bicycle and pedestrian projects
13 listed in the LEAP transportation document referenced in subsection
14 (1) of this section.

15 (5) \$19,160,000 of the connecting Washington account—state
16 appropriation is provided solely for the Covington Connector
17 (L2000104). The amounts described in the LEAP transportation document
18 referenced in subsection (1) of this section are not a commitment by
19 future legislatures, but it is the legislature's intent that future
20 legislatures will work to approve appropriations in the 2019-2021
21 fiscal biennium to reimburse the city of Covington for approved work
22 completed on the project up to the full \$24,000,000 cost of this
23 project.

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

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

33 (ii) 41st Street Rucker Avenue Freight Corridor Phase 2
34 (L2000134);

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

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

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

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

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

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

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

10 (7) To maximize the efficiency of the state funds provided in
11 this section and the safety of the bike and pedestrian users of the U
12 District Gateway Bridge (G2000005) and the Sprague Avenue
13 improvements (8-3-165(089)-1) projects funded in this act, any new
14 approval for grants or allocations for projects during the 2019-2021
15 biennium for the city of Spokane is contingent upon the city
16 developing an infrastructure plan to provide an east-west safe
17 connection for the increased bike traffic volume on Sprague Avenue
18 and identifying funding for these connection improvements. The
19 connection improvements may include a bike only path reasonably
20 adjacent to Sprague Avenue. Funds provided in this section may not be
21 released to the city of Spokane unless the secretary has made a
22 determination that the city has met this requirement and provided
23 notification to the transportation committees of the legislature.

24 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
25 **CAPITAL PROGRAM**

26 (1) As part of its annual budget submittal, the department of
27 transportation shall provide an update to the report provided to the
28 legislature in the prior fiscal year that: (a) Compares the original
29 project cost estimates approved in the 2003, 2005, and 2015 revenue
30 package project lists to the completed cost of the project, or the
31 most recent legislatively approved budget and total project costs for
32 projects not yet completed; (b) identifies highway projects that may
33 be reduced in scope and still achieve a functional benefit; (c)
34 identifies highway projects that have experienced scope increases and
35 that can be reduced in scope; (d) identifies highway projects that
36 have lost significant local or regional contributions that were
37 essential to completing the project; and (e) identifies contingency
38 amounts allocated to projects.

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

6 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
7 **CAPITAL PROGRAM**

8 On a quarterly basis, the department of transportation shall
9 provide to the office of financial management and the legislative
10 transportation committees the following reports for all capital
11 programs:

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

13 (a) A TEIS version containing actual capital expenditures for all
14 projects consistent with the structure of the most recently enacted
15 budget;

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

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

22 (d) Projected costs and schedule for individual projects that are
23 funded at a programmatic level for projects relating to bridge rail,
24 guard rail, fish passage barrier removal, roadside safety projects,
25 and seismic bridges. Projects within this programmatic level funding
26 must be completed on a priority basis and scoped to be completed
27 within the current programmatic budget;

28 (e) Highway projects that may be reduced in scope and still
29 achieve a functional benefit;

30 (f) Highway projects that have experienced scope increases and
31 that can be reduced in scope;

32 (g) Highway projects that have lost significant local or regional
33 contributions that were essential to completing the project; and

34 (h) Contingency amounts for all projects consistent with the
35 structure of the most recently enacted budget.

36 (2) For completed projects, the report must:

37 (a) Compare the costs and operationally complete date for
38 projects with budgets of twenty million dollars or more that are

1 funded with preexisting funds to the original project cost estimates
2 and schedule; and

3 (b) Provide a list of nickel and TPA projects charging to the
4 nickel/TPA environmental mitigation reserve (OBI4ENV) and the amount
5 each project is charging.

6 (3) For prospective projects, the report must:

7 (a) Identify the estimated advertisement date for all projects
8 consistent with the structure of the most recently enacted
9 transportation budget that are going to advertisement during the
10 current fiscal biennium;

11 (b) Identify the anticipated operationally complete date for all
12 projects consistent with the structure of the most recently enacted
13 transportation budget that are going to advertisement during the
14 current fiscal biennium; and

15 (c) Identify the estimated cost of completion for all projects
16 consistent with the structure of the most recently enacted
17 transportation budget that are going to advertisement during the
18 current fiscal biennium.

19 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
20 **PROJECT EXPENDITURES**

21 To the greatest extent practicable, the department of
22 transportation shall expend federal funds received for capital
23 project expenditures before state funds.

24 **TRANSFERS AND DISTRIBUTIONS**

25 NEW SECTION. **Sec. 401. FOR THE STATE TREASURER—BOND RETIREMENT**
26 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
27 **BOND SALES DISCOUNTS AND DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND**
28 **TRANSPORTATION FUND REVENUE**

29	Special Category C Account—State Appropriation.	\$340,000
30	Multimodal Transportation Account—State Appropriation.	\$40,000
31	Transportation Partnership Account—State Appropriation.	\$1,181,000
32	Motor Vehicle Account—State Appropriation.	\$736,000
33	Connecting Washington Account—State Appropriation.	\$7,578,000
34	Highway Bond Retirement Account—State	
35	Appropriation.	\$1,291,628,000

1	Ferry Bond Retirement Account—State Appropriation.	\$28,873,000
2	Transportation Improvement Board Bond Retirement	
3	Account—State Appropriation.	\$13,254,000
4	Nondebt-Limit Reimbursable Bond Retirement	
5	Account—State Appropriation.	\$25,967,000
6	Toll Facility Bond Retirement Account—State	
7	Appropriation.	\$86,493,000
8	Transportation 2003 Account (Nickel Account)—State	
9	Appropriation.	\$
10	TOTAL APPROPRIATION.	\$1,456,090,000

11 NEW SECTION. **Sec. 402. FOR THE STATE TREASURER—BOND RETIREMENT**
12 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
13 **BOND SALE EXPENSES AND FISCAL AGENT CHARGES**

14	Multimodal Transportation Account—State Appropriation.	\$8,000
15	Transportation Partnership Account—State	
16	Appropriation.	\$236,000
17	Motor Vehicle Account—State Appropriation.	\$147,000
18	Connecting Washington Account—State Appropriation.	\$1,516,000
19	Special Category C Account—State Appropriation.	\$68,000
20	TOTAL APPROPRIATION.	\$1,975,000

21 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**
22 **FOR DISTRIBUTION**

23	Motor Vehicle Account—State Appropriation:	
24	For motor vehicle fuel tax distributions to	
25	cities and counties.	\$518,198,000

26 NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—TRANSFERS**

27	Motor Vehicle Account—State Appropriation:	
28	For motor vehicle fuel tax refunds and	
29	statutory transfers.	\$2,188,945,000

30 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**
31 **TRANSFERS**

32	Motor Vehicle Account—State Appropriation:	
33	For motor vehicle fuel tax refunds and	

1 transfers. \$220,426,000

2 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—ADMINISTRATIVE**
3 **TRANSFERS**

4 (1) Highway Safety Account—State Appropriation:
5 For transfer to the Multimodal Transportation
6 Account—State. \$5,000,000

7 (2) Transportation Partnership Account—State
8 Appropriation: For transfer to the Motor Vehicle
9 Account—State. \$80,000,000

10 (3) Motor Vehicle Account—State Appropriation:
11 For transfer to the State Patrol Highway
12 Account—State. \$6,000,000

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

16 (5) Motor Vehicle Account—State Appropriation:
17 For transfer to the Puget Sound Capital
18 Construction Account—State. \$44,000,000

19 (6) Motor Vehicle Account—State Appropriation:
20 For transfer to the Rural Arterial Trust
21 Account—State. \$4,844,000

22 (7) Motor Vehicle Account—State Appropriation:
23 For transfer to the Transportation Improvement
24 Account—State. \$9,688,000

25 (8) Highway Safety Account—State Appropriation:
26 For transfer to the State Patrol Highway
27 Account—State. \$44,000,000

28 (9) Rural Mobility Grant Program Account—State
29 Appropriation: For transfer to the Multimodal
30 Transportation Account—State. \$3,000,000

31 (10) State Route Number 520 Civil Penalties
32 Account—State Appropriation: For transfer to
33 the State Route Number 520 Corridor
34 Account—State. \$1,434,000

35 (11) Capital Vessel Replacement Account—State
36 Appropriation: For transfer to the Connecting
37 Washington Account—State. \$60,000,000

1 (12) Multimodal Transportation Account—State
 2 Appropriation: For transfer to the Freight
 3 Mobility Multimodal Account—State. \$8,511,000
 4 (13) Multimodal Transportation Account—State
 5 Appropriation: For transfer to the Puget Sound
 6 Capital Construction Account—State. \$5,000,000
 7 (14) Multimodal Transportation Account—State
 8 Appropriation: For transfer to the Puget Sound
 9 Ferry Operations Account—State. \$43,000,000
 10 (15) Multimodal Transportation Account—State
 11 Appropriation: For transfer to the Regional
 12 Mobility Grant Program Account—State. \$27,679,000
 13 (16) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Rural
 15 Mobility Grant Program Account—State. \$15,223,000
 16 (17) Transportation 2003 Account (Nickel Account)—
 17 State Appropriation: For transfer to the Motor
 18 Vehicle Account—State. \$30,000,000
 19 (18) (a) Alaskan Way Viaduct Replacement Project
 20 Account—State Appropriation: For transfer to the
 21 Motor Vehicle Account—State. \$10,018,000
 22 (b) The transfer identified in this subsection is provided solely
 23 to repay in full the motor vehicle account—state appropriation loan
 24 from section 1005(21) of this act.
 25 (19) (a) Transportation Partnership Account—State
 26 Appropriation: For transfer to the Alaskan Way Viaduct
 27 Replacement Project Account—State. \$77,951,000
 28 (b) The amount transferred in this subsection represents that
 29 portion of the up to \$200,000,000 in proceeds from the sale of bonds
 30 authorized in RCW 47.10.873, intended to be sold through the
 31 2021-2023 fiscal biennium, used only for construction of the SR 99/
 32 Alaskan Way Viaduct Replacement project (809936Z), and that must be
 33 repaid from the Alaskan Way viaduct replacement project account
 34 consistent with RCW 47.56.864.
 35 (20) Transportation 2003 Account (Nickel
 36 Account)—State Appropriation: For transfer to the
 37 Puget Sound Capital Construction Account—State. \$5,000,000
 38 (21) Motor Vehicle Account—State Appropriation:
 39 For transfer to the County Arterial Preservation

1 Account—State. \$4,844,000
2 (22) (a) General Fund Account—State Appropriation:
3 For transfer to the State Patrol Highway
4 Account—State. \$625,000
5 (b) The state treasurer shall transfer the funds only after
6 receiving notification from the Washington state patrol under section
7 207(7) of this act.
8 (23) Capital Vessel Replacement Account—State
9 Appropriation: For transfer to the Puget Sound
10 Capital Construction Account—State. \$13,000,000
11 (24) (a) Alaskan Way Viaduct Replacement Project
12 Account—State Appropriation: For transfer to the
13 Transportation Partnership Account—State. \$19,262,000
14 (b) The amount transferred in this subsection represents
15 repayment of debt service incurred for the construction of the SR 99/
16 Alaskan Way Viaduct Replacement Project (809936Z).
17 (25) (a) Motor Vehicle Account—State
18 Appropriation: For transfer to the Tacoma Narrows
19 Toll Bridge Account—State. \$8,953,000
20 (b) It is the intent of the legislature that this transfer
21 constitutes a loan under chapter 195, Laws of 2018, for the purpose
22 of minimizing the impact of toll increases. The legislature further
23 intends that initiation of repayment of all previous loans provided
24 to the Tacoma Narrows toll bridge account be deferred until fiscal
25 year 2031.
26 (26) Transportation Infrastructure Account—State
27 Appropriation: For transfer to the multimodal
28 Transportation Account—State. \$9,000,000
29 (27) Multimodal Transportation Account—State
30 Appropriation: For transfer to the Pilotage Account—State
31 Appropriation. \$2,000,000

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

34 Multimodal Transportation Account—State
35 Appropriation: For distribution to cities and
36 counties. \$26,786,000
37 Motor Vehicle Account—State Appropriation: For
38 distribution to cities and counties. \$23,438,000

1 TOTAL APPROPRIATION. \$50,224,000

2 NEW SECTION. **Sec. 408. FOR THE STATE TREASURER—BOND RETIREMENT**
3 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
4 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

5 Toll Facility Bond Retirement Account—Federal
6 Appropriation \$199,901,000
7 Toll Facility Bond Retirement Account—State
8 Appropriation \$25,372,000
9 TOTAL APPROPRIATION. \$225,273,000

10 **COMPENSATION**

11 NEW SECTION. **Sec. 501. GENERAL STATE EMPLOYEE COMPENSATION**
12 **ADJUSTMENTS**

13 Except as otherwise provided in sections 502 through 518 of this
14 act, state employee compensation adjustments will be provided in
15 accordance with funding adjustments provided in the 2019-2021 omnibus
16 appropriations act.

17 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS NOT**
18 **IMPAIRED**

19 Nothing in this act prohibits the expenditure of any funds by an
20 agency or institution of the state for benefits guaranteed by any
21 collective bargaining agreement in effect on the effective date of
22 this section.

23 NEW SECTION. **Sec. 503. COLLECTIVE BARGAINING AGREEMENTS**

24 Sections 504 through 518 of this act represent the results of the
25 2019-2021 collective bargaining process required under chapters
26 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
27 agreements contained in sections 504 through 518 of this act are
28 described in general terms. Only major economic terms are included in
29 the descriptions. These descriptions do not contain the complete
30 contents of the agreements. The collective bargaining agreements
31 contained in sections 504 through 518 of this act may also be funded
32 by expenditures from nonappropriated accounts. If positions are
33 funded with lidded grants or dedicated fund sources with insufficient
34 revenue, additional funding from other sources is not provided.

1 NEW SECTION. **Sec. 504. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—OPEIU**

3 An agreement has been reached between the governor and the office
4 and professional employees international union local eight (OPEIU)
5 pursuant to chapter 47.64 RCW for the 2019-2021 fiscal biennium.
6 Funding is provided for a four percent general wage increase
7 effective July 1, 2019, and a four percent general wage increase
8 effective July 1, 2020. The agreement also includes and funding is
9 provided for salary adjustments for targeted job classifications, a
10 restructure of the pay schedule and increased vacation leave.

11 NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE**
12 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—FASPAA**

13 An agreement has been reached between the governor and the ferry
14 agents, supervisors, and project administrators association pursuant
15 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
16 provided for a three percent general wage increase effective July 1,
17 2019, and a three percent general wage increase effective July 1,
18 2020. The agreement also includes and funding is provided for an
19 increase in the drug and alcohol sampling certification and a new
20 scheduling committee with two employee representatives.

21 NEW SECTION. **Sec. 506. DEPARTMENT OF TRANSPORTATION MARINE**
22 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—SEIU LOCAL 6**

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

30 NEW SECTION. **Sec. 507. DEPARTMENT OF TRANSPORTATION MARINE**
31 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—CARPENTERS**

32 An agreement has been reached between the governor and the
33 Pacific Northwest regional council of carpenters through an interest
34 arbitration award pursuant to chapter 47.64 RCW for the 2019-2021
35 fiscal biennium. Funding is provided for the awarded four percent

1 general wage increase effective July 1, 2019, and a four percent
2 general wage increase effective July 1, 2020.

3 NEW SECTION. **Sec. 508. DEPARTMENT OF TRANSPORTATION MARINE**
4 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—METAL TRADES**

5 An agreement has been reached between the governor and the Puget
6 Sound metal trades council pursuant to chapter 47.64 RCW for the
7 2019-2021 fiscal biennium. Funding is provided for a four percent
8 general wage increase effective July 1, 2019, and a four percent
9 general wage increase effective July 1, 2020.

10 NEW SECTION. **Sec. 509. DEPARTMENT OF TRANSPORTATION MARINE**
11 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-UL**

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

21 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
22 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-L**

23 An agreement has been reached between the governor and the marine
24 engineers' beneficial association licensed engineer officers through
25 an interest arbitration award pursuant to chapter 47.64 RCW for the
26 2019-2021 fiscal biennium. Funding is provided for the awarded three
27 and one-half percent general wage increase effective July 1, 2019,
28 and a three and one-half percent general wage increase effective July
29 1, 2020. The agreement also includes and funding is provided for
30 related watch turnover rate increases tied to salary increases and
31 reimbursement for safety-toed work boots.

32 NEW SECTION. **Sec. 511. DEPARTMENT OF TRANSPORTATION MARINE**
33 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA—PORT ENGINEERS**

34 An agreement has been reached between the governor and the marine
35 engineers' beneficial association port engineers pursuant to chapter

1 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
2 an initial salary structure and for a one percent general wage
3 increase effective July 1, 2019, and a three percent general wage
4 increase effective July 1, 2020. The agreement also includes and
5 funding is provided for payment of a daily rate when required to be
6 on duty outside normal working hours, a minimum pay for call outs,
7 and reimbursement for safety shoes.

8 NEW SECTION. **Sec. 512. DEPARTMENT OF TRANSPORTATION MARINE**
9 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MATES**

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

15 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
16 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MASTERS**

17 An agreement has been reached between the governor and the
18 masters, mates, and pilots - masters pursuant to chapter 47.64 RCW
19 for the 2019-2021 fiscal biennium. Funding is provided for a three
20 percent general wage increase effective July 1, 2019, and three
21 percent general wage increase effective July 1, 2020.

22 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
23 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
24 **SUPERVISORS**

25 An agreement has been reached between the governor and the
26 masters, mates, and pilots - watch center supervisors pursuant to
27 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
28 provided for a three percent general wage increase effective July 1,
29 2019, and two percent general wage increase effective July 1, 2020.
30 The agreement also includes and funding is provided for call back and
31 an increase in relief pay.

32 NEW SECTION. **Sec. 515. DEPARTMENT OF TRANSPORTATION MARINE**
33 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—IBU**

34 An agreement has been reached between the governor and the
35 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW

1 through an interest arbitration award for the 2019-2021 fiscal
2 biennium. Funding is provided for the awarded three percent general
3 wage increase effective July 1, 2019, a three percent general wage
4 increase effective July 1, 2020, and a two percent general wage
5 increase effective January 1, 2021. The agreement also includes and
6 funding is provided for salary adjustments for targeted job
7 classifications in the shoregang series, increased holiday pay and
8 increased premium pay for use of selected power tools.

9 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
10 **LOCAL 17**

11 An agreement has been reached between the governor and the
12 professional and technical employees local 17 under the provisions of
13 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
14 provided for a three percent general wage increase effective July 1,
15 2019, and a three percent general wage increase effective July 1,
16 2020. The agreement also includes and funding is provided for salary
17 adjustments for targeted job classifications and premium pay for
18 employees who work in King county.

19 NEW SECTION. **Sec. 517. COLLECTIVE BARGAINING AGREEMENT—WSP**
20 **TROOPERS ASSOCIATION**

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

27 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—WSP**
28 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

29 An agreement has been reached between the governor and the
30 Washington state patrol lieutenants and captains association under
31 the provisions of chapter 41.56 RCW for the 2019-2021 fiscal
32 biennium. Funding is provided for a two percent general wage increase
33 effective July 1, 2019, and a two and one-half of one percent general
34 wage increase effective July 1, 2020.

35 **IMPLEMENTING PROVISIONS**

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

2 (1) The 2005 transportation partnership projects or improvements
3 and 2015 connecting Washington projects or improvements are listed in
4 the LEAP Transportation Document 2019-1 as developed March 26, 2019,
5 which consists of a list of specific projects by fund source and
6 amount over a sixteen-year period. Current fiscal biennium funding
7 for each project is a line-item appropriation, while the outer year
8 funding allocations represent a sixteen-year plan. The department of
9 transportation is expected to use the flexibility provided in this
10 section to assist in the delivery and completion of all
11 transportation partnership account and connecting Washington account
12 projects on the LEAP transportation document referenced in this
13 subsection. For the 2019-2021 project appropriations, unless
14 otherwise provided in this act, the director of the office of
15 financial management may provide written authorization for a transfer
16 of appropriation authority between projects funded with
17 transportation partnership account appropriations or connecting
18 Washington account appropriations to manage project spending and
19 efficiently deliver all projects in the respective program under the
20 following conditions and limitations:

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

23 (b) Transfers from a project may not be made as a result of the
24 reduction of the scope of a project or be made to support increases
25 in the scope of a project;

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

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

31 (e) Transfers may not be made while the legislature is in
32 session;

33 (f) Transfers to a project may not be made with funds designated
34 as attributable to practical design savings as described in RCW
35 47.01.480;

36 (g) Each transfer between projects may only occur if the director
37 of the office of financial management finds that any resulting change
38 will not hinder the completion of the projects as approved by the
39 legislature. Until the legislature reconvenes to consider the 2020
40 supplemental omnibus transportation appropriations act, any

1 unexpended 2017-2019 appropriation balance as approved by the office
2 of financial management, in consultation with the legislative staff
3 of the house of representatives and senate transportation committees,
4 may be considered when transferring funds between projects; and

5 (h) Transfers between projects may be made by the department of
6 transportation without the formal written approval provided under
7 this subsection (1), provided that the transfer amount does not
8 exceed two hundred fifty thousand dollars or ten percent of the total
9 project, whichever is less. These transfers must be reported
10 quarterly to the director of the office of financial management and
11 the chairs of the house of representatives and senate transportation
12 committees.

13 (2) The department of transportation must submit quarterly all
14 transfers authorized under this section in the transportation
15 executive information system. The office of financial management must
16 maintain a legislative baseline project list identified in the LEAP
17 transportation documents referenced in this act, and update that
18 project list with all authorized transfers under this section.

19 (3) At the time the department submits a request to transfer
20 funds under this section, a copy of the request must be submitted to
21 the transportation committees of the legislature.

22 (4) Before approval, the office of financial management shall
23 work with legislative staff of the house of representatives and
24 senate transportation committees to review the requested transfers in
25 a timely manner.

26 (5) No fewer than ten days after the receipt of a project
27 transfer request, the director of the office of financial management
28 must provide written notification to the department of any decision
29 regarding project transfers, with copies submitted to the
30 transportation committees of the legislature.

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

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

35 To the extent that any appropriation authorizes expenditures of
36 state funds from the motor vehicle account, special category C
37 account, Tacoma Narrows toll bridge account, transportation 2003
38 account (nickel account), transportation partnership account,
39 transportation improvement account, Puget Sound capital construction

1 account, multimodal transportation account, state route number 520
2 corridor account, connecting Washington account, or other
3 transportation capital project account in the state treasury for a
4 state transportation program that is specified to be funded with
5 proceeds from the sale of bonds authorized in chapter 47.10 RCW, the
6 legislature declares that any such expenditures made before the issue
7 date of the applicable transportation bonds for that state
8 transportation program are intended to be reimbursed from proceeds of
9 those transportation bonds in a maximum amount equal to the amount of
10 such appropriation.

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

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

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

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

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

23 (b) Identifies, for each project, the amount of cost savings or
24 increases in funding that have been identified as compared to the
25 2017 enacted omnibus transportation appropriations act.

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

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

31 (1) The department of transportation shall post on its web site
32 every report that is due from the department to the legislature
33 during the 2019-2021 fiscal biennium on one web page. The department
34 must post both completed reports and planned reports on a single web
35 page.

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

4 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
5 **ELEMENTS REPORTING**

6 (1) By November 15th of each year, the department of
7 transportation must report on amounts expended to benefit transit,
8 bicycle, or pedestrian elements within all connecting Washington
9 projects in programs I, P, and Z identified in LEAP Transportation
10 Document 2019-2 ALL PROJECTS as developed March 26, 2019. The report
11 must address each modal category separately and identify if
12 eighteenth amendment protected funds have been used and, if not, the
13 source of funding.

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

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

19 (1) The legislature finds that in the course of efficiently
20 delivering connecting Washington projects, it is necessary to create
21 a process for the department of transportation to request and receive
22 approval of practical design-related project scope changes while the
23 legislature is not in session. During the 2019-2021 fiscal biennium,
24 the director of the office of financial management may approve
25 project scope change requests to connecting Washington projects in
26 the highway improvements program, provided that the requests meet the
27 criteria outlined in RCW 47.01.480 and are subject to the limitations
28 in this section.

29 (2) At the time the department of transportation submits a
30 request for a project scope change under this section, a copy of the
31 request must be submitted to the transportation committees of the
32 legislature.

33 (3) Before approval, the office of financial management shall
34 work with legislative staff of the house of representatives and
35 senate transportation committees to review the requested project
36 scope changes.

37 (4) No fewer than ten days after the receipt of a scope change
38 request, the director of the office of financial management must

1 provide written notification to the department of any decision
2 regarding project scope changes, with copies submitted to the
3 transportation committees of the legislature.

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

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

9 The department of transportation may provide up to three million
10 dollars in toll credits to Kitsap transit for its role in passenger-
11 only ferry service and ferry corridor-related projects. The number of
12 toll credits provided must be equal to, but no more than, the number
13 sufficient to meet federal match requirements for grant funding for
14 passenger-only ferry service, but must not exceed the amount
15 authorized in this section.

16 NEW SECTION. **Sec. 609. FOR THE OFFICE OF FINANCIAL MANAGEMENT—**
17 **CENTRAL SERVICE ITEMS—RATE ADJUSTMENT**

18	Highway Safety Account—State Appropriation	\$378,000
19	Highway Safety Account—Federal Appropriation.	\$8,000
20	Motorcycle Safety Education Account—State	
21	Appropriation.	\$5,000
22	Pilotage Account—State Appropriation.	\$1,122,000
23	Motor Vehicle Account—State Appropriation.	\$10,474,000
24	Multimodal Transportation Account—State Appropriation. . .	\$1,404,000
25	State Patrol Highway Account—State Appropriation.	\$3,936,000
26	Transportation Improvement Account—State	
27	Appropriation.	\$13,000
28	Department of Licensing Services Account—State	
29	Appropriation.	\$5,000
30	TOTAL APPROPRIATION.	\$17,345,000

31 The appropriations in this section are subject to the following
32 conditions and limitations: The office of financial management shall
33 adjust allotments and appropriation schedules in the amounts
34 specified, for the state agencies and central service items
35 identified in LEAP Transportation Document CS - 2019, dated March 26,
36 2019.

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

(1) Agencies must apply to the office of the state chief information officer for approval before beginning a project or proceeding with each discreet stage of a project subject to this section. At each stage, the office of the state chief information officer must certify that the project has an approved technology budget and investment plan, complies with state information technology and security requirements, and other policies defined by the office of the state chief information officer.

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

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

(i) Fund sources;

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

(iii) A discreet appropriation index and program index;

(iv) Object and subobject codes of expenditures; and

(v) Anticipated deliverables.

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

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

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

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

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

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

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

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

11 (5) (a) The office of the state chief information officer shall
12 maintain an information technology project dashboard that provides
13 updated information each fiscal month on projects subject to this
14 section:

15 (i) Project changes each fiscal month;

16 (ii) Noting if the project has a completed market requirements
17 document;

18 (iii) Financial status of information technology projects under
19 oversight; and

20 (iv) Coordination with agencies.

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

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

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

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

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

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

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

38 (c) The technology budget must specifically identify the uses of
39 any financing proceeds. No more than thirty percent of the financing

1 proceeds may be used for payroll-related costs for state employees
2 assigned to project management, installation, testing, or training;

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

7 (e) The agency must consult with the contracting division of the
8 department of enterprise services for a review of all contracts and
9 agreements related to the project's information technology
10 procurements.

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

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

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

26 (11) The following department of transportation projects are
27 subject to the conditions, limitations, and review provided in this
28 section: Labor System Replacement, New Ferry Division Dispatch
29 System, Maintenance Management System, Land Mobile Radio System
30 Replacement, and New CSC System and Operator.

31 NEW SECTION. **Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
32 **THROUGH FINANCIAL CONTRACTS**

33 (1) The department of transportation is authorized, subject to
34 the conditions in section 305(2) of this act, to enter into a
35 financing contract pursuant to chapter 39.94 RCW through the state
36 treasurer's lease-purchase program for the purposes indicated. The
37 department may use any funds, appropriated or nonappropriated, in not
38 more than the principal amounts indicated, plus financing expenses
39 and required reserves, if any. Expenditures made by the department of

1 transportation for the indicated purposes before the issue date of
2 the authorized financing contract and any certificates of
3 participation therein may be reimbursed from proceeds of the
4 financing contract and any certificates of participation therein to
5 the extent provided in the agency's financing plan approved by the
6 state finance committee.

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

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

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

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

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

30 (4) By December 1, 2009, the department of enterprise services
31 shall:

32 (a) Report to the legislature on the average true price
33 differential for biodiesel by blend and location; and

34 (b) Examine alternative fuel procurement methods that work to
35 address potential market barriers for in-state biodiesel producers
36 and report these findings to the legislature.

37 (5) During the (~~2015-2017 and~~) 2017-2019 and 2019-2021 fiscal
38 biennia, the Washington state ferries is required to use a minimum of
39 five percent biodiesel as compared to total volume of all diesel

1 purchases made by the Washington state ferries for the operation of
2 the Washington state ferries diesel-powered vessels, as long as the
3 price of a B5 or B10 biodiesel blend does not exceed the price of
4 conventional diesel fuel by five percent or more.

5 **Sec. 704.** RCW 46.20.745 and 2017 c 313 s 704 are each amended to
6 read as follows:

7 (1) The ignition interlock device revolving account program is
8 created within the department to assist in covering the monetary
9 costs of installing, removing, and leasing an ignition interlock
10 device, and applicable licensing, for indigent persons who are
11 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
12 ignition interlock device in all vehicles owned or operated by the
13 person. For purposes of this subsection, "indigent" has the same
14 meaning as in RCW 10.101.010, as determined by the department. During
15 the ((2017-2019)) 2019-2021 fiscal biennium, the ignition interlock
16 device revolving account program also includes ignition interlock
17 enforcement work conducted by the Washington state patrol.

18 (2) A pilot program is created within the ignition interlock
19 device revolving account program for the purpose of monitoring
20 compliance by persons required to use ignition interlock devices and
21 by ignition interlock companies and vendors.

22 (3) The department, the state patrol, and the Washington traffic
23 safety commission shall coordinate to establish a compliance pilot
24 program that will target at least one county from eastern Washington
25 and one county from western Washington, as determined by the
26 department, state patrol, and Washington traffic safety commission.

27 (4) At a minimum, the compliance pilot program shall:

28 (a) Review the number of ignition interlock devices that are
29 required to be installed in the targeted county and the number of
30 ignition interlock devices actually installed;

31 (b) Work to identify those persons who are not complying with
32 ignition interlock requirements or are repeatedly violating ignition
33 interlock requirements; and

34 (c) Identify ways to track compliance and reduce noncompliance.

35 (5) As part of monitoring compliance, the Washington traffic
36 safety commission shall also track recidivism for violations of RCW
37 46.61.502 and 46.61.504 by persons required to have an ignition
38 interlock driver's license under RCW 46.20.385 and 46.20.720.

1 **Sec. 705.** RCW 46.68.030 and 2017 c 313 s 706 are each amended to
2 read as follows:

3 (1) The director shall forward all fees for vehicle registrations
4 under chapters 46.16A and 46.17 RCW, unless otherwise specified by
5 law, to the state treasurer with a proper identifying detailed
6 report. The state treasurer shall credit these moneys to the motor
7 vehicle fund created in RCW 46.68.070.

8 (2) Proceeds from vehicle license fees and renewal vehicle
9 license fees must be deposited by the state treasurer as follows:

10 (a) \$23.60 of each initial or renewal vehicle license fee must be
11 deposited in the state patrol highway account in the motor vehicle
12 fund, hereby created. Vehicle license fees, renewal vehicle license
13 fees, and all other funds in the state patrol highway account must be
14 for the sole use of the Washington state patrol for highway
15 activities of the Washington state patrol, subject to proper
16 appropriations and reappropriations.

17 (b) \$2.02 of each initial vehicle license fee and \$0.93 of each
18 renewal vehicle license fee must be deposited each biennium in the
19 Puget Sound ferry operations account.

20 (c) Any remaining amounts of vehicle license fees and renewal
21 vehicle license fees that are not distributed otherwise under this
22 section must be deposited in the motor vehicle fund.

23 (3) During the 2015-2017 fiscal biennium, the legislature may
24 transfer from the state patrol highway account to the connecting
25 Washington account such amounts as reflect the excess fund balance of
26 the state patrol highway account.

27 (4) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
28 biennia, the legislature may direct the state treasurer to make
29 transfers of moneys in the state patrol highway account to the
30 connecting Washington account.

31 **Sec. 706.** RCW 46.68.060 and 2017 c 313 s 707 are each amended to
32 read as follows:

33 There is hereby created in the state treasury a fund to be known
34 as the highway safety fund to the credit of which must be deposited
35 all moneys directed by law to be deposited therein. This fund must be
36 used for carrying out the provisions of law relating to driver
37 licensing, driver improvement, financial responsibility, cost of
38 furnishing abstracts of driving records and maintaining such case
39 records, and to carry out the purposes set forth in RCW 43.59.010,

1 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
2 fiscal biennia, the legislature may transfer from the highway safety
3 fund to the Puget Sound ferry operations account, the motor vehicle
4 fund, and the multimodal transportation account such amounts as
5 reflect the excess fund balance of the highway safety fund. During
6 the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~) biennia, the
7 legislature may direct the state treasurer to make transfers of
8 moneys in the highway safety fund to the multimodal transportation
9 account.

10 **Sec. 707.** RCW 46.68.280 and 2017 c 313 s 708 are each amended to
11 read as follows:

12 (1) The transportation 2003 account (nickel account) is hereby
13 created in the motor vehicle fund. Money in the account may be spent
14 only after appropriation. Expenditures from the account must be used
15 only for projects or improvements identified as transportation 2003
16 projects or improvements in the omnibus transportation budget and to
17 pay the principal and interest on the bonds authorized for
18 transportation 2003 projects or improvements. Upon completion of the
19 projects or improvements identified as transportation 2003 projects
20 or improvements, moneys deposited in this account must only be used
21 to pay the principal and interest on the bonds authorized for
22 transportation 2003 projects or improvements, and any funds in the
23 account in excess of the amount necessary to make the principal and
24 interest payments may be used for maintenance on the completed
25 projects or improvements.

26 (2) During the 2015-2017 fiscal biennium, the legislature may
27 transfer from the transportation 2003 account (nickel account) to the
28 connecting Washington account such amounts as reflect the excess fund
29 balance of the transportation 2003 account (nickel account).

30 (3) During the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~)
31 biennia, the legislature may direct the state treasurer to make
32 transfers of moneys in the transportation 2003 account (nickel
33 account) to the connecting Washington account.

34 (4) The "nickel account" means the transportation 2003 account.

35 **Sec. 708.** RCW 46.68.290 and 2017 c 313 s 709 are each amended to
36 read as follows:

37 (1) The transportation partnership account is hereby created in
38 the state treasury. All distributions to the account from RCW

1 46.68.090 must be deposited into the account. Money in the account
2 may be spent only after appropriation. Expenditures from the account
3 must be used only for projects or improvements identified as 2005
4 transportation partnership projects or improvements in the omnibus
5 transportation appropriations act, including any principal and
6 interest on bonds authorized for the projects or improvements.

7 (2) The legislature finds that:

8 (a) Citizens demand and deserve accountability of transportation-
9 related programs and expenditures. Transportation-related programs
10 must continuously improve in quality, efficiency, and effectiveness
11 in order to increase public trust;

12 (b) Transportation-related agencies that receive tax dollars must
13 continuously improve the way they operate and deliver services so
14 citizens receive maximum value for their tax dollars; and

15 (c) Fair, independent, comprehensive performance audits of
16 transportation-related agencies overseen by the elected state auditor
17 are essential to improving the efficiency, economy, and effectiveness
18 of the state's transportation system.

19 (3) For purposes of chapter 314, Laws of 2005:

20 (a) "Performance audit" means an objective and systematic
21 assessment of a state agency or agencies or any of their programs,
22 functions, or activities by the state auditor or designee in order to
23 help improve agency efficiency, effectiveness, and accountability.
24 Performance audits include economy and efficiency audits and program
25 audits.

26 (b) "Transportation-related agency" means any state agency,
27 board, or commission that receives funding primarily for
28 transportation-related purposes. At a minimum, the department of
29 transportation, the transportation improvement board or its successor
30 entity, the county road administration board or its successor entity,
31 and the traffic safety commission are considered transportation-
32 related agencies. The Washington state patrol and the department of
33 licensing shall not be considered transportation-related agencies
34 under chapter 314, Laws of 2005.

35 (4) Within the authorities and duties under chapter 43.09 RCW,
36 the state auditor shall establish criteria and protocols for
37 performance audits. Transportation-related agencies shall be audited
38 using criteria that include generally accepted government auditing
39 standards as well as legislative mandates and performance objectives
40 established by state agencies. Mandates include, but are not limited

1 to, agency strategies, timelines, program objectives, and mission and
2 goals as required in RCW 43.88.090.

3 (5) Within the authorities and duties under chapter 43.09 RCW,
4 the state auditor may conduct performance audits for transportation-
5 related agencies. The state auditor shall contract with private firms
6 to conduct the performance audits.

7 (6) The audits may include:

8 (a) Identification of programs and services that can be
9 eliminated, reduced, consolidated, or enhanced;

10 (b) Identification of funding sources to the transportation-
11 related agency, to programs, and to services that can be eliminated,
12 reduced, consolidated, or enhanced;

13 (c) Analysis of gaps and overlaps in programs and services and
14 recommendations for improving, dropping, blending, or separating
15 functions to correct gaps or overlaps;

16 (d) Analysis and recommendations for pooling information
17 technology systems used within the transportation-related agency, and
18 evaluation of information processing and telecommunications policy,
19 organization, and management;

20 (e) Analysis of the roles and functions of the transportation-
21 related agency, its programs, and its services and their compliance
22 with statutory authority and recommendations for eliminating or
23 changing those roles and functions and ensuring compliance with
24 statutory authority;

25 (f) Recommendations for eliminating or changing statutes, rules,
26 and policy directives as may be necessary to ensure that the
27 transportation-related agency carry out reasonably and properly those
28 functions vested in the agency by statute;

29 (g) Verification of the reliability and validity of
30 transportation-related agency performance data, self-assessments, and
31 performance measurement systems as required under RCW 43.88.090;

32 (h) Identification of potential cost savings in the
33 transportation-related agency, its programs, and its services;

34 (i) Identification and recognition of best practices;

35 (j) Evaluation of planning, budgeting, and program evaluation
36 policies and practices;

37 (k) Evaluation of personnel systems operation and management;

38 (l) Evaluation of purchasing operations and management policies
39 and practices;

1 (m) Evaluation of organizational structure and staffing levels,
2 particularly in terms of the ratio of managers and supervisors to
3 nonmanagement personnel; and

4 (n) Evaluation of transportation-related project costs, including
5 but not limited to environmental mitigation, competitive bidding
6 practices, permitting processes, and capital project management.

7 (7) Within the authorities and duties under chapter 43.09 RCW,
8 the state auditor must provide the preliminary performance audit
9 reports to the audited state agency for comment. The auditor also may
10 seek input on the preliminary report from other appropriate
11 officials. Comments must be received within thirty days after receipt
12 of the preliminary performance audit report unless a different time
13 period is approved by the state auditor. The final performance audit
14 report shall include the objectives, scope, and methodology; the
15 audit results, including findings and recommendations; the agency's
16 response and conclusions; and identification of best practices.

17 (8) The state auditor shall provide final performance audit
18 reports to the citizens of Washington, the governor, the joint
19 legislative audit and review committee, the appropriate legislative
20 committees, and other appropriate officials. Final performance audit
21 reports shall be posted on the internet.

22 (9) The audited transportation-related agency is responsible for
23 follow-up and corrective action on all performance audit findings and
24 recommendations. The audited agency's plan for addressing each audit
25 finding and recommendation shall be included in the final audit
26 report. The plan shall provide the name of the contact person
27 responsible for each action, the action planned, and the anticipated
28 completion date. If the audited agency does not agree with the audit
29 findings and recommendations or believes action is not required, then
30 the action plan shall include an explanation and specific reasons.

31 The office of financial management shall require periodic
32 progress reports from the audited agency until all resolution has
33 occurred. The office of financial management is responsible for
34 achieving audit resolution. The office of financial management shall
35 annually report by December 31st the status of performance audit
36 resolution to the appropriate legislative committees and the state
37 auditor. The legislature shall consider the performance audit results
38 in connection with the state budget process.

39 The auditor may request status reports on specific audits or
40 findings.

1 (10) For the period from July 1, 2005, until June 30, 2007, the
2 amount of \$4,000,000 is appropriated from the transportation
3 partnership account to the state auditors office for the purposes of
4 subsections (2) through (9) of this section.

5 (11) During the 2015-2017 fiscal biennium, the legislature may
6 transfer from the transportation partnership account to the
7 connecting Washington account such amounts as reflect the excess fund
8 balance of the transportation partnership account.

9 (12) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
10 biennia, the legislature may direct the state treasurer to make
11 transfers of moneys in the transportation partnership account to the
12 connecting Washington account.

13 **Sec. 709.** RCW 46.68.325 and 2017 c 313 s 710 are each amended to
14 read as follows:

15 (1) The rural mobility grant program account is created in the
16 state treasury. Moneys in the account may be spent only after
17 appropriation. Expenditures from the account may be used only for the
18 grants provided under RCW 47.66.100.

19 (2) Beginning September 2011, by the last day of September,
20 December, March, and June of each year, the state treasurer shall
21 transfer from the multimodal transportation account to the rural
22 mobility grant program account two million five hundred thousand
23 dollars.

24 (3) During the 2015-2017 fiscal biennium, the legislature may
25 transfer from the rural mobility grant program account to the
26 multimodal transportation account such amounts as reflect the excess
27 fund balance of the rural mobility grant program account.

28 (4) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
29 biennia, the legislature may direct the state treasurer to make
30 transfers of moneys in the rural mobility grant program account to
31 the multimodal transportation account.

32 **Sec. 710.** RCW 47.56.403 and 2017 c 313 s 712 are each amended to
33 read as follows:

34 (1) The department may provide for the establishment,
35 construction, and operation of a pilot project of high occupancy toll
36 lanes on state route 167 high occupancy vehicle lanes within King
37 county. The department may issue, buy, and redeem bonds, and deposit
38 and expend them; secure and remit financial and other assistance in

1 the construction of high occupancy toll lanes, carry insurance, and
2 handle any other matters pertaining to the high occupancy toll lane
3 pilot project.

4 (2) Tolls for high occupancy toll lanes will be established as
5 follows:

6 (a) The schedule of toll charges for high occupancy toll lanes
7 must be established by the transportation commission and collected in
8 a manner determined by the commission.

9 (b) Toll charges shall not be assessed on transit buses and
10 vanpool vehicles owned or operated by any public agency.

11 (c) The department shall establish performance standards for the
12 state route 167 high occupancy toll lane pilot project. The
13 department must automatically adjust the toll charge, using dynamic
14 tolling, to ensure that toll-paying single-occupant vehicle users are
15 only permitted to enter the lane to the extent that average vehicle
16 speeds in the lane remain above forty-five miles per hour at least
17 ninety percent of the time during peak hours. The toll charge may
18 vary in amount by time of day, level of traffic congestion within the
19 highway facility, vehicle occupancy, or other criteria, as the
20 commission may deem appropriate. The commission may also vary toll
21 charges for single-occupant inherently low-emission vehicles such as
22 those powered by electric batteries, natural gas, propane, or other
23 clean burning fuels.

24 (d) The commission shall periodically review the toll charges to
25 determine if the toll charges are effectively maintaining travel
26 time, speed, and reliability on the highway facilities.

27 (3) The department shall monitor the state route 167 high
28 occupancy toll lane pilot project and shall annually report to the
29 transportation commission and the legislature on operations and
30 findings. At a minimum, the department shall provide facility use
31 data and review the impacts on:

32 (a) Freeway efficiency and safety;

33 (b) Effectiveness for transit;

34 (c) Person and vehicle movements by mode;

35 (d) Ability to finance improvements and transportation services
36 through tolls; and

37 (e) The impacts on all highway users. The department shall
38 analyze aggregate use data and conduct, as needed, separate surveys
39 to assess usage of the facility in relation to geographic,
40 socioeconomic, and demographic information within the corridor in

1 order to ascertain actual and perceived questions of equitable use of
2 the facility.

3 (4) The department shall modify the pilot project to address
4 identified safety issues and mitigate negative impacts to high
5 occupancy vehicle lane users.

6 (5) Authorization to impose high occupancy vehicle tolls for the
7 state route 167 high occupancy toll pilot project expires if either
8 of the following two conditions apply:

9 (a) If no contracts have been let by the department to begin
10 construction of the toll facilities associated with this pilot
11 project within four years of July 24, 2005; or

12 (b) If high occupancy vehicle tolls are being collected on June
13 30, (~~2019~~) 2021.

14 (6) The department of transportation shall adopt rules that allow
15 automatic vehicle identification transponders used for electronic
16 toll collection to be compatible with other electronic payment
17 devices or transponders from the Washington state ferry system, other
18 public transportation systems, or other toll collection systems to
19 the extent that technology permits.

20 (7) The conversion of a single existing high occupancy vehicle
21 lane to a high occupancy toll lane as proposed for SR-167 must be
22 taken as the exception for this pilot project.

23 (8) A violation of the lane restrictions applicable to the high
24 occupancy toll lanes established under this section is a traffic
25 infraction.

26 (9) Procurement activity associated with this pilot project shall
27 be open and competitive in accordance with chapter 39.29 RCW.

28 **Sec. 711.** RCW 47.56.876 and 2017 c 313 s 713 are each amended to
29 read as follows:

30 A special account to be known as the state route number 520 civil
31 penalties account is created in the state treasury. All state route
32 number 520 bridge replacement and HOV program civil penalties
33 generated from the nonpayment of tolls on the state route number 520
34 corridor must be deposited into the account, as provided under RCW
35 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
36 appropriation. Expenditures from the account may be used to fund any
37 project within the state route number 520 bridge replacement and HOV
38 program, including mitigation. During the 2013-2015 and 2015-2017
39 fiscal biennia, the legislature may transfer from the state route

1 number 520 civil penalties account to the state route number 520
2 corridor account such amounts as reflect the excess fund balance of
3 the state route number 520 civil penalties account. Funds transferred
4 must be used solely for capital expenditures for the state route
5 number 520 bridge replacement and HOV project. During the 2017-2019
6 and the 2019-2021 fiscal (~~(biennium)~~) biennia, the legislature may
7 direct the state treasurer to make transfers of moneys in the state
8 route number 520 civil penalties account to the state route number
9 520 corridor account.

10 **Sec. 712.** RCW 47.60.530 and 2017 c 313 s 714 are each amended to
11 read as follows:

12 (1) The Puget Sound ferry operations account is created in the
13 motor vehicle fund.

14 (2) The following funds must be deposited into the account:

15 (a) All moneys directed by law;

16 (b) All revenues generated from ferry fares; and

17 (c) All revenues generated from commercial advertising,
18 concessions, parking, and leases as allowed under RCW 47.60.140.

19 (3) Moneys in the account may be spent only after appropriation.

20 (4) Expenditures from the account may be used only for the
21 maintenance, administration, and operation of the Washington state
22 ferry system.

23 (5) During the 2015-2017 fiscal biennium, the legislature may
24 transfer from the Puget Sound ferry operations account to the
25 connecting Washington account such amounts as reflect the excess fund
26 balance of the Puget Sound ferry operations account.

27 (6) During the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~)
28 biennia, the legislature may direct the state treasurer to make
29 transfers of moneys in the Puget Sound ferry operations account to
30 the connecting Washington account.

31 **Sec. 713.** RCW 41.45.0631 and 2009 c 561 s 7 are each amended to
32 read as follows:

33 (1) The allocation of costs between the employer and members of
34 the Washington state patrol retirement system shall be made only
35 after the application of any minimum total contribution rate that may
36 be in effect for the system under subsection (4) of this section. For
37 benefit improvements effective on or after July 1, 2007, costs shall
38 be shared equally by members and the employer, and any cap on member

1 contributions shall be adjusted accordingly. The member contribution
2 rate shall be based on the adjusted total contribution rate described
3 in subsection (2) of this section. Beginning July 1, 2007, the
4 required member contribution rate for members of the Washington state
5 patrol retirement system shall be the lesser of the following: (a)
6 One-half of the adjusted total contribution rate for the system; or
7 (b) seven percent, plus fifty percent of the contribution rate
8 increase caused by any benefit improvements effective on or after
9 July 1, 2007.

10 (2) The employer shall continue to pay for all costs attributable
11 to distributions under RCW 43.43.270(2) for survivors of members who
12 became disabled under RCW 43.43.040(2) prior to July 1, 2006, until
13 such costs are fully paid. In order to avoid charging members for
14 these costs, the total required contribution rate shall be adjusted
15 to exclude these costs. The result of the adjustment shall be the
16 adjusted total contribution rate that is to be used to calculate the
17 required member contribution rate.

18 (3) The employer rate shall be the contribution rate required to
19 cover all total system costs that are not covered by the member
20 contribution rate.

21 (4) Beginning July 1, 2009, a minimum total contribution rate is
22 established for the Washington state patrol retirement system. The
23 total Washington state patrol retirement system contribution rate may
24 exceed, but may not drop below, the established minimum total
25 contribution rate. From July 1, 2009, through June 30, 2011, the
26 minimum total contribution rate shall equal the total contribution
27 rate required to fund fifty percent of the Washington state patrol
28 retirement system's normal cost as calculated under the entry age
29 normal cost method. Beginning July 1, 2011, the minimum total
30 contribution rate shall equal the total contribution rate required to
31 fund seventy percent of the Washington state patrol retirement
32 system's normal cost as calculated under the entry age normal cost
33 method. This minimum rate, when applicable, shall be collected in
34 addition to any contribution rate required to amortize any unfunded
35 costs attributable to distributions under RCW 43.43.270(2) for
36 survivors of members who became disabled under RCW 43.43.040(2) prior
37 to July 1, 2006.

38 (5) Upon completion of each biennial actuarial valuation, the
39 state actuary shall review the appropriateness of this minimum total
40 contribution rate and recommend to the council any adjustments as may

1 be needed. Any changes adopted by the council shall be subject to
2 revision by the legislature.

3 (6) The legislature recognizes the short-term volatility of
4 projected employer contribution rates for the Washington state patrol
5 retirement system and intends to phase-in the increase in
6 contribution rates from the 2017-2019 biennium to the 2019-2021
7 biennium over three successive biennia. The phase-in shall be
8 calculated by the state actuary and shall not result in an expected
9 funding shortfall when measured over the entire phase-in period.
10 Consistent with this intent, the legislature revises the basic
11 employer contribution rate for the Washington state patrol retirement
12 system from 22.13 percent to 17.5 percent during the 2019-2021
13 biennium. By June 30, 2020, the state actuary shall calculate and
14 report to the council the expected change to the basic employer
15 contribution rates for the 2021-2023 and 2023-2025 biennia that
16 continue this phase-in.

17 **Sec. 714.** RCW 46.68.063 and 2014 c 79 s 2 are each amended to
18 read as follows:

19 The department of licensing technology improvement and data
20 management account is created in the highway safety fund. All
21 receipts from fees collected under RCW 46.12.630(5) must be deposited
22 into the account. Expenditures from the account may be used only for
23 investments in technology and data management at the department.
24 During the 2019-2021 biennium, the account may also be used for
25 responding to public records requests. Moneys in the account may be
26 spent only after appropriation.

27 **Sec. 715.** RCW 46.68.370 and 2013 c 306 s 713 are each amended to
28 read as follows:

29 The license plate technology account is created in the state
30 treasury. All receipts collected under RCW 46.17.015 must be
31 deposited into this account. Expenditures from this account must
32 support current and future license plate technology and systems
33 integration upgrades for both the department and correctional
34 industries. Moneys in the account may be spent only after
35 appropriation. Additionally, the moneys in this account may be used
36 to reimburse the motor vehicle account for any appropriation made to
37 implement the digital license plate system. During the 2011-2013 and
38 2013-2015 fiscal biennia, the legislature may transfer from the

1 license plate technology account to the highway safety account [fund]
2 such amounts as reflect the excess fund balance of the license plate
3 technology account. During the 2019-2021 biennium, the account may
4 also be used for the maintenance of recently modernized information
5 technology systems for vehicle registrations.

6 **Sec. 716.** RCW 46.68.220 and 2011 c 367 s 719 are each amended to
7 read as follows:

8 The department of licensing services account is created in the
9 motor vehicle fund. All receipts from service fees received under RCW
10 46.17.025 must be deposited into the account. Moneys in the account
11 may be spent only after appropriation. Expenditures from the account
12 may be used only for:

- 13 (1) Information and service delivery systems for the department;
14 (2) Reimbursement of county licensing activities; and
15 (3) County auditor or other agent and subagent support including,
16 but not limited to, the replacement of department-owned equipment in
17 the possession of county auditors or other agents and subagents
18 appointed by the director. During the 2011-2013 fiscal biennium, the
19 legislature may transfer from the department of licensing services
20 account such amounts as reflect the excess fund balance of the
21 account. During the 2019-2021 biennium, the account may also be used
22 for supporting the operations of licensing service offices.

23 **Sec. 717.** RCW 46.63.030 and 2013 2nd sp.s. c 23 s 23 are each
24 amended to read as follows:

25 (1) A law enforcement officer has the authority to issue a notice
26 of traffic infraction:

27 (a) When the infraction is committed in the officer's presence,
28 except as provided in RCW 46.09.485;

29 (b) When the officer is acting upon the request of a law
30 enforcement officer in whose presence the traffic infraction was
31 committed;

32 (c) If an officer investigating at the scene of a motor vehicle
33 accident has reasonable cause to believe that the driver of a motor
34 vehicle involved in the accident has committed a traffic infraction;

35 (d) When the infraction is detected through the use of an
36 automated traffic safety camera under RCW 46.63.170; (~~(e)~~)

37 (e) When the infraction is detected through the use of an
38 automated school bus safety camera under RCW 46.63.180; or

1 (f) When the infraction is detected through the use of an
2 automated vehicle noise enforcement camera as part of a pilot program
3 authorized by this act during the 2019-2021 biennium.

4 (2) A court may issue a notice of traffic infraction upon receipt
5 of a written statement of the officer that there is reasonable cause
6 to believe that an infraction was committed.

7 (3) If any motor vehicle without a driver is found parked,
8 standing, or stopped in violation of this title or an equivalent
9 administrative regulation or local law, ordinance, regulation, or
10 resolution, the officer finding the vehicle shall take its
11 registration number and may take any other information displayed on
12 the vehicle which may identify its user, and shall conspicuously
13 affix to the vehicle a notice of traffic infraction.

14 (4) In the case of failure to redeem an abandoned vehicle under
15 RCW 46.55.120, upon receiving a complaint by a registered tow truck
16 operator that has incurred costs in removing, storing, and disposing
17 of an abandoned vehicle, an officer of the law enforcement agency
18 responsible for directing the removal of the vehicle shall send a
19 notice of infraction by certified mail to the last known address of
20 the person responsible under RCW 46.55.105. The notice must be
21 entitled "Littering—Abandoned Vehicle" and give notice of the
22 monetary penalty. The officer shall append to the notice of
23 infraction, on a form prescribed by the department of licensing, a
24 notice indicating the amount of costs incurred as a result of
25 removing, storing, and disposing of the abandoned vehicle, less any
26 amount realized at auction, and a statement that monetary penalties
27 for the infraction will not be considered as having been paid until
28 the monetary penalty payable under this chapter has been paid and the
29 court is satisfied that the person has made restitution in the amount
30 of the deficiency remaining after disposal of the vehicle.

31 NEW SECTION. Sec. 718. (1) The agency financial transaction
32 account is created in the state treasury. Designated receipts from
33 cost-recovery charges for credit card and other financial transaction
34 fees pursuant to this act must be deposited into the account. Moneys
35 in the account may be spent only after appropriation. Expenditures
36 from the account may be used only for paying credit card and
37 financial transaction fees, and other related costs incurred by state
38 agencies.

39 (2) This section expires June 30, 2021.

1 NEW SECTION. **Sec. 719.** Section 710 of this act takes effect
2 only if chapter. . . (House Bill No. 2132) (authorization of certain
3 tolled facilities), Laws of 2019 is not enacted by June 30, 2019.

4 **2017-2019 FISCAL BIENNIUM**

5 **TRANSPORTATION AGENCIES—OPERATING**

6 **Sec. 801.** 2018 c 297 s 201 (uncodified) is amended to read as
7 follows:

8 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

9 Highway Safety Account—State Appropriation	\$4,329,000
10 Highway Safety Account—Federal Appropriation	(\$22,205,000)
11	<u>\$25,005,000</u>
12 Highway Safety Account—Private/Local Appropriation	\$118,000
13 School Zone Safety Account—State Appropriation	\$850,000
14 TOTAL APPROPRIATION.	(\$27,502,000)
15	<u>\$30,302,000</u>

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

18 (1) \$100,000 of the highway safety account—state appropriation is
19 provided solely for the implementation of chapter 324, Laws of 2017
20 (bicyclist safety advisory council).

21 (2) \$1,000,000 of the highway safety account—state appropriation
22 is provided solely for the implementation of section 13(4), chapter
23 336, Laws of 2017 (impaired driving). The funding is provided for
24 grants to organizations that seek to reduce driving under the
25 influence of drugs and alcohol and for administering the program.
26 \$108,806 of the amount provided in this subsection is for the
27 commission to cover the costs associated with administering the grant
28 program. The funding provided in this subsection is contingent on the
29 availability of funds raised by the fee, described in section 13(4),
30 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
31 costs of administering the program.

32 **Sec. 802.** 2018 c 297 s 202 (uncodified) is amended to read as
33 follows:

34 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

35 Rural Arterial Trust Account—State Appropriation	\$1,056,000
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1	Motor Vehicle Account—State Appropriation	((\$2,720,000))
2		<u>\$2,791,000</u>
3	County Arterial Preservation Account—State	
4	Appropriation	\$1,592,000
5	TOTAL APPROPRIATION.	((\$5,368,000))
6		<u>\$5,439,000</u>

7 **Sec. 803.** 2018 c 297 s 204 (uncodified) is amended to read as
8 follows:

9 **FOR THE JOINT TRANSPORTATION COMMITTEE**

10	((Highway Safety Account—State Appropriation.	\$150,000))
11	Motor Vehicle Account—State Appropriation	\$2,030,000
12	Multimodal Transportation Account—State	
13	Appropriation.	\$1,570,000
14	TOTAL APPROPRIATION.	((\$3,750,000))
15		<u>\$3,600,000</u>

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

18 (1)(a) \$200,000 of the multimodal transportation account—state
19 appropriation is for a consultant study of marine pilotage in
20 Washington state, with a goal of recommending best practices for: An
21 analytically-driven pilotage tariff and fee setting process;
22 determination of the total number of pilots and pilot workload; pilot
23 recruitment, training, review, and selection, with a focus on
24 increasing pilot diversity; and selection of governance structures
25 for the oversight and management of pilotage activities. The study
26 must include the following:

27 (i)(A) An examination of current practices of the board of
28 pilotage related to: Pilotage tariff and fee setting, including a
29 review of the development and composition of fees, their relationship
30 to tariffs and pilotage district expenditures, and an analysis of
31 pilot benefits; the setting of the total number of pilots and pilot
32 workload distribution; pilot candidate recruitment and training;
33 pilot review and selection processes; and reporting to comply with
34 statutory requirements;

35 (B) An examination of the current oversight, administrative
36 practices, and governance of the board of pilotage commissioners and
37 the two pilotage districts, including board composition analysis, the
38 possible role of the legislative appropriations process, and options

1 for insurance liability coverage for the board of pilotage
2 commissioners;

3 (ii) A comparison of current practices identified under this
4 subsection (1)(a) to best practices in marine pilotage elsewhere in
5 the United States, including both state licensed pilotage and federal
6 pilotage systems with independent contractor, public employee, or
7 private employee pilots; and a comparison to marine pilotage
8 activities outside of the United States, to the extent these marine
9 pilotage activities can inform the evaluation process and identify
10 additional best practices that could be implemented in Washington
11 state;

12 (iii) A comparison of the results of the examination of current
13 practices to best practices in the United States in areas other than
14 marine pilotage for which similar activities are conducted;

15 (iv) An evaluation of the extent to which the best practices
16 examined can be implemented and would be effective in Washington
17 state; and

18 (v) A recommendation for the best practices that should be
19 adopted by Washington state for each of the areas examined.

20 (b) The joint transportation committee must issue a report of its
21 findings and recommendations to the house of representatives and
22 senate transportation committees by January 8, 2018.

23 (2) \$160,000 of the motor vehicle account—state appropriation is
24 for the joint transportation committee to contract with the
25 University of Minnesota to independently analyze and assess traffic
26 data for the express toll lanes and general purpose lanes of the
27 Interstate 405 tolled corridor, including in terms of the performance
28 measures described in RCW 47.56.880, and to develop and recommend
29 near-term and longer-term strategies for the improvement of traffic
30 performance in this corridor. A report summarizing the results of the
31 traffic data assessment and providing recommended strategies is due
32 to the transportation committees of the legislature by January 8,
33 2018.

34 (3)(a) \$500,000 of the multimodal transportation account—state
35 appropriation is for a consultant study of air cargo movement at
36 Washington airports. The study must:

37 (i) Describe the state's air cargo system, and identify the
38 facilities that comprise the system;

39 (ii) Evaluate the current and projected future capacity of the
40 air cargo system;

- 1 (iii) Identify underutilized capacity;
- 2 (iv) Identify and describe what market forces may determine
3 demand for cargo service at different facilities and what role the
4 shippers and cargo service providers play in determining how cargo is
5 moved in the state;
- 6 (v) Develop a definition of congestion in the state's air cargo
7 system, including metrics by which to measure congestion and the cost
8 of congestion to shippers; and
- 9 (vi) Evaluate what would be needed to more effectively use
10 existing capacity at airports across the state. As part of this
11 evaluation, the study must:
- 12 (A) Evaluate air, land, and surface transportation constraints,
13 including intermodal constraints, to accommodate current demand and
14 future growth;
- 15 (B) Evaluate impediments to addressing those constraints;
- 16 (C) Evaluate options to address those constraints; and
- 17 (D) Evaluate the impacts to air cargo-related industries that
18 would result from shifting cargo service to Washington airports that
19 currently have available capacity.
- 20 (b) The study must also identify the state's interest in reducing
21 air cargo congestion and evaluate ways to address this interest on a
22 statewide basis.
- 23 (c) The study must provide recommendations regarding:
- 24 (i) Options to reduce air cargo congestion and more efficiently
25 use available capacity at Washington airports;
- 26 (ii) Options to address the state's interest in reducing air
27 cargo congestion on a statewide basis;
- 28 (iii) Strategies to accomplish the recommendations under this
29 subsection (3)(c); and
- 30 (iv) Statutory changes needed to implement the recommendations
31 under this subsection (3)(c).
- 32 (d) The department of transportation shall provide technical
33 support for the study, including providing guidance regarding
34 information that may already be available due to the department's
35 ongoing work on the Washington aviation system plan.
- 36 (e) The joint transportation committee shall issue a report of
37 its findings and recommendations to the house of representatives and
38 senate transportation committees by December 14, 2018.
- 39 (4) \$100,000 of the motor vehicle account—state appropriation is
40 for the joint transportation committee to conduct an assessment of

1 the current roles and responsibilities of the transportation
2 commission. The purpose of the assessment is to review the current
3 membership, functions, powers, and duties of the transportation
4 commission beyond those granted to the transportation commission as
5 the tolling authority under RCW 47.56.850, for the adoption of ferry
6 fares and pricing policies under RCW 47.60.315, or for work related
7 to the road usage charge pilot project as directed by the
8 legislature. When conducting the assessment, the joint transportation
9 committee must consult with the transportation commission and the
10 office of financial management.

11 (a) The assessment must consist of a review of the following:

12 (i) The primary enabling statutes of the transportation
13 commission contained in RCW 47.01.051 through 47.01.075;

14 (ii) The transportation commission's functions relating to
15 ferries under chapters 47.60 and 47.64 RCW beyond those granted by
16 the legislature for adoption of fares and pricing policies;

17 (iii) The existing budget of the transportation commission to
18 ensure it is appropriate for the roles and responsibilities it is
19 directed to do by the governor and the legislature;

20 (iv) The transportation commission's current roles and
21 responsibilities relating to transportation planning, transportation
22 policy development, and other functions; and

23 (v) Other issues related to the transportation commission as
24 determined by the joint transportation committee.

25 (b) A report of the assessment findings and recommendations is
26 due to the transportation committees of the legislature by December
27 31, 2017.

28 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
29 from the cities' statewide fuel tax distributions under RCW
30 46.68.110(2), is for the joint transportation committee to conduct a
31 study to assess the current state of city transportation funding,
32 identify emerging issues, and recommend funding sources to meet
33 current and future needs. As part of the study, the joint
34 transportation committee shall:

35 (i) Identify current city transportation funding
36 responsibilities, sources, and gaps;

37 (ii) Identify emerging issues that may add additional strain on
38 city costs and funding capacity;

39 (iii) Identify future city funding needs;

40 (iv) Evaluate alternative sources of funding; and

- 1 (v) Recommend sources of funding to address those needs and gaps.
- 2 (b) In considering alternative sources of funding, the study
3 shall evaluate sources available outside of the state of Washington
4 that currently are not available in Washington.
- 5 (c) In conducting the study, the joint transportation committee
6 must consult with:
- 7 (i) City representatives;
- 8 (ii) A representative from the department of transportation local
9 programs division;
- 10 (iii) A representative from the transportation improvement board;
- 11 (iv) A representative from the department of transportation/
12 metropolitan planning organization/regional transportation planning
13 organization coordinating committee; and
- 14 (v) Others as appropriate.
- 15 (d) The association of Washington cities and the department of
16 transportation shall provide technical support to the study.
- 17 (e) The joint transportation committee must issue a report of its
18 findings and recommendations to the transportation committees of the
19 legislature by June 30, 2019.
- 20 (6) (a) \$315,000 of the multimodal transportation account—state
21 appropriation is for a consultant study of the capital needs of
22 public transportation systems operated by public transportation
23 benefit areas, metropolitan municipal corporations, cities, counties,
24 and county transportation authorities. The study must include:
- 25 (i) An inventory of each agency's vehicle fleet;
- 26 (ii) An inventory of each agency's facilities, including the
27 state of repair;
- 28 (iii) The replacement and expansion needs of each agency's
29 vehicle fleet, as well as the associated costs, over the next ten
30 years;
- 31 (iv) The replacement and expansion needs for each agency's
32 facilities including, but not limited to, such facilities as park and
33 rides, transit centers, and maintenance buildings;
- 34 (v) The source of funding, if known, planned to cover the cost of
35 the bus and facilities replacement and expansion needs including, but
36 not limited to, local revenue, state grants, and federal grants;
- 37 (vi) The amount of service that could be provided with the local
38 funds that are currently required for each agency's total capital
39 needs; and

1 (vii) A list of potential state, federal, or local revenue
2 sources that public transportation agencies could access or implement
3 in order to meet agencies' capital needs. These revenue sources may
4 be either currently available sources or sources that would need
5 legislative authorization.

6 (b) The Washington state transit association and the Washington
7 state department of transportation shall provide technical support to
8 the study.

9 (c) The joint transportation committee shall issue a report of
10 its findings and recommendations to the transportation committees of
11 the legislature by (~~March 1~~) June 30, 2019.

12 (7) \$255,000 of the multimodal transportation account—state
13 appropriation is for the joint transportation committee to conduct a
14 study regarding the regulation of transportation network companies
15 within the state of Washington. In conducting the study, the joint
16 transportation committee must consult with relevant representatives
17 of the department of licensing, the utilities and transportation
18 commission, the Washington state patrol, local governments involved
19 in the regulation of transportation network companies, entities
20 providing transportation network services, and other relevant
21 stakeholders. The study must include a review of the regulatory
22 framework used by local jurisdictions within Washington state and in
23 other states, an evaluation of the most effective public safety
24 aspects of a regulatory framework, including among other aspects, the
25 type of required background checks, and an assessment of the most
26 effective and efficient state and local regulatory structure for
27 regulation of transportation network companies. The joint
28 transportation committee must issue a report of its findings and
29 recommendations to the house and senate transportation committees by
30 January 14, 2019.

31 (8) \$300,000 of the multimodal transportation account—state
32 appropriation is for the joint transportation committee to conduct a
33 study regarding the regulation of taxi and for hire services
34 regulated by state, local governments, and port districts. The study
35 must compare state and local regulations in the state of Washington
36 that govern these private passenger transportation services and may
37 include recommendations for improving the consistency or overall
38 effectiveness and competitive fairness of the current regulatory
39 frameworks. In conducting the study, the joint transportation
40 committee shall consult with the department of licensing, the

1 utilities and transportation commission, the Washington state patrol,
2 appropriate local entities engaged in the regulation of commercial
3 passenger transportation services, and other relevant stakeholders.
4 The joint transportation committee must issue a report of its
5 findings and recommendations to the house and senate transportation
6 committees by January 14, 2019.

7 (9) (a) (~~(\$150,000 of the highway safety account state~~
8 ~~appropriation is for)~~) Within existing resources, the joint
9 transportation committee (~~(to)~~) shall assess and recommend methods
10 for setting state medical standards in the areas listed in (b) of
11 this subsection for commercial driver's license holders and
12 applicants, when these standards are not governed by specific
13 criteria under federal law, to help reduce the current shortage of
14 licensed commercial motor vehicle drivers in the state.

15 (b) This review must consist of an assessment of possible
16 approaches for developing a method by which to set state standards
17 for:

18 (i) Medical certification requirements for excepted interstate
19 commercial driver's license holders and applicants, as this class is
20 defined under 49 C.F.R. 383.71, who are not required to obtain
21 medical certification under federal law; and

22 (ii) Medical waiver requirements for intrastate nonexcepted
23 commercial driver's license holders and applicants, which must be set
24 in a manner consistent with the requirements of 49 C.F.R. Sec.
25 350.341(h) (2).

26 (c) The review must include consideration and evaluation of the
27 relevant practices, laws, and regulations of other states. The review
28 must also ensure that recommendations made are consistent with
29 federal law and do not jeopardize federal funding, and that they
30 incorporate relevant safety considerations.

31 (d) The joint transportation committee must consult with the
32 department of licensing, the Washington state patrol, the traffic
33 safety commission, the state department of health, and stakeholders
34 who rely on the state's commercial driver's license medical
35 certification process.

36 (e) The joint transportation committee must issue a report of its
37 findings and recommendations, including an indication of statutory
38 changes needed to implement the recommendations, to the
39 transportation committees of the legislature and the governor by
40 January 14, 2019.

1 submitted to the governor and the transportation committees of the
2 legislature by September 1, 2018. To the extent practicable, the
3 Washington state patrol shall begin implementing recommendations
4 before the completion of the independent assessment.

5 (4) The Washington state patrol and the department of
6 transportation shall jointly submit a prioritized list of weigh
7 station projects to the office of financial management by October 1,
8 2017. Projects submitted must include estimated costs for preliminary
9 engineering, rights-of-way, and construction and must also consider
10 the timing of any available funding for weigh station projects.

11 (5) The Washington state patrol and the office of financial
12 management must be consulted by the department of transportation
13 during the design phase of any improvement or preservation project
14 that could impact Washington state patrol weigh station operations.
15 During the design phase of any such project, the department of
16 transportation must estimate the cost of designing around the
17 affected weigh station's current operations, as well as the cost of
18 moving the affected weigh station.

19 (6) \$580,000 of the state patrol highway account—state
20 appropriation is provided solely for the operation of and
21 administrative support to the license investigation unit to enforce
22 vehicle registration laws in southwestern Washington. The Washington
23 state patrol, in consultation with the department of revenue, shall
24 maintain a running estimate of sales and use taxes remitted to the
25 state pursuant to activity conducted by the license investigation
26 unit. At the end of the calendar quarter in which it is estimated
27 that more than \$625,000 in taxes have been remitted to the state
28 since the effective date of this section, the Washington state patrol
29 shall notify the state treasurer and the state treasurer shall
30 transfer funds pursuant to section 408(25), chapter 313, Laws of
31 2017.

32 (7) \$600,000 of the state patrol highway account—state
33 appropriation is provided solely for the implementation of chapter
34 181, Laws of 2017 (WSPRS salary definition).

35 (8) \$4,354,000 of the state patrol highway account—state
36 appropriation is provided solely for an additional cadet class,
37 consisting of the 35th arming class and 111th trooper basic training
38 class, in the 2017-2019 fiscal biennium.

1 calendar quarter basis. The report must include, but is not limited
2 to: Detailed information about the planned and actual scope,
3 schedule, and budget; status of key vendor and other project
4 deliverables; and a description of significant changes to planned
5 deliverables or system functions over the life of the project.
6 Project staff will periodically brief the committees or the
7 committees' staff on system security and data protection measures.

8 ~~((3))~~ (2) The department when modernizing its computer systems
9 must place personal and company data elements in separate data fields
10 to allow the department to select discrete data elements when
11 providing information or data to persons or entities outside the
12 department. This requirement must be included as part of the systems
13 design in the department's business and technology modernization.
14 Pursuant to the restrictions in federal and state law, a person's
15 photo, social security number, or medical information must not be
16 made available through public disclosure or data being provided under
17 RCW 46.12.630 or 46.12.635.

18 ~~((4))~~ (3) \$4,471,000 of the highway safety account—state
19 appropriation is provided solely for costs necessary to accommodate
20 increased demand for enhanced drivers' licenses and enhanced
21 identicards. The office of financial management shall place the
22 entire amount provided in this subsection in unallotted status. The
23 office of financial management may release portions of the funds when
24 it determines that average wait times have increased by more than two
25 minutes based on wait time and volume data provided by the department
26 compared to average wait times and volume during the month of
27 December 2016. The department and the office of financial management
28 shall evaluate the use of these funds on a monthly basis and
29 periodically report to the transportation committees of the
30 legislature on average wait times and volume data for enhanced
31 drivers' licenses and enhanced identicards.

32 ~~((5))~~ (4) The department shall continue to encourage the use of
33 online vehicle registration renewal reminders and minimize the number
34 of letters mailed by the department. To further this goal, the
35 department shall develop a pilot program to replace first-class mail,
36 letter-form renewal reminders with postcard renewal reminders. The
37 goal of the pilot program is to realize substantial savings on
38 printing and postage costs. The pilot program must include customers
39 who performed their last renewal online and still receive a paper
40 renewal notice. The appropriations in this section reflect savings in

1 postage and printing costs of at least \$250,000 in the 2017-2019
2 fiscal biennium.

3 ~~((+6))~~ (5) \$550,000 of the highway safety account—state
4 appropriation is provided solely for communication and outreach
5 activities necessary to inform the public of federally acceptable
6 identification options including, but not limited to, enhanced
7 drivers' licenses and enhanced identicards. The department shall
8 develop and implement an outreach plan that includes informational
9 material that can be effectively communicated to all communities and
10 populations in Washington. At least thirty-five percent of this
11 appropriation must be used by the department for outreach efforts to
12 communities that would not otherwise be served by traditional media
13 outlets.

14 ~~((+7))~~ (6) \$19,000 of the highway safety account—state
15 appropriation is provided solely for the implementation of chapter
16 334, Laws of 2017 (distracted driving).

17 ~~((+8))~~ (7) \$57,000 of the motor vehicle account—state
18 appropriation is provided solely for the implementation of chapter
19 11, Laws of 2017 (aviation license plate).

20 ~~((+9))~~ (8) \$572,000 of the highway safety account—state
21 appropriation is provided solely for the implementation of chapter
22 197, Laws of 2017 (driver education uniformity).

23 ~~((+10))~~ (9) \$39,000 of the motor vehicle account—state
24 appropriation is provided solely for the implementation of chapter
25 25, Laws of 2017 (Fred Hutch license plate).

26 ~~((+11))~~ (10) \$104,000 of the ignition interlock device revolving
27 account—state appropriation is provided solely for the implementation
28 of chapter 336, Laws of 2017 (impaired driving).

29 ~~((+12))~~ (11) \$500,000 of the highway safety account—state
30 appropriation is provided solely for the implementation of chapter
31 206, Laws of 2017 (foster youth/driving).

32 ~~((+13))~~ (12) \$61,000 of the highway safety account—state
33 appropriation is provided solely for the implementation of chapter
34 310, Laws of 2017 (REAL ID compliance).

35 ~~((+14))~~ (13)(a) Within existing funds, the department, in
36 consultation with the department of ecology, shall convene a work
37 group comprised of registered tow truck operators, hulk haulers,
38 representatives from county solid waste facilities, and the recycling

1 community to develop a sustainable plan for the collection and
2 disposal of abandoned recreational vehicles.

3 (b) The work group shall report on the current problems relating
4 to abandoned recreational vehicles and develop policy options for
5 procedures relating to the transportation, recycling, and disposal of
6 abandoned recreational vehicles, as well as other potentially related
7 issues. As a result of its discussions, the work group shall also
8 produce draft legislation. The final report and draft legislation are
9 due to the standing transportation committees of the legislature on
10 December 1, 2017.

11 ~~((15))~~ (14) \$30,000 of the highway safety account—state
12 appropriation is provided solely for the implementation of chapter
13 122, Laws of 2017 (reduced-cost identicards).

14 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
15 appropriation is provided solely for the implementation of chapter
16 218, Laws of 2017 (registration enforcement).

17 ~~((17))~~ (16) \$30,000 of the highway safety account—state
18 appropriation is provided solely for the implementation of chapter
19 43, Laws of 2017 (tow truck notices).

20 ~~((18))~~ (17) \$230,000 of the highway safety account—state
21 appropriation is provided solely for developing an application
22 program interface service. This work must result in a mobile browser
23 based application for use on tablet devices at licensing services
24 offices.

25 (a) The application must be able to be used by licensing services
26 offices staff for:

27 (i) Prescreening customers and directing them to the most
28 efficient service line;

29 (ii) Performing any transaction within the department's online
30 services;

31 (iii) Answering customer questions regarding license status and
32 reinstatement; and

33 (iv) Providing a queue ticket to customers waiting for service
34 inside and outside the office.

35 (b) Additionally, the application must be:

36 (i) Able to add a feature allowing customers to get in line via
37 an online application and receive a mobile text message when their
38 turn is approaching; and

1 (ii) Scalable to add other features to mobile devices to expedite
2 customer service.

3 (~~((20))~~ ~~\$27,796,000~~) (18) \$23,596,000 of the highway safety
4 account—state appropriation is provided solely for costs necessary to
5 accommodate increased demand for enhanced drivers' licenses and
6 enhanced identicards. The department shall report on a quarterly
7 basis on the use of these funds, associated workload, and information
8 with comparative information with recent comparable months in prior
9 years. The report will include detailed statewide and by licensing
10 service office information on staffing levels, average monthly wait
11 times, the number of enhanced drivers' licenses and enhanced
12 identicards issued/renewed, and the number of primary drivers'
13 licenses and identicards issued/renewed. Within the amounts provided
14 in this subsection, the department shall implement efficiency
15 measures to reduce the time for licensing transactions and wait
16 times, including, but not limited to, the installation of additional
17 cameras at licensing service offices that reduce bottlenecks and
18 align with the keep your customer initiative.

19 (~~((21))~~) (19) \$45,000 of the highway safety account—state
20 appropriation is provided solely for the implementation of chapter
21 (~~((. . . (Second Substitute House Bill No. 1513)))~~) 109, Laws of 2018
22 (enhancing youth voter registration). If chapter (~~((. . . (Second
23 Substitute House Bill No. 1513)))~~) 109, Laws of 2018 is not enacted by
24 June 30, 2018, the amount provided in this subsection lapses.

25 (~~((23))~~) (20) \$70,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of chapter
27 (~~((. . . (Engrossed Second Substitute House Bill No. 2595)))~~) 110, Laws
28 of 2018 (procedures in order to automatically register citizens to
29 vote). If chapter (~~((. . . (Engrossed Second Substitute House Bill No.
30 2595)))~~) 110, Laws of 2018 is not enacted by June 30, 2018, the amount
31 provided in this subsection lapses.

32 (~~((24))~~) (21) \$26,000 of the highway safety account—state
33 appropriation is provided solely for the implementation of chapter
34 (~~((. . . (Substitute House Bill No. 2612)))~~) 135, Laws of 2018 (tow
35 truck operators). If chapter (~~((. . . (Substitute House Bill No.
36 2612)))~~) 135, Laws of 2018 is not enacted by June 30, 2018, the amount
37 provided in this subsection lapses.

38 (~~((27))~~) (22) \$34,000 of the motor vehicle account—state
39 appropriation is provided solely for the implementation of chapter

1 (~~(. . . (Substitute Senate Bill No. 5746))~~) 67, Laws of 2018
2 (concerning the association of Washington generals). If chapter
3 (~~(. . . (Substitute Senate Bill No. 5746))~~) 67, Laws of 2018 is not
4 enacted by June 30, 2018, the amount provided in this subsection
5 lapses.

6 (~~((31))~~) (23) \$17,000 of the highway safety account—state
7 appropriation is provided solely for the implementation of chapter
8 (~~(. . . (Substitute Senate Bill No. 6155))~~) 192, Laws of 2018 (bone
9 marrow donation information). If chapter (~~(. . . (Substitute Senate
10 Bill No. 6155))~~) 192, Laws of 2018 is not enacted by June 30, 2018,
11 the amount provided in this subsection lapses.

12 (~~((32))~~) (24) \$172,000 of the abandoned recreational vehicle
13 disposal account—state appropriation is provided solely for the
14 implementation of chapter (~~(. . . (Substitute Senate Bill No. 6437))~~)
15 287, Laws of 2018 (disposal of recreational vehicles abandoned on
16 public property). If chapter (~~(. . . (Substitute Senate Bill No.
17 6437))~~) 287, Laws of 2018 is not enacted by June 30, 2018, the amount
18 provided in this subsection lapses.

19 (~~((33))~~) (25) \$13,000 of the motor vehicle account—state
20 appropriation is provided solely for the implementation of chapter
21 (~~(. . . (Substitute Senate Bill No. 6438))~~) 79, Laws of 2018
22 (clarifying the collection process for existing vehicle service
23 transactions). If chapter (~~(. . . (Substitute Senate Bill No. 6438))~~)
24 79, Laws of 2018 is not enacted by June 30, 2018, the amount provided
25 in this subsection lapses.

26 (~~((34))~~) (26) The department shall within the department's
27 appropriations, conduct a study to evaluate options and potential
28 methods for allowing digital license plates. The report must include
29 information on the durability and legibility of digital license
30 plates in different weather conditions, costs, data security, tolling
31 and vehicle fees, protection of personal and vehicle information, and
32 other implementation issues. This will include an evaluation of how
33 the digital license plates can contain tamper-resistant and antitheft
34 features, but can continue to display the unique license plate number
35 assigned to the vehicle at all times. The department of licensing
36 must consult with the Washington state patrol, the department of
37 transportation, and other appropriate entities in conducting the
38 study. The department of licensing must present a report to the

1 standing transportation committees of the legislature by January 1,
2 2019.

3 ~~((35))~~ (27) \$200,000 of the highway safety account—state
4 appropriation is provided solely for the department to implement
5 employee training and other activities related to improving the
6 protection of private information and increasing racial and cultural
7 awareness by employees in administering licensing responsibilities.

8 **Sec. 806.** 2018 c 297 s 209 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
11 **—PROGRAM B**

12 High Occupancy Toll Lanes Operations Account—State	
13 Appropriation	((\$4,462,000))
14	<u>\$4,391,000</u>
15 Motor Vehicle Account—State Appropriation	\$513,000
16 State Route Number 520 Corridor Account—State	
17 Appropriation	((\$57,123,000))
18	<u>\$55,885,000</u>
19 State Route Number 520 Civil Penalties Account—State	
20 Appropriation	\$4,129,000
21 Tacoma Narrows Toll Bridge Account—State	
22 Appropriation	((\$33,618,000))
23	<u>\$33,086,000</u>
24 Interstate 405 Express Toll Lanes Operations	
25 Account—State Appropriation	((\$21,757,000))
26	<u>\$21,297,000</u>
27 Alaskan Way Viaduct Replacement Project Account—State	
28 Appropriation.	((\$13,938,000))
29	<u>\$6,656,000</u>
30 TOTAL APPROPRIATION.	((\$135,540,000))
31	<u>\$125,957,000</u>

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

34 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
35 appropriation and \$9,048,000 of the state route number 520 corridor
36 account—state appropriation are provided solely for the purposes of
37 addressing unforeseen operations and maintenance costs on the Tacoma
38 Narrows bridge and the state route number 520 bridge, respectively.

1 The office of financial management shall place the amounts provided
2 in this subsection, which represent a portion of the required minimum
3 fund balance under the policy of the state treasurer, in unallotted
4 status. The office may release the funds only when it determines that
5 all other funds designated for operations and maintenance purposes
6 have been exhausted.

7 (2) \$3,100,000 of the Interstate 405 express toll lanes
8 operations account—state appropriation, \$1,498,000 of the state route
9 number 520 corridor account—state appropriation, and \$1,802,000 of
10 the high occupancy toll lanes operations account—state appropriation
11 are provided solely for the operation and maintenance of roadside
12 toll collection systems.

13 (3) (~~(\$4,131,000)~~) \$4,129,000 of the state route number 520 civil
14 penalties account—state appropriation, \$2,192,000 of the Tacoma
15 Narrows toll bridge account—state appropriation, and \$1,191,000 of
16 the Interstate 405 express toll lanes operations account—state
17 appropriation are provided solely for expenditures related to the
18 toll adjudication process.

19 (4) The department shall make detailed quarterly expenditure
20 reports available to the Washington state transportation commission
21 and to the public on the department's web site using current
22 resources. The reports must include a summary of toll revenue by
23 facility on all operating toll facilities and high occupancy toll
24 lane systems, and an itemized depiction of the use of that revenue.

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

30 (a) Information on the travel times and travel time reliability
31 (at a minimum, average and 90th percentile travel times) maintained
32 during peak and nonpeak periods in the express toll lanes and general
33 purpose lanes for both the entire corridor and commonly made trips in
34 the corridor including, but not limited to, northbound from Bellevue
35 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
36 state route number 522, Bellevue to Bothell (both NE 8th to state
37 route number 522 and NE 8th to state route number 527), and a trip
38 internal to the corridor (such as NE 85th to NE 160th) and similar
39 southbound trips;

1 (b) A month-to-month comparison of travel times and travel time
2 reliability for the entire corridor and commonly made trips in the
3 corridor as specified in (a) of this subsection since implementation
4 of the express toll lanes and, to the extent available, a comparison
5 to the travel times and travel time reliability prior to
6 implementation of the express toll lanes;

7 (c) Total express toll lane and total general purpose lane
8 traffic volumes, as well as per lane traffic volumes for each type of
9 lane (i) compared to total express toll lane and total general
10 purpose lane traffic volumes, as well as per lane traffic volumes for
11 each type of lane, on this segment of Interstate 405 prior to
12 implementation of the express toll lanes and (ii) compared to total
13 express toll lane and total general purpose lane traffic volumes, as
14 well as per lane traffic volumes for each type of lane, from month to
15 month since implementation of the express toll lanes; and

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

19 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
20 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
21 of the state route number 520 corridor account—state appropriation,
22 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
23 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
24 express toll lanes operations account—state appropriation, and
25 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
26 project account—state appropriation are provided solely for the
27 department to implement a new tolling customer service toll
28 collection system, and are subject to the conditions, limitations,
29 and review provided in section 701, chapter 313, Laws of 2017.

30 (a) The office of financial management shall place \$2,000,000 of
31 the amounts provided in this subsection in unallotted status, to be
32 distributed between the facilities using the account proportions in
33 this subsection. If the vendors selected as the successful bidders
34 for the new tolling customer service toll collection system or the
35 operator of the new system are different than the vendor as of
36 January 1, 2017, the office of financial management may release
37 portions of this amount as transition costs.

38 (b) The funds provided in this subsection from the Alaskan Way
39 viaduct replacement project account—state appropriation are provided

1 through a transfer from the motor vehicle account—state in section
2 408(26), chapter 313, Laws of 2017. These funds are a loan to the
3 Alaskan Way viaduct replacement project account—state, and the
4 legislature assumes that these funds will be reimbursed to the motor
5 vehicle account—state at a later date when the portion of state route
6 number 99 that is the deep bore tunnel is operational.

7 (c) The department must provide a project status report to the
8 office of financial management and the transportation committees of
9 the legislature on at least a calendar quarterly basis. The report
10 must include, but is not limited to:

11 (i) Detailed information about the planned and actual scope,
12 schedule, and budget;

13 (ii) Status of key vendor and other project deliverables; and

14 (iii) A description of significant changes to planned
15 deliverables or system functions over the life of the project.

16 (d) The department shall continue to work with the office of
17 financial management, office of the chief information officer, and
18 the transportation committees of the legislature on the project
19 management plan that includes a provision for independent
20 verification and validation of contract deliverables from the
21 successful bidder and a provision for quality assurance that includes
22 reporting independently to the office of the chief information
23 officer on an ongoing basis during system implementation.

24 (7) The department shall make detailed quarterly reports to the
25 governor and the transportation committees of the legislature on the
26 following:

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

31 (b) The nonvendor costs of administering toll operations,
32 including the costs of staffing the division, consultants and other
33 personal service contracts required for technical oversight and
34 management assistance, insurance, payments related to credit card
35 processing, transponder purchases and inventory management, facility
36 operations and maintenance, and other miscellaneous nonvendor costs;
37 and

38 (c) The vendor-related costs of operating tolled facilities,
39 including the costs of the customer service center, cash collections

1 on the Tacoma Narrows bridge, electronic payment processing, and toll
2 collection equipment maintenance, renewal, and replacement.

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

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

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

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

10 (iv) Workload costs related to hearings;

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

12 (vi) Revenues generated from notices of civil penalty.

13 (8) (~~(\$13,179,000)~~) \$13,180,000 of the Interstate 405 express
14 toll lanes operations account—state appropriation is provided solely
15 for operational costs related to the express toll lane facility. The
16 office of financial management shall place \$6,808,000 of the amount
17 provided in this subsection in unallotted status. The office of
18 financial management may only release the funds to the department
19 upon the passage of a 2018 supplemental transportation budget.

20 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
21 have reached the end of its operational life. During the 2017-2019
22 fiscal biennium, the department plans to issue a request for
23 proposals as the first stage of a competitive procurement process
24 that will replace the toll equipment and select a new tolling
25 operator for the Tacoma Narrows Bridge. The request for proposals and
26 subsequent competitive procurement must incorporate elements that
27 prioritize the overall goal of lowering costs per transaction for the
28 facility, such as incentives for innovative approaches which result
29 in lower transactional costs, requests for efficiencies on the part
30 of the bidder that lower operational costs, and incorporation of
31 technologies such as self-serve credit card machines or other point-
32 of-payment technologies that lower costs or improve operational
33 efficiencies.

34 (10) (~~(\$5,583,000 of the Alaskan Way viaduct replacement project~~
35 ~~account—state appropriation is provided solely for the new state~~
36 ~~route number 99 tunnel toll facility's expected proportional share of~~
37 ~~collecting toll revenues, operating customer services, and~~
38 ~~maintaining toll collection systems for the last seven months of the~~
39 ~~biennium. Due to the uncertainty of the new state route number 99~~
40 ~~tunnel toll facility timeline, the legislature is holding the other~~

1 tolled facilities' administrative cost shares constant for this
 2 biennium. The legislature expects to see appropriate reductions to
 3 the other toll facility accounts once tolling on the new state route
 4 number 99 tunnel toll facility commences and any previously incurred
 5 costs for start-up of the new facility are charged back to the
 6 Alaskan Way viaduct replacement project account. The office of
 7 financial management shall closely monitor the application of the
 8 cost allocation model and ensure that the new state route number 99
 9 tunnel toll facility is adequately sharing costs and the other toll
 10 facility accounts are not being overspent or subsidizing the new
 11 state route number 99 tunnel toll facility.

12 ~~(11) \$1,849,000)~~ \$849,000 of the Alaskan Way viaduct replacement
 13 project account—state appropriation is provided solely for the costs
 14 associated with the sale of transponders for the opening of the new
 15 state route number 99 tunnel toll facility in Seattle. (~~The office
 16 of financial management shall place \$510,000 of the amount provided
 17 in this subsection in unallotted status. The office of financial
 18 management may only release the funds to the department if it
 19 determines the transponder inventory will otherwise not be sufficient
 20 for facility ramp up.)~~)

21 **Sec. 807.** 2018 c 297 s 210 (uncodified) is amended to read as
 22 follows:

23 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**

24 **C**

25	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
26	Motor Vehicle Account—State Appropriation	(\$87,865,000)
27		<u>\$87,880,000</u>
28	Puget Sound Ferry Operations Account—State	
29	Appropriation	\$263,000
30	Multimodal Transportation Account—State	
31	Appropriation	\$2,878,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation	\$1,460,000
34	TOTAL APPROPRIATION.	(\$93,926,000)
35		<u>\$93,941,000</u>

36 The appropriations in this section are subject to the following
 37 conditions and limitations:

1 (1) \$9,588,000 of the motor vehicle account—state appropriation
 2 is provided solely for the development of the labor system
 3 replacement project and is subject to the conditions, limitations,
 4 and review provided in section 701, chapter 313, Laws of 2017. It is
 5 the intent of the legislature that if any portion of the labor system
 6 replacement project is leveraged in the future for the time, leave,
 7 and labor distribution of any other agencies, the motor vehicle
 8 account will be reimbursed proportionally for the development of the
 9 system since amounts expended from the motor vehicle account must be
 10 used exclusively for highway purposes in conformance with Article II,
 11 section 40 of the state Constitution. This must be accomplished
 12 through a loan arrangement with the current interest rate under the
 13 terms set by the office of the state treasurer at the time the system
 14 is deployed to additional agencies. If the motor vehicle account is
 15 not reimbursed for future use of the system, it is further the intent
 16 of the legislature that reductions will be made to central service
 17 agency charges accordingly.

18 (2) \$2,296,000 of the motor vehicle account—state appropriation
 19 is provided solely for the development of ferries network systems
 20 support.

21 (3) \$365,000 of the motor vehicle account—state appropriation is
 22 provided solely for the department to contract with a consultant to
 23 develop a plan, in consultation with the office of financial
 24 management, and cost estimate to modernize and migrate the
 25 department's business applications from an agency-based data center
 26 to the state data center or a cloud-based environment.

27 **Sec. 808.** 2018 c 297 s 211 (uncodified) is amended to read as
 28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
 30 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

31 Motor Vehicle Account—State Appropriation	(\$29,368,000)
32	<u>\$29,325,000</u>
33 State Route Number 520 Corridor Account—State	
34 Appropriation	\$34,000
35 TOTAL APPROPRIATION.	(\$29,402,000)
36	<u>\$29,359,000</u>

1 requirements and capacity impacts at primary airports; the need for
2 and feasibility of industry incentives; the potential for public-
3 private partnerships; impacts to revenues generated from aviation
4 fuel sales; educational requirements for maintaining electric or
5 hybrid-electric powered aircraft; homeland security checkpoint
6 requirements; public acceptance of the technology; a cost comparison
7 of fossil fuel and electric or hybrid-electric aircraft engines;
8 emission reduction potential; and policy changes needed to facilitate
9 electric or hybrid-electric powered aircraft use for commercial air
10 travel in Washington state.

11 (c) The work group must report its findings and recommendations
12 to the transportation committees of the legislature by June 30, 2019.

13 **Sec. 810.** 2018 c 297 s 213 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
16 **SUPPORT—PROGRAM H**

17	Motor Vehicle Account—State Appropriation	((\$56,408,000))
18		<u>\$56,407,000</u>
19	Motor Vehicle Account—Federal Appropriation	\$500,000
20	Multimodal Transportation Account—State Appropriation . . .	\$256,000
21	TOTAL APPROPRIATION.	((\$57,164,000))
22		<u>\$57,163,000</u>

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

25 (1) \$300,000 of the motor vehicle account—state appropriation is
26 provided solely for the completion of property value determinations
27 for surplus properties to be sold. The value determinations must be
28 completed by agency staff if available; otherwise, the agency may
29 contract out for these services. The real estate services division of
30 the department must recover the cost of its efforts from the sale of
31 surplus property. Proceeds for surplus property sales must fund
32 additional future sales, and the real estate services division shall
33 prioritize staff resources to meet revenue assumptions for surplus
34 property sales.

35 (2) 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 (2), 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 (3) 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 **Sec. 811.** 2018 c 297 s 214 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
38 **PROGRAM K**

39 Motor Vehicle Account—State Appropriation ((\$639,000))

1 (a) As part of the study, the public-private partnerships program
2 must work with the city of Seattle, Native American tribes, and local
3 community groups to evaluate the efficacy of contracting with a
4 private entity to participate in the construction of the Colman Dock
5 entry building. The study must:

6 (i) Identify and discuss options to construct the facility as
7 currently scoped;

8 (ii) Identify and discuss options, including rescoping the
9 current design of the facility for purposes of providing a project
10 that has the potential to increase economic development activities
11 along the Seattle waterfront area, such as through the inclusion of
12 office space and restaurants;

13 (iii) Consider concepts and options found in the design
14 development described in the 2013-2015 capital budget (chapter 19,
15 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
16 future public park;

17 (iv) Consider rooftop public access for panoramic views of the
18 Puget Sound and Olympic mountains; and

19 (v) Consider exhibits of the history and heritage of the
20 vicinity.

21 (b) By November 15, 2017, the public-private partnerships program
22 must provide a report to the governor and the transportation
23 committees of the legislature on the program's findings and
24 recommendations.

25 (5) \$75,000 of the multimodal transportation account—state
26 appropriation is provided solely for the department to contract with
27 the Puget Sound Clean Air Agency to conduct a study that identifies
28 and evaluates opportunities to facilitate low-income utilization of
29 electric vehicles. The study must include, but is not limited to,
30 development and evaluation of an electric vehicle car-sharing program
31 for low-income housing sites that is designed to maximize the use of
32 electric vehicles by residents of these sites, and that must consider
33 any infrastructure needs that will need to be met to support the use
34 of electric vehicles at these sites. The department must provide a
35 report detailing the findings of this study to the transportation
36 committees of the legislature by December 1, 2018.

37 **Sec. 812.** 2018 c 297 s 215 (uncodified) is amended to read as
38 follows:

39 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

1	Motor Vehicle Account—State Appropriation	((\$451,660,000))
2		<u>\$469,820,000</u>
3	Motor Vehicle Account—Federal Appropriation	\$7,000,000
4	State Route Number 520 Corridor Account—State	
5	Appropriation	\$4,447,000
6	Tacoma Narrows Toll Bridge Account—State	
7	Appropriation	\$1,233,000
8	Alaskan Way Viaduct Replacement Project	
9	Account—State Appropriation	((\$2,982,000))
10		<u>\$1,865,000</u>
11	TOTAL APPROPRIATION.	((\$467,322,000))
12		<u>\$484,365,000</u>

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

15 (1) ((~~\$8,000,000~~)) \$8,242,000 of the motor vehicle account—state
16 appropriation is provided solely for utility fees assessed by local
17 governments as authorized under RCW 90.03.525 for the mitigation of
18 stormwater runoff from state highways.

19 (2) \$4,447,000 of the state route number 520 corridor account—
20 state appropriation is provided solely to maintain the state route
21 number 520 floating bridge. These funds must be used in accordance
22 with RCW 47.56.830(3).

23 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
24 appropriation is provided solely to maintain the new Tacoma Narrows
25 bridge. These funds must be used in accordance with RCW 47.56.830(3).

26 (4) \$35,000 of the motor vehicle account—state appropriation is
27 provided solely for the department to submit a request for proposals
28 as part of a pilot project that explores the use of rotary auger
29 ditch cleaning and reshaping service technology in maintaining
30 roadside ditches for state highways. The pilot project must consist
31 of at least one technology test on each side of the Cascade mountain
32 range.

33 (5) \$631,000 of the motor vehicle account—state appropriation is
34 provided solely for the department to implement safety improvements
35 and debris clean up on department-owned rights-of-way in the city of
36 Seattle. Direct or contracted activities must include collecting and
37 disposing of garbage, clearing debris or hazardous material, and
38 implementing safety improvements. Funds may also be used to contract
39 with the city of Seattle to provide mutual services in rights-of-way

1 similar to contract agreements in the 2015-2017 fiscal biennium.
2 \$381,000 of the amount provided in this subsection is provided solely
3 for one-time equipment procurement needed to implement this
4 subsection.

5 (6) \$15,000,000 of the motor vehicle account—state appropriation
6 is provided solely for extraordinary snow and ice removal expenses
7 and related road repair expenses incurred during the winter of
8 2018-2019.

9 **Sec. 813.** 2018 c 297 s 216 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
12 **OPERATING**

13 Motor Vehicle Account—State Appropriation	((\$65,743,000))
	<u>\$65,711,000</u>
15 Motor Vehicle Account—Federal Appropriation	\$2,050,000
16 Motor Vehicle Account—Private/Local Appropriation	((\$250,000))
	<u>\$350,000</u>
18 TOTAL APPROPRIATION.	((\$68,043,000))
	<u>\$68,111,000</u>

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

22 (1) \$6,000,000 of the motor vehicle account—state appropriation
23 is provided solely for low-cost enhancements. The department shall
24 give priority to low-cost enhancement projects that improve safety or
25 provide congestion relief. By December 15th of each odd-numbered
26 year, the department shall provide a report to the legislature
27 listing all low-cost enhancement projects completed in the prior
28 fiscal biennium.

29 (2) 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 (3) The department must make signage for low-height bridges a
34 high priority.

35 (4) \$50,000 of the motor vehicle account—state appropriation is
36 provided solely for the department to coordinate with the appropriate
37 local jurisdictions for development and implementation of a historic

1 route 10 signage program on Interstate 90 from the Columbia River to
2 the Idaho state border.

3 (5) (a) During the 2017-2019 fiscal biennium, the department shall
4 continue a pilot program that expands private transportation
5 providers' access to high occupancy vehicle lanes. Under the pilot
6 program, when the department reserves a portion of a highway based on
7 the number of passengers in a vehicle, the following vehicles must be
8 authorized to use the reserved portion of the highway if the vehicle
9 has the capacity to carry eight or more passengers, regardless of the
10 number of passengers in the vehicle: (i) Auto transportation company
11 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
12 carrier vehicles regulated under chapter 81.70 RCW, except marked or
13 unmarked stretch limousines and stretch sport utility vehicles as
14 defined under department of licensing rules; (iii) private nonprofit
15 transportation provider vehicles regulated under chapter 81.66 RCW;
16 and (iv) private employer transportation service vehicles. For
17 purposes of this subsection, "private employer transportation
18 service" means regularly scheduled, fixed-route transportation
19 service that is offered by an employer for the benefit of its
20 employees. Nothing in this subsection is intended to authorize the
21 conversion of public infrastructure to private, for-profit purposes
22 or to otherwise create an entitlement or other claim by private users
23 to public infrastructure.

24 (b) The department shall expand the high occupancy vehicle lane
25 access pilot program to vehicles that deliver or collect blood,
26 tissue, or blood components for a blood-collecting or distributing
27 establishment regulated under chapter 70.335 RCW. Under the pilot
28 program, when the department reserves a portion of a highway based on
29 the number of passengers in a vehicle, blood-collecting or
30 distributing establishment vehicles that are clearly and identifiably
31 marked as such on all sides of the vehicle are considered emergency
32 vehicles and must be authorized to use the reserved portion of the
33 highway.

34 (c) The department shall expand the high occupancy vehicle lane
35 access pilot program to private, for hire vehicles regulated under
36 chapter 81.72 RCW that have been specially manufactured, designed, or
37 modified for the transportation of a person who has a mobility
38 disability and uses a wheelchair or other assistive device. Under the
39 pilot program, when the department reserves a portion of a highway
40 based on the number of passengers in a vehicle, wheelchair-accessible

1 taxicabs that are clearly and identifiably marked as such on all
2 sides of the vehicle are considered public transportation vehicles
3 and must be authorized to use the reserved portion of the highway.

4 (d) Nothing in this subsection (5) is intended to exempt these
5 vehicles from paying tolls when they do not meet the occupancy
6 requirements established by the department for high occupancy toll
7 lanes.

8 **Sec. 814.** 2018 c 297 s 217 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
11 **SUPPORT—PROGRAM S**

12 Motor Vehicle Account—State Appropriation	((\$34,198,000))
	<u>\$34,207,000</u>
14 Motor Vehicle Account—Federal Appropriation	\$1,656,000
15 Multimodal Transportation Account—State	
16 Appropriation	\$1,129,000
17 TOTAL APPROPRIATION.	((\$36,983,000))
	<u>\$36,992,000</u>

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

21 (1) \$1,500,000 of the motor vehicle account—state appropriation
22 is provided solely for a grant program that makes awards for the
23 following: (a) Support for nonprofit agencies, churches, and other
24 entities to help provide outreach to populations underrepresented in
25 the current apprenticeship programs; (b) preapprenticeship training;
26 and (c) child care, transportation, and other supports that are
27 needed to help women, veterans, and minorities enter and succeed in
28 apprenticeship. The department must report on grants that have been
29 awarded and the amount of funds disbursed by December 1, 2017, and
30 annually thereafter.

31 (2) \$300,000 of the motor vehicle account—state appropriation is
32 provided solely for succession planning and leadership training. The
33 department shall report on the implementation of these activities to
34 the transportation committees of the legislature by December 31,
35 2018.

36 (3) From the revenues generated by the five dollar per studded
37 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
38 state appropriation is provided solely for the department, in

1 consultation with the appropriate local jurisdictions and relevant
 2 stakeholder groups, to establish a pilot media-based public
 3 information campaign regarding the damage of studded tire use on
 4 state and local roadways in Spokane county. The reason for the
 5 geographic selection of Spokane county for the pilot is based on the
 6 high utilization of studded tires in this jurisdiction. The public
 7 information campaign must primarily focus on making the consumer
 8 aware of the road deterioration, financial impact for taxpayers, the
 9 safety implications for other drivers, and, secondarily, the
 10 alternatives to studded tires. The pilot must begin by September 1,
 11 2018. By January 14, 2019, the department shall provide the
 12 transportation committees of the legislature an update on the pilot
 13 public information program. It is the intent of the legislature that
 14 the public information campaign will be a two-year pilot program with
 15 a report to the legislature upon completion of the pilot program.

16 **Sec. 815.** 2018 c 297 s 218 (uncodified) is amended to read as
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
 19 **AND RESEARCH—PROGRAM T**

20	Motor Vehicle Account—State Appropriation	((\$28,073,000))
21		<u>\$27,604,000</u>
22	Motor Vehicle Account—Federal Appropriation	\$39,782,000
23	Motor Vehicle Account—Local Appropriation.	\$100,000
24	Multimodal Transportation Account—State Appropriation	\$711,000
25	Multimodal Transportation Account—Federal	
26	Appropriation	\$2,809,000
27	Multimodal Transportation Account—Private/Local	
28	Appropriation	\$100,000
29	TOTAL APPROPRIATION.	((\$71,575,000))
30		<u>\$71,106,000</u>

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

- 33 (1) The department shall investigate opportunities for a transit-
 34 oriented development pilot project at the existing Kingsgate park and
 35 ride at Interstate 405 and 132nd. The department must coordinate with
 36 the city of Kirkland and other key stakeholders to determine the
 37 feasibility and cost of transit-oriented development at Kingsgate. A

1 report on the process and outcomes is due to the transportation
2 committees of the legislature no later than December 1, 2017.

3 (2) \$100,000 of the motor vehicle account—state appropriation and
4 \$250,000 of the motor vehicle account—federal appropriation are
5 provided solely for a study that details a cost estimate for
6 replacing the westbound U.S. 2 trestle and recommends a series of
7 financing options to address that cost and to satisfy debt service
8 requirements.

9 In conducting the study, the department shall work in close
10 collaboration with a stakeholder group that includes, but is not
11 limited to, Snohomish county, the port of Everett, economic alliance
12 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
13 Snohomish, and Monroe, and affected transit agencies.

14 The department shall quantify both the cost of replacing the
15 westbound trestle structure and making mobility and capacity
16 improvements to maximize the use of the structure in the years
17 leading up to full replacement. Financing options that should be
18 examined and quantified include public-private partnerships, public-
19 public partnerships, a transportation benefit district tailored to
20 the specific incorporated and unincorporated area, loans and grants,
21 and other alternative financing measures available at the state or
22 federal level.

23 The department shall also evaluate ways in which the costs of
24 alternative financing can be debt financed.

25 The department shall complete the study and submit a final report
26 and recommendations to the transportation committees of the
27 legislature, including recommendations on statutory changes needed to
28 implement available financing options, by January 8, 2018.

29 (3) \$181,000 of the motor vehicle account—state appropriation is
30 provided solely for the department, in coordination with the
31 University of Washington department of mechanical engineering, to
32 study measures to reduce noise impacts from bridge expansion joints.
33 The study must examine testing methodologies and project timelines
34 and costs. A final report must be submitted to the transportation
35 committees of the legislature by October 15, 2018.

36 (4) \$200,000 of the motor vehicle account—state appropriation is
37 provided solely for implementation of a practical solutions study for
38 the state route number 162 and state route number 410 interchange,
39 based on the recommendations of the SR-162 Study/Design project

1 (L2000107). The study must include short, medium, and long-term phase
2 recommendations and must be submitted to the transportation
3 committees of the legislature by January 1, 2019.

4 (5) \$500,000 of the motor vehicle account—state appropriation is
5 provided solely for implementation of a state route number 518
6 corridor study to be conducted in partnership with the Port of
7 Seattle, Sound Transit and other regional entities. The department
8 must study practical solutions to address high vehicle volumes and
9 delays in the corridor including evaluation of solutions to the rapid
10 growth of traffic in the corridor and how that growth impacts access
11 to the Seattle-Tacoma international airport and the surrounding
12 communities. (~~The study must be submitted to the transportation~~
13 ~~committees of the legislature by June 30, 2019.~~)

14 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
15 appropriation and \$50,000 of the motor vehicle account—local
16 appropriation are provided solely for implementation of a corridor
17 study to identify potential improvements between exit 116 and exit 99
18 of Interstate 5. The study should further develop mid- and long-term
19 strategies from the corridor sketch, and identify potential US
20 101/I-5 interchange improvements, a strategic plan for the Nisqually
21 River bridges, regional congestion relief options, and ecosystem
22 benefits to the Nisqually River estuary for salmon productivity and
23 flood control.

24 (7) Among the options studied as part of the SR 410 Corridor
25 Study, the department shall examine the mobility and safety benefits
26 of replacing or expanding the White River bridge between Enumclaw and
27 Buckley to four lanes and removing the trestle.

28 (8) Within existing resources, the department shall meet with
29 local stakeholders in south Pierce county and North Thurston county
30 to discuss potential solutions to traffic congestion; emergency
31 management concerns regarding routes away from natural disasters and
32 around incidents similar to the train derailment that occurred on
33 December 18, 2017; and what state transportation investments would
34 benefit the economic development of the area. The department shall
35 provide regular updates on its progress to the joint transportation
36 committee.

37 **Sec. 816.** 2018 c 297 s 219 (uncodified) is amended to read as
38 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)) 26,
7 ((2018)) 2019, Program - Public Transportation Program (V). Of the
8 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)) 26,
16 ((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)~~) 26,
18 (~~(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 \$516,503,000

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 \$525,367,000

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)~~) \$1,000,000 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 the Washington state patrol for additional traffic
25 control assistance at the Kingston ferry terminal during peak ferry
26 travel times, with a particular focus on Sundays and holiday
27 weekends. Traffic control methods should include, but not be limited
28 to, holding traffic on the shoulder at Lindvog Road until space opens
29 for cars at the tollbooths and dock, and management of traffic on
30 Highway 104 in order to ensure Kingston residents and business owners
31 have 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 \$66,015,000
38 Multimodal Transportation Account—Private/Local

1	Appropriation	\$496,000
2	TOTAL APPROPRIATION.	((\$81,509,000))
3		<u>\$66,511,000</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 \$8,434,000
 36 Connecting Washington Account—State Appropriation ((~~\$26,537,000~~))
 37 \$24,466,000

1	Appropriation	((\$1,215,013,000))
2		<u>\$1,067,841,000</u>
3	Special Category C Account—State Appropriation . . .	((\$11,000,000))
4		<u>\$11,100,000</u>
5	Multimodal Transportation Account—State	
6	Appropriation	((\$16,299,000))
7		<u>\$13,562,000</u>
8	Alaskan Way Viaduct Replacement Project Account—State	
9	Appropriation	((\$122,047,000))
10		<u>\$122,051,000</u>
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	((\$52,457,000))
13		<u>\$39,625,000</u>
14	Interstate 405 Express Toll Lanes Operations Account—State	
15	Appropriation	((\$6,258,000))
16		<u>\$6,222,000</u>
17	TOTAL APPROPRIATION.	((\$2,488,526,000))
18		<u>\$2,238,271,000</u>

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

21 (1) Except as provided otherwise in this section, the entire
22 connecting Washington account—state appropriation and the entire
23 transportation partnership account—state appropriation are provided
24 solely for the projects and activities as listed by fund, project,
25 and amount in LEAP Transportation Document ((~~2018~~)) 2019-1 as
26 developed March ((~~5~~)) 26, ((~~2018~~)) 2019, Program - Highway
27 Improvements Program (I). However, limited transfers of specific
28 line-item project appropriations may occur between projects for those
29 amounts listed subject to the conditions and limitations in section
30 ((~~601 of this act~~)) 601 of this act, chapter . . ., Laws of 2019
31 (this act).

32 (2) Except as otherwise provided in this section, the entire
33 transportation 2003 account (nickel account)—state appropriation is
34 provided solely for the projects and activities as listed in LEAP
35 Transportation Document ((~~2018~~)) 2019-1 as developed March ((~~5~~)) 26,
36 ((~~2018~~)) 2019, Program - Highway Improvements Program (I).

37 (3) Except as provided otherwise in this section, the entire
38 motor vehicle account—state appropriation and motor vehicle account—
39 federal appropriation are provided solely for the projects and

1 activities listed in LEAP Transportation Document ((2018)) 2019-2 ALL
2 PROJECTS as developed March ((5)) 26, ((2018)) 2019, Program -
3 Highway Improvements Program (I). Any federal funds gained through
4 efficiencies, adjustments to the federal funds forecast, additional
5 congressional action not related to a specific project or purpose, or
6 the federal funds redistribution process must then be applied to
7 highway and bridge preservation activities.

8 (4) Within the motor vehicle account—state appropriation and
9 motor vehicle account—federal appropriation, the department may
10 transfer funds between programs I and P, except for funds that are
11 otherwise restricted in this act. The department shall submit a
12 report on fiscal year funds transferred in the prior fiscal year
13 using this subsection as part of the department's annual budget
14 submittal.

15 (5) The connecting Washington account—state appropriation
16 includes up to \$323,175,000 in proceeds from the sale of bonds
17 authorized in RCW 47.10.889.

18 (6) The transportation 2003 account (nickel account)—state
19 appropriation includes up to \$25,000,000 in proceeds from the sale of
20 bonds authorized in RCW 47.10.861.

21 (7) The transportation partnership account—state appropriation
22 includes up to \$367,622,000 in proceeds from the sale of bonds
23 authorized in RCW 47.10.873.

24 (8) The Alaskan Way viaduct replacement project account—state
25 appropriation includes up to ((~~\$122,047,000~~)) \$122,051,000 in
26 proceeds from the sale of bonds authorized in RCW 47.10.873.

27 (9) The motor vehicle account—state appropriation includes up to
28 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
29 47.10.843.

30 (10) ((~~\$194,258,000~~)) \$194,263,000 of the transportation
31 partnership account—state appropriation, \$7,000 of the motor vehicle
32 account—federal appropriation, ((~~\$27,903,000~~)) \$27,904,000 of the
33 motor vehicle account—private/local appropriation, ((~~\$30,097,000~~))
34 \$30,098,000 of the transportation 2003 account (nickel account)—state
35 appropriation, ((~~\$122,047,000~~)) \$122,051,000 of the Alaskan Way
36 viaduct replacement project account—state appropriation, and
37 ((~~\$2,663,000~~)) \$827,000 of the multimodal transportation account—
38 state appropriation are provided solely for the SR 99/Alaskan Way
39 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
22 county. The design must consider the county's process of
23 investigating alternatives to improve such access from Interstate 5
24 that began in 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 (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~~)) 26, ((~~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~~)) 26,
20 ((~~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~~)) 2019-1
25 ALL PROJECTS as developed March ((~~5~~)) 26, ((~~2018~~)) 2019, Program -
26 Highway Preservation Program (P). Any federal funds gained through
27 efficiencies, adjustments to the federal funds forecast, additional
28 congressional action not related to a specific project or purpose, or
29 the federal funds redistribution process must then be applied to
30 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)) 26,
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) \$5,606,000 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>\$17,239,000</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>\$221,681,000</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)) 26,
24 ((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~~)) \$11,949,000 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 for pedestrian and bicycle
34 safety program projects selected in the previous biennia (L2000188).

35 (b) \$11,400,000 of the motor vehicle account—federal
36 appropriation and \$7,750,000 of the multimodal transportation account
37 —state appropriation are provided solely for newly selected safe
38 routes to school projects. ((~~\$11,181,000~~)) \$10,281,000 of the motor
39 vehicle account—federal appropriation, ((~~\$1,394,000~~)) \$894,000 of the

1 multimodal transportation account—state appropriation, and
2 (~~(\$4,287,000)~~) \$3,487,000 of the highway safety account—state
3 appropriation are reappropriated for safe routes to school projects
4 selected in the previous biennia (L2000189). The department may
5 consider the special situations facing high-need areas, as defined by
6 schools or project areas in which the percentage of the children
7 eligible to receive free and reduced-price meals under the national
8 school lunch program is equal to, or greater than, the state average
9 as determined by the department, when evaluating project proposals
10 against established funding criteria while ensuring continued
11 compliance with federal eligibility requirements.

12 (3) The department shall submit a report to the transportation
13 committees of the legislature by December 1, 2017, and December 1,
14 2018, on the status of projects funded as part of the pedestrian
15 safety/safe routes to school grant program. The report must include,
16 but is not limited to, a list of projects selected and a brief
17 description of each project's status.

18 (4) (~~(\$32,984,000)~~) \$23,701,000 of the multimodal transportation
19 account—state appropriation is provided solely for bicycle and
20 pedestrian projects listed in the LEAP transportation document
21 referenced in subsection (1) of this section.

22 (5) \$43,800,000 of the motor vehicle account—federal
23 appropriation is provided solely for national highway freight network
24 projects identified on the project list submitted in accordance with
25 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
26 department shall validate the projects on the list. Only tier one
27 projects on the prioritized freight project list that are validated
28 by the department may receive funding under this subsection. The
29 department shall continue to work with the Washington state freight
30 advisory committee to improve project screening and validation to
31 support project prioritization and selection, including during the
32 freight mobility plan update in 2017. The department may compete for
33 funding under this program and shall provide an updated prioritized
34 freight project list when submitting its 2019-2021 budget request. To
35 the greatest extent practicable, the department shall follow the
36 Washington state freight advisory committee recommendation to
37 allocate ten percent of the funds in this subsection to multimodal
38 projects as permitted under the fixing America's surface
39 transportation (FAST) act.

1 (6) It is the expectation of the legislature that the department
2 will be administering a local railroad crossing safety grant program
3 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
4 Of the amounts identified in this subsection, a minimum of \$500,000
5 must be for railroad grade-crossing safety grants at locations where
6 multiple pedestrian or bicyclist fatalities have occurred in the
7 vicinity of a grade-crossing in the last five years.

8 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
9 account—state appropriation is provided solely for the Covington
10 Connector (L2000104). The amounts described in the LEAP
11 transportation document referenced in subsection (1) of this section
12 are not a commitment by future legislatures, but it is the
13 legislature's intent that future legislatures will work to approve
14 appropriations in the 2019-2021 fiscal biennium to reimburse the city
15 of Covington for approved work completed on the project up to the
16 full \$24,000,000 cost of this project.

17 (8) (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 502 Main Street Project/Widening (L2000065);
- 26 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 27 (iii) Issaquah-Fall City Road (L1000094);
- 28 (iv) Lewis Street Bridge (L2000066);
- 29 (v) Covington Connector (L2000104);
- 30 (vi) Orchard Street Connector (L2000120);
- 31 (vii) Harbour Reach Extension (L2000136);
- 32 (viii) Sammamish Bridge Corridor (L2000137);
- 33 (ix) Brady Road (L2000164);
- 34 (x) Thornton Road Overpass (L2000228);
- 35 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 36 (xii) Wilburton Reconnection Project (G2000006);
- 37 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 38 (xiv) Bay Street Pedestrian Project (G2000015); or
- 39 (xv) Cowiche Canyon Trail (G2000010).

1 (b) At least ten business days before advancing a project
 2 pursuant to this subsection, the department must notify the office of
 3 financial management and the transportation committees of the
 4 legislature. The advancement of a project may not hinder the delivery
 5 of the projects for which the reappropriations are necessary for the
 6 2019-2021 fiscal biennium.

7 **TRANSFERS AND DISTRIBUTIONS**

8 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
 9 follows:

10 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 11 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 12 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 13 **REVENUE**

14	Transportation Partnership Account—State	
15	Appropriation.	((\$4,646,000))
16		<u>\$2,046,000</u>
17	Motor Vehicle Account—State Appropriation.	((\$736,000))
18		<u>\$396,000</u>
19	Connecting Washington Account—State Appropriation.	((\$3,199,000))
20		<u>\$1,699,000</u>
21	Highway Bond Retirement Account—State	
22	Appropriation.	((\$1,229,874,000))
23		<u>\$1,279,604,000</u>
24	Ferry Bond Retirement Account—State Appropriation.	((\$28,873,000))
25		<u>\$28,223,000</u>
26	Transportation Improvement Board Bond Retirement	
27	Account—State Appropriation.	\$13,254,000
28	Nondebt-Limit Reimbursable Bond Retirement	
29	Account—State Appropriation.	((\$26,391,000))
30		<u>\$25,991,000</u>
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>\$1,437,956,000</u>

1 ~~((5))~~ (2) Motor Vehicle Account—State Appropriation:
2 For transfer to the Puget Sound Capital
3 Construction Account—State. ~~(\$20,000,000)~~
4 \$15,000,000
5 ~~((6))~~ (3) Motor Vehicle Account—State Appropriation:
6 For transfer to the Rural Arterial Trust
7 Account—State. \$4,844,000
8 ~~((7))~~ (4) Motor Vehicle Account—State Appropriation:
9 For transfer to the Transportation Improvement
10 Account—State. \$9,688,000
11 ~~((8))~~ (5) Highway Safety Account—State Appropriation:
12 For transfer to the State Patrol Highway
13 Account—State. ~~(\$33,000,000)~~
14 \$3,000,000
15 ~~((9) Puget Sound Ferry Operations Account—State~~
16 ~~Appropriation: For transfer to the Connecting~~
17 ~~Washington Account—State. \$1,305,000~~
18 ~~(10))~~ (6) Rural Mobility Grant Program Account—State
19 Appropriation: For transfer to the Multimodal
20 Transportation Account—State. \$3,000,000
21 ~~((11))~~ (7) State Route Number 520 Civil Penalties
22 Account—State Appropriation: For transfer to
23 the State Route Number 520 Corridor
24 Account—State. \$2,000,000
25 ~~((12))~~ (8) Capital Vessel Replacement Account—State
26 Appropriation: For transfer to the Connecting
27 Washington Account—State. \$36,500,000
28 ~~((13))~~ (9) Multimodal Transportation Account—State
29 Appropriation: For transfer to the Freight
30 Mobility Multimodal Account—State. \$8,511,000
31 ~~((14))~~ (10) Multimodal Transportation Account—State
32 Appropriation: For transfer to the Puget Sound
33 Capital Construction Account—State. \$34,000,000
34 ~~((15))~~ (11) Multimodal Transportation Account—State
35 Appropriation: For transfer to the Puget Sound
36 Ferry Operations Account—State. ~~(\$20,000,000)~~
37 \$25,000,000
38 ~~((16))~~ (12) Multimodal Transportation Account—State
39 Appropriation: For transfer to the Regional

1 Mobility Grant Program Account—State. \$27,679,000
2 ((~~17~~)) (13) Multimodal Transportation Account—State
3 Appropriation: For transfer to the Rural
4 Mobility Grant Program Account—State. \$15,223,000
5 ((~~18~~)) (14) Tacoma Narrows Toll Bridge Account—State
6 Appropriation: For transfer to the Motor Vehicle
7 Account—State. \$950,000
8 ((~~19~~)) (15) Transportation 2003 Account (Nickel Account)—
9 State Appropriation: For transfer to the Connecting
10 Washington Account—State. \$22,970,000
11 ((~~20~~)) (16)(a) Interstate 405 Express Toll Lanes Operations
12 Account—State Appropriation: For transfer to the
13 Motor Vehicle Account—State. \$2,019,000
14 (b) The transfer identified in this subsection is provided solely
15 to repay in full the motor vehicle account—state appropriation loan
16 from section 407(19), chapter 222, Laws of 2014.
17 ((~~21~~)) (17)(a) Transportation Partnership Account—State
18 Appropriation: For transfer to the Alaskan Way Viaduct
19 Replacement Project Account—State. (~~(\$122,047,000)~~)
20 \$122,051,000
21 (b) The amount transferred in this subsection represents that
22 portion of the up to \$200,000,000 in proceeds from the sale of bonds
23 authorized in RCW 47.10.873, intended to be sold through the
24 2021-2023 fiscal biennium, used only for construction of the SR 99/
25 Alaskan Way Viaduct Replacement project (809936Z), and that must be
26 repaid from the Alaskan Way viaduct replacement project account
27 consistent with RCW 47.56.864.
28 ((~~22~~-(a))) (18)(a) Motor Vehicle Account—State Appropriation:
29 For transfer to the Tacoma Narrows Toll Bridge
30 Account—State. \$5,000,000
31 (b) The transfer in this subsection must be made in April 2019,
32 and is a loan to be repaid in a future biennium. (~~It is the intent~~
33 ~~of the legislature that this transfer is temporary, for the purpose~~
34 ~~of minimizing the impact of toll increases, and an equivalent~~
35 ~~reimbursing transfer is to occur in November 2019.~~
36 ~~(23)~~) (19) Motor Vehicle Account—State Appropriation:
37 For transfer to the County Arterial Preservation
38 Account—State. \$4,844,000
39 ((~~24~~-(a))) ~~General Fund Account—State Appropriation:~~

1 ~~For transfer to the State Patrol Highway~~
2 ~~Account—State. \$625,000~~
3 ~~(b)) (20)~~ The state treasurer shall transfer the funds only
4 after receiving notification from the Washington state patrol under
5 section 207(6) ~~((of this act))~~, chapter 297, Laws of 2018.
6 ~~((25)) (21)~~(a) Motor Vehicle Account—State Appropriation:
7 For transfer to the Alaskan Way Viaduct Replacement
8 Project Account—State. ~~(((\$11,337,000))~~
9 \$10,018,000
10 (b) The funds provided in (a) of this subsection are a loan to
11 the Alaskan Way viaduct replacement project account—state, and the
12 legislature assumes that these funds will be reimbursed to the motor
13 vehicle account—state at a later date when the portion of state route
14 number 99 that is a deep bore tunnel is operational.
15 ~~((26) Multimodal Transportation Account—State~~
16 ~~Appropriation: For transfer to the Highway Safety~~
17 ~~Account—State. \$7,000,000~~
18 ~~(27)) (22)~~(a) Alaskan Way Viaduct Replacement Project
19 Account—State Appropriation: For transfer to the
20 Transportation Partnership Account—State. ~~(((\$2,400,000))~~
21 \$1,497,000
22 (b) The amount transferred in this subsection represents
23 repayment of debt service incurred for the construction of the SR 99/
24 Alaskan Way Viaduct Replacement Project (809936Z).
25 (23) Transportation 2003 Account (Nickel Account)
26 —State Appropriation: For transfer to the Motor
27 Vehicle Account—State. \$5,000,000

28 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

29 **Sec. 1101.** 2018 c 297 s 701 (uncodified) is amended to read as
30 follows:

31 **ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS**

32 (1) The department of transportation is authorized, subject to
33 the conditions in ~~((section 305(3) of this act))~~ section 305(3),
34 chapter 297, Laws of 2018, to enter into a financing contract
35 pursuant to chapter 39.94 RCW through the state treasurer's lease-
36 purchase program for the purposes indicated. The department may use
37 any funds, appropriated or nonappropriated, in not more than the

1 principal amounts indicated, plus financing expenses and required
2 reserves, if any. Expenditures made by the department of
3 transportation for the indicated purposes before the issue date of
4 the authorized financing contract and any certificates of
5 participation therein may be reimbursed from proceeds of the
6 financing contract and any certificates of participation therein to
7 the extent provided in the agency's financing plan approved by the
8 state finance committee.

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

13 NEW SECTION. **Sec. 1102.** A new section is added to 2018 c 297
14 (uncodified) to read as follows:

15 The appropriations to the department of transportation in chapter
16 297, Laws of 2018 and this act must be expended for the programs and
17 in the amounts specified in this act. However, after May 1, 2019,
18 unless specifically prohibited, the department may transfer state
19 appropriations for the 2017-2019 fiscal biennium among operating
20 programs after approval by the director of the office of financial
21 management. However, the department shall not transfer state moneys
22 that are provided solely for a specific purpose. The department shall
23 not transfer funds, and the director of the office of financial
24 management shall not approve the transfer, unless the transfer is
25 consistent with the objective of conserving, to the maximum extent
26 possible, the expenditure of state funds and not federal funds. The
27 director of the office of financial management shall notify the
28 appropriate transportation committees of the legislature prior to
29 approving any allotment modifications or transfers under this
30 section.

31 **MISCELLANEOUS**

32 NEW SECTION. **Sec. 1201.** If any provision of this act or its
33 application to any person or circumstance is held invalid, the
34 remainder of the act or the application of the provision to other
35 persons or circumstances is not affected.

1 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
2 preservation of the public peace, health, or safety, or support of
3 the state government and its existing public institutions, and takes
4 effect immediately."

ESHB 1160 - S AMD
By Senator Hobbs

ADOPTED 4/4/19

5 On page 1, line 1 of the title, after "appropriations;" strike
6 the remainder of the title and insert "amending RCW 43.19.642,
7 46.20.745, 46.68.030, 46.68.060, 46.68.280, 46.68.290, 46.68.325,
8 47.56.403, 47.56.876, 47.60.530, 41.45.0631, 46.68.063, 46.68.370,
9 46.68.220, and 46.63.030; amending 2018 c 297 ss 201, 202, 204,
10 207-223, 301, 303-311, 401, 403-406, and 701 (uncodified); adding a
11 new section to 2018 c 297 (uncodified); creating new sections; making
12 appropriations and authorizing expenditures for capital improvements;
13 providing a contingent effective date; providing an expiration date;
14 and declaring an emergency."

(End of Bill)

INDEX	PAGE #
ANNUAL REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	58
BOARD OF PILOTAGE COMMISSIONERS.	3
BOND REIMBURSEMENT.	71
COLLECTIVE BARGAINING AGREEMENT	
PTE LOCAL 17.	69
WSP LIEUTENANTS AND CAPTAINS ASSOCIATION.	69
WSP TROOPERS ASSOCIATION.	69
COLLECTIVE BARGAINING AGREEMENTS.	65
COLLECTIVE BARGAINING AGREEMENTS NOT IMPAIRED.	65
CARPENTERS.	66
FASPAA.	66
IBU.	68
MEBA-L.	67
MEBA-UL.	67
METAL TRADES.	67
MM&P MASTERS.	68
MM&P MATES.	68
MM&P WATCH CENTER SUPERVISORS.	68
OPEIU.	66
PORT ENGINEERS.	67
SEIU LOCAL 6.	66
COUNTY ROAD ADMINISTRATION BOARD.	6, 38, 93, 138
DEPARTMENT OF AGRICULTURE.	3
DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION.	2
DEPARTMENT OF FISH AND WILDLIFE.	4
DEPARTMENT OF LICENSING.	10, 103
TRANSFERS.	61, 165
DEPARTMENT OF TRANSPORTATION	
AVIATION-PROGRAM F.	20, 116
CHARGES FROM OTHER AGENCIES-PROGRAM U.	27, 127
FACILITIES-PROGRAM D-CAPITAL.	40, 139
FACILITIES-PROGRAM D-OPERATING.	20, 115
HIGHWAY MAINTENANCE-PROGRAM M.	23, 120
IMPROVEMENTS-PROGRAM I.	40, 140
INFORMATION TECHNOLOGY-PROGRAM C.	19, 114
LOCAL PROGRAMS-PROGRAM Z-CAPITAL.	55, 160
LOCAL PROGRAMS-PROGRAM Z-OPERATING.	36, 137
MARINE-PROGRAM X.	33, 133
PRESERVATION-PROGRAM P.	47, 150

PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H.	21, 117
PUBLIC TRANSPORTATION—PROGRAM V.	28, 128
PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K.	22, 118
RAIL—PROGRAM Y—CAPITAL.	53, 158
RAIL—PROGRAM Y—OPERATING.	34, 135
TOLL OPERATIONS AND MAINTENANCE—PROGRAM B.	15, 109
TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL.	50, 154
TRAFFIC OPERATIONS—PROGRAM Q—OPERATING.	25, 122
TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S.	26, 124
TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T.	27, 125
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W.	51, 155
FEDERAL FUNDS RECEIVED FOR CAPITAL PROJECT EXPENDITURES.	60
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD.	7, 37, 138
FUND TRANSFERS.	70
GENERAL STATE EMPLOYEE COMPENSATION ADJUSTMENTS.	65
HOUSE OF REPRESENTATIVES.	3
JOINT TRANSPORTATION COMMITTEE.	6, 94
LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE.	3
OFFICE OF FINANCIAL MANAGEMENT.	2
CENTRAL SERVICE ITEMS—RATE ADJUSTMENT.	74
QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	59
REAPPROPRIATIONS REPORTING.	72
SENATE.	3
STATE PARKS AND RECREATION COMMISSION.	3
STATE TREASURER	
ADMINISTRATIVE TRANSFERS.	62, 165
BOND RETIREMENT AND INTEREST.	60, 61, 164
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE.	65
STATE REVENUES FOR DISTRIBUTION.	61, 64, 165
TRANSFERS.	61, 165
TOLL CREDITS.	74
TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING.	73
TRANSPORTATION COMMISSION.	7
TRANSPORTATION IMPROVEMENT BOARD.	6, 39, 139
UTILITIES AND TRANSPORTATION COMMISSION.	2
WASHINGTON STATE PATROL.	7, 38, 101
WASHINGTON TRAFFIC SAFETY COMMISSION.	4, 93

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