

ESHB 1160 - S AMD 428
By Senator Hobbs

ADOPTED AS AMENDED 04/04/2019

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

3 **"2019-2021 FISCAL BIENNIUM**

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

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

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

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

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

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

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

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

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

3 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

6 Motor Vehicle Account—State Appropriation \$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 and the
30 ferry division of the department of transportation. By November 1,
31 2019, the office of financial management must provide a report to the
32 joint transportation committee on the phase 1 implementation plan and
33 options to expand similar cost recovery mechanisms to other state
34 agencies and programs.

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

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

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

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

8 Motor Vehicle Account—State Appropriation \$1,333,000

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

11 Motor Vehicle Account—State Appropriation \$627,000

12 NEW SECTION. **Sec. 107. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

13 Pilotage Account—State Appropriation \$4,261,000

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

16 (1) \$3,354,000 of the pilotage account—state appropriation is
17 provided solely for self-insurance liability premium expenditures;
18 however, this appropriation is contingent upon the board:

19 (a) Annually depositing the first one hundred fifty thousand
20 dollars collected through Puget Sound pilotage district pilotage
21 tariffs into the pilotage account; and

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

25 (2) The board must complete the report required under RCW
26 88.16.035(1)(f) by September 1st annually. The report must continue
27 to include policies and procedures necessary to increase the
28 diversity of pilots, trainees, and applicants, including a diversity
29 action plan. The diversity action plan must articulate a
30 comprehensive vision of the board's diversity goals and the steps it
31 will take to reach those goals.

32 NEW SECTION. **Sec. 108. FOR THE HOUSE OF REPRESENTATIVES**

33 Motor Vehicle Account—State Appropriation \$2,771,000

34 NEW SECTION. **Sec. 109. FOR THE SENATE**

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:

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

20 (2) In developing ferry fare rates beginning January 1, 2020, the
21 commission shall adjust the rates to ensure that credit card and
22 related financial transaction costs of the ferry division are fully
23 cost-recovered.

24 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
25 **INVESTMENT BOARD**

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

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

35	State Patrol Highway Account—State Appropriation	\$501,872,000
36	State Patrol Highway Account—Federal Appropriation	\$15,941,000

1	State Patrol Highway Account—Private/Local	
2	Appropriation	\$4,256,000
3	Highway Safety Account—State Appropriation	\$1,173,000
4	Ignition Interlock Device Revolving Account—State	
5	Appropriation	\$7,010,000
6	Multimodal Transportation Account—State Appropriation	\$274,000
7	TOTAL APPROPRIATION.	\$530,526,000

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

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

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

25 (3) \$1,431,000 of the state patrol highway account—state
26 appropriation is provided solely to enter into an agreement for
27 upgraded land mobile software, hardware, and equipment.

28 (4) \$2,582,000 of the state patrol highway account—state
29 appropriation is provided solely for the replacement of radios and
30 other related equipment.

31 (5) \$343,000 of the state patrol highway account—state
32 appropriation is provided solely for aerial criminal investigation
33 tools, including software licensing and maintenance, and annual
34 certification.

35 (6) \$722,000 of the state patrol highway account—state
36 appropriation is provided solely for additional staff to address the
37 increase in the number of toxicology cases from impaired driving and
38 death investigations.

1 (7) \$580,000 of the state patrol highway account—state
2 appropriation is provided solely for the operation of and
3 administrative support to the license investigation unit to enforce
4 vehicle registration laws in southwestern Washington. The Washington
5 state patrol, in consultation with the department of revenue, shall
6 maintain a running estimate of the additional vehicle registration
7 fees, sales and use taxes, and local vehicle fees remitted to the
8 state pursuant to activity conducted by the license investigation
9 unit. Beginning October 1, 2019, and quarterly thereafter, the
10 Washington state patrol shall submit a report detailing the
11 additional revenue amounts generated since July 1, 2017, to the
12 director of the office of financial management and the transportation
13 committees of the legislature. At the end of the calendar quarter in
14 which it is estimated that more than \$625,000 in state sales and use
15 taxes have been remitted to the state since July 1, 2017, the
16 Washington state patrol shall notify the state treasurer and the
17 state treasurer shall transfer funds pursuant to section 406 of this
18 act.

19 (8) \$18,000 of the state patrol highway account—state
20 appropriation is provided solely for the license investigation unit
21 to procure an additional license plate reader and related costs.

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

30 (10) \$4,210,000 of the state patrol highway account—state
31 appropriation is provided solely for a third arming and a third
32 trooper basic training class. The cadet class is expected to graduate
33 in June 2021.

34 (11) \$65,000 of the state patrol highway account—state
35 appropriation is provided solely for the implementation of
36 chapter . . . (Second Substitute Senate Bill No. 5497), Laws of 2019
37 (immigrants in the workplace). If chapter . . . (Second Substitute
38 Senate Bill No. 5497), Laws of 2019 is not enacted by June 30, 2019,
39 the amount provided in this subsection shall lapse.

1 (12) \$645,000 of the state patrol highway account—state
 2 appropriation is provided solely for the coordination of a
 3 comprehensive recruitment and retention effort aimed at achieving
 4 authorized staffing levels in the field force and nonfield force
 5 areas of the Washington state patrol. By October 1, 2019, the
 6 Washington state patrol must report to the joint transportation
 7 committee on its planned activities for recruitment and retention
 8 with a specific timeline and targets for reaching authorized staffing
 9 levels, and specific outcome and workforce composition goals. The
 10 report may also include recommendations or options for additional
 11 efforts aimed at reaching authorized staffing levels and related
 12 outcomes. Beginning October 1, 2019, the Washington state patrol must
 13 report on a quarterly basis on the use of these recruitment and
 14 retention funds, the number of transportation funded staff vacancies
 15 by major category, the number of applicants for each of the positions
 16 by these categories, the composition of workforce, and other relevant
 17 outcome measures. This information should include comparative
 18 information with recent comparable months in prior years.

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

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

1 information on staffing levels, average monthly wait times, the
2 number of enhanced drivers' licenses and enhanced identicards issued/
3 renewed, and the number of primary drivers' licenses and identicards
4 issued/renewed. Within the amounts provided in this subsection, the
5 department shall implement efficiency measures to reduce the time for
6 licensing transactions and wait times including, but not limited to,
7 the installation of additional cameras at licensing service offices
8 that reduce bottlenecks and align with the "keep your customer"
9 initiative.

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

18 (8) \$100,000 of department of licensing service account—state
19 appropriation is provided solely for the department to convene a work
20 group to assess the current licensing services system and the
21 potential expansion of services that can be performed by subagents.

22 (a) The work group must consist of, but is not limited to, a
23 representative from the department, the department of transportation,
24 a county auditor, a county licensing manager, a subagent
25 representative who is a small office manager, a subagent
26 representative from eastern Washington, and a subagent representative
27 from western Washington.

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

36 (c) The work group must submit a report with its findings and
37 recommendations to the director of the office of financial management
38 and the transportation committees of the legislature by December 1,
39 2020.

1 (9) \$507,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter . . . (Substitute
3 Senate Bill No. 5419), Laws of 2019 (vehicle service fees). If
4 chapter . . . (Substitute Senate Bill No. 5419), Laws of 2019 is not
5 enacted by June 30, 2019, the amount provided in this subsection
6 shall lapse.

7 (10) \$62,000 of the highway safety account—state appropriation is
8 provided solely for the implementation of chapter . . . (Substitute
9 Senate Bill No. 5694), Laws of 2019 (commercial beekeeper drivers).
10 If chapter . . . (Substitute Senate Bill No. 5694), Laws of 2019 is
11 not enacted by June 30, 2019, the amount provided in this subsection
12 shall lapse.

13 (11) \$25,000 of the motor vehicle account—state appropriation is
14 provided solely for the implementation of chapter . . . (Substitute
15 Senate Bill No. 5919), Laws of 2019 (San Juan license plate). If
16 chapter . . . (Substitute Senate Bill No. 5919), Laws of 2019 is not
17 enacted by June 30, 2019, the amount provided in this subsection
18 shall lapse.

19 (12) \$24,000 of the motor vehicle account—state appropriation is
20 provided solely for the implementation of chapter . . . (Senate Bill
21 No. 5930), Laws of 2019 (Seattle Storm license plate). If
22 chapter . . . (Senate Bill No. 5930), Laws of 2019 is not enacted by
23 June 30, 2019, the amount provided in this subsection shall lapse.

24 (13) \$14,000 of the motor vehicle account—state appropriation is
25 provided solely for the implementation of chapter . . . (Substitute
26 Senate Bill No. 5591), Laws of 2019 (stolen vehicle check fee). If
27 chapter . . . (Substitute Senate Bill No. 5591), Laws of 2019 is not
28 enacted by June 30, 2019, the amount provided in this subsection
29 shall lapse.

30 (14) \$65,000 of the highway safety account—state appropriation is
31 provided solely for the implementation of chapter . . . (Second
32 Substitute Senate Bill No. 5497), Laws of 2019 (immigrants in the
33 workplace). If chapter . . . (Second Substitute Senate Bill No.
34 5497), Laws of 2019 is not enacted by June 30, 2019, the amount
35 provided in this subsection shall lapse.

36 (15) The appropriations in this section assume implementation of
37 additional cost recovery mechanisms to recoup at least \$11,903,000 in
38 credit card and other financial transaction costs as part of charges
39 imposed for driver and vehicle fee transactions beginning January 1,

1 2020. At the direction of the office of financial management, the
2 department must develop a method of tracking the additional amount of
3 credit card and other financial cost-recovery revenues. In
4 consultation with the office of financial management, the department
5 must notify the state treasurer of these amounts and the state
6 treasurer must deposit these revenues in the agency financial
7 transaction account created in section 718 of this act on a quarterly
8 basis.

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

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

31 (a) The work group shall review the current problems relating to
32 illegal vehicle wrecking operations and efforts underway in other
33 west coast states to address the problems of illegal vehicle wrecking
34 operations, including tax evasion, environmental impacts, health
35 impacts, and facilitation of vehicle theft, and other related issues.

36 (b) The work group shall consider strategies for bringing illegal
37 vehicle wreckers into compliance through compliance assistance,
38 education and training, or other methods, including coordinated
39 enforcement and compliance activities, and recommendations for

1 statutory and administrative changes needed to better allow for
2 enforcement against illegal wrecking operations.

3 (c) By December 1, 2019, the department must submit a preliminary
4 progress report on the work group activities to the transportation
5 committees of the legislature. By August 1, 2020, the department must
6 submit a final report with potential legislation to the
7 transportation committees of the legislature.

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

10	High Occupancy Toll Lanes Operations Account—State	
11	Appropriation	\$4,034,000
12	Motor Vehicle Account—State Appropriation	\$513,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation	\$47,020,000
15	State Route Number 520 Civil Penalties Account—State	
16	Appropriation	\$4,145,000
17	Tacoma Narrows Toll Bridge Account—State	
18	Appropriation	\$30,032,000
19	Alaskan Way Viaduct Replacement Project Account—State	
20	Appropriation.	\$19,999,000
21	Interstate 405 Express Toll Lanes Operations	
22	Account—State Appropriation	\$20,135,000
23	TOTAL APPROPRIATION.	\$125,878,000

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

26 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
27 appropriation and \$9,048,000 of the state route number 520 corridor
28 account—state appropriation are provided solely for the purposes of
29 addressing unforeseen operations and maintenance costs on the Tacoma
30 Narrows bridge and the state route number 520 bridge, respectively.
31 The office of financial management shall place the amounts provided
32 in this subsection, which represent a portion of the required minimum
33 fund balance under the policy of the state treasurer, in unallotted
34 status. The office may release the funds only when it determines that
35 all other funds designated for operations and maintenance purposes
36 have been exhausted.

37 (2) As long as the facility is tolled, the department must
38 provide quarterly reports to the transportation committees of the

1 legislature on the Interstate 405 express toll lane project
2 performance measures listed in RCW 47.56.880(4). These reports must
3 include:

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

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

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

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

32 (3) (a) \$71,000 of the high occupancy toll lanes operations
33 account—state appropriation, \$1,238,000 of the state route number 520
34 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
35 toll bridge account—state appropriation, \$460,000 of the Interstate
36 405 express toll lanes operations account—state appropriation, and
37 \$699,000 of the Alaskan Way viaduct replacement project account—state
38 appropriation are provided solely for the department to finish
39 implementing a new tolling customer service toll collection system,

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

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

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

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

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

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

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

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

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

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

36 (iv) Workload costs related to hearings;

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

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

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

4 (5) \$15,384,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation is provided solely for
6 operational costs related to the express toll lane facility.

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

21 (7) \$19,300,000 of the Alaskan Way viaduct replacement project
22 account—state appropriation is provided solely for the new state
23 route number 99 tunnel toll facility's expected share of collecting
24 toll revenues, operating customer services, and maintaining toll
25 collection systems. Due to the uncertainty of the new state route
26 number 99 tunnel toll facility actual toll transactions and revenue,
27 the legislature is holding the other tolled facilities'
28 administrative cost shares constant for this biennium. The
29 legislature expects to see appropriate reductions to the other toll
30 facility accounts once tolling on the new state route number 99
31 tunnel toll facility commences and any previously incurred costs for
32 start-up of the new facility are charged back to the Alaskan Way
33 viaduct replacement project account. The office of financial
34 management shall closely monitor the application of the cost
35 allocation model and ensure that the new state route number 99 tunnel
36 toll facility is adequately sharing costs and the other toll facility
37 accounts are not being overspent or subsidizing the new state route
38 number 99 tunnel toll facility.

1 43.88.092 to evaluate and prioritize any new financial and capital
2 systems replacement or modernization project and any other
3 information technology project. During the 2019-2021 biennium, the
4 department is prohibited from using the distributed direct program
5 support or any other cost allocation method to fund any new financial
6 and capital systems replacement or modernization project without
7 having the project evaluated and prioritized by the office of the
8 chief information officer and submitting a decision package to the
9 governor and the transportation committees of the legislature as part
10 of the normal budget process.

11 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
12 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
13 **OPERATING**

14	Motor Vehicle Account—State Appropriation	\$32,569,000
15	State Route Number 520 Corridor Account—State	
16	Appropriation	\$34,000
17	TOTAL APPROPRIATION.	\$32,603,000

18 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
19 **AVIATION—PROGRAM F**

20	Aeronautics Account—State Appropriation	\$7,203,000
21	Aeronautics Account—Federal Appropriation	\$2,542,000
22	Aeronautics Account—Private/Local Appropriation	\$60,000
23	TOTAL APPROPRIATION.	\$9,805,000

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

26 (1) \$2,751,000 of the aeronautics account—state appropriation is
27 provided solely for the airport aid grant program, which provides
28 competitive grants to public airports for pavement, safety, planning,
29 and security.

30 (2) \$134,000 of the aeronautics account—state appropriation is
31 provided solely for a 0.5 FTE planning position to support emerging
32 technologies. If chapter . . . (Substitute Senate Bill No. 5137)
33 (aircraft excise taxes), Laws of 2019 is not enacted by June 30,
34 2019, the amount provided in this subsection lapses.

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

1	Motor Vehicle Account—State Appropriation	\$57,399,000
2	Motor Vehicle Account—Federal Appropriation	\$500,000
3	Multimodal Transportation Account—State Appropriation . . .	\$258,000
4	TOTAL APPROPRIATION.	\$58,157,000

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

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

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

21 (b) Prior to completing the transfer in this subsection (2), the
22 department must ensure that provisions are made to accommodate
23 private and public utilities and any facilities that predate the
24 department's acquisition of the property, at no cost to those
25 entities. Prior to completing the transfer, the department shall also
26 ensure that provisions, by fair market assessment, are made to
27 accommodate other private and public utilities and any facilities
28 that have been legally allowed by permit or other instrument.

29 (c) The department may sell any adjoining property that is not
30 necessary to support the Rocky Reach Trail and adjacent buffer areas
31 only after the transfer of trail-related property to the Washington
32 state parks and recreation commission is complete. Adjoining property
33 owners must be given the first opportunity to acquire such property
34 that abuts their property, and applicable boundary line or other
35 adjustments must be made to the legal descriptions for recording
36 purposes.

37 (2) With respect to Parcel 12 of the real property conveyed by
38 the state of Washington to the city of Mercer Island under that
39 certain quitclaim deed, dated April 19, 2000, recorded in King county

1 under recording no. 20000425001234, the requirement in the deed that
2 the property be used for road/street purposes only will be deemed
3 satisfied by the department of transportation so long as commuter
4 parking, as part of the vertical development of the property, is one
5 of the significant uses of the property.

6 (3) \$1,600,000 of the motor vehicle account—state appropriation
7 is provided solely for real estate services activities. Consistent
8 with RCW 47.12.120 and during the 2019-2021 biennium, when
9 initiating, extending, or renewing any rent or lease agreements with
10 a regional transit authority, consideration of value must be
11 equivalent to one hundred percent of economic or market rent.

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

14 Motor Vehicle Account—State Appropriation	\$646,000
15 TOTAL APPROPRIATION.	\$646,000

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

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

21 (2) The department is authorized to execute a transit oriented
22 development pilot project at Kingsgate park and ride in Kirkland
23 intended to be completed by December 31, 2023. The purpose of the
24 pilot project is to demonstrate how appropriate department properties
25 may be used to provide multiple public benefits such as affordable
26 and market rate housing, commercial development and institutional
27 facilities in addition to transportation purposes. To accomplish the
28 pilot project, the department is authorized to exercise all legal and
29 administrative powers authorized in statute which may include, but is
30 not limited to, the transfer, lease, or sale of some or all of the
31 property to another governmental agency or private developer approved
32 by the department and partner agencies. The department may also
33 partner with sound transit, King county, the city of Kirkland, and
34 any other federal, regional, or local jurisdiction on any policy
35 changes necessary from those jurisdictions to facilitate the pilot
36 project. By December 1, 2019, the department must report to the
37 legislature on any legislative actions necessary to facilitate the
38 pilot project and future transit oriented development projects.

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

2 **HIGHWAY MAINTENANCE—PROGRAM M**

3 Motor Vehicle Account—State Appropriation \$474,558,000
4 Motor Vehicle Account—Federal Appropriation \$7,000,000
5 State Route Number 520 Corridor Account—State
6 Appropriation \$4,447,000
7 Tacoma Narrows Toll Bridge Account—State
8 Appropriation \$1,549,000
9 Alaskan Way Viaduct Replacement Project
10 Account—State Appropriation \$8,998,000
11 Interstate 405 Express Toll Lanes Operations
12 Account—State Appropriation. \$1,370,000
13 TOTAL APPROPRIATION. \$497,922,000

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

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

25 (2) \$4,447,000 of the state route number 520 corridor account—
26 state appropriation is provided solely to maintain the state route
27 number 520 floating bridge. These funds must be used in accordance
28 with RCW 47.56.830(3).

29 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
30 appropriation is provided solely to maintain the new Tacoma Narrows
31 bridge. These funds must be used in accordance with RCW 47.56.830(3).

32 (4) \$1,370,000 of the Interstate 405 express toll lanes
33 operations account—state appropriation is provided solely to maintain
34 the express toll lane portion of Interstate 405 between Lynnwood and
35 Bellevue. These funds must be used in accordance with RCW
36 47.56.830(3).

37 (5) \$5,000,000 of the motor vehicle account—state appropriation
38 is provided solely for a contingency pool for snow and ice removal.
39 The department will notify the office of financial management and the

1 transportation committees of the legislature when they have spent the
2 base budget for snow and ice removal and will begin using the
3 contingency pool funding.

4 (6) \$1,025,000 of the motor vehicle account—state appropriation
5 is provided solely for the department to implement safety
6 improvements and debris clean up on department-owned rights-of-way in
7 the city of Seattle at levels above that being implemented as of
8 January 1, 2019. The department must contract out or hire a crew
9 dedicated solely to collecting and disposing of garbage, clearing
10 debris or hazardous material, and implementing safety improvements
11 where hazards exist to the traveling public, department employees, or
12 people encamped upon department-owned rights-of-way. The department
13 may request assistance from the Washington state patrol as necessary
14 in order for both agencies to provide enhanced safety-related
15 activities regarding the emergency hazards along state highway
16 rights-of-way in the Seattle area.

17 (7) The department must commence a pilot program for the
18 2019-2021 biennium at the four highest demand safety rest areas to
19 create and maintain an online calendar for volunteer groups to check
20 availability of weekends for the free coffee program. The calendar
21 must be updated at least weekly and show dates and times that are, or
22 are not, available to participate in the free coffee program. The
23 department must submit a report to the legislature on the ongoing
24 pilot by December 1, 2020, outlining the costs and benefits of the
25 online calendar pilot, and including surveys from the volunteer
26 groups and agency staff to determine its effectiveness.

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

29	Motor Vehicle Account—State Appropriation	\$68,302,000
30	Motor Vehicle Account—Federal Appropriation	\$2,050,000
31	Motor Vehicle Account—Private/Local Appropriation	\$250,000
32	TOTAL APPROPRIATION.	\$70,602,000

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

35 (1) \$6,000,000 of the motor vehicle account—state appropriation
36 is provided solely for low-cost enhancements. The department shall
37 give priority to low-cost enhancement projects that improve safety or
38 provide congestion relief. By December 15th of each odd-numbered

1 year, the department shall provide a report to the legislature
2 listing all low-cost enhancement projects completed in the prior
3 fiscal biennium.

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

25 (b) The department shall expand the high occupancy vehicle lane
26 access pilot program to vehicles that deliver or collect blood,
27 tissue, or blood components for a blood-collecting or distributing
28 establishment regulated under chapter 70.335 RCW. Under the pilot
29 program, when the department reserves a portion of a highway based on
30 the number of passengers in a vehicle, blood-collecting or
31 distributing establishment vehicles that are clearly and identifiably
32 marked as such on all sides of the vehicle are considered emergency
33 vehicles and must be authorized to use the reserved portion of the
34 highway.

35 (c) The department shall expand the high occupancy vehicle lane
36 access pilot program to private, for hire vehicles regulated under
37 chapter 81.72 RCW that have been specially manufactured, designed, or
38 modified for the transportation of a person who has a mobility
39 disability and uses a wheelchair or other assistive device. Under the
40 pilot program, when the department reserves a portion of a highway

1 based on the number of passengers in a vehicle, wheelchair-accessible
2 taxicabs that are clearly and identifiably marked as such on all
3 sides of the vehicle are considered public transportation vehicles
4 and must be authorized to use the reserved portion of the highway.

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

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

11	Motor Vehicle Account—State Appropriation	\$37,040,000
12	Motor Vehicle Account—Federal Appropriation	\$1,380,000
13	Motor Vehicle Account—Local Appropriation	\$500,000
14	Multimodal Transportation Account—State	
15	Appropriation	\$1,129,000
16	TOTAL APPROPRIATION.	\$40,049,000

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

19 (1) \$2,000,000 of the motor vehicle account—state appropriation
20 is provided solely for a grant program that makes awards for the
21 following: (a) Support for nonprofit agencies, churches, and other
22 entities to help provide outreach to populations underrepresented in
23 the current apprenticeship programs; (b) preapprenticeship training;
24 and (c) child care, transportation, and other supports that are
25 needed to help women, veterans, and minorities enter and succeed in
26 apprenticeship. The department must report on grants that have been
27 awarded and the amount of funds disbursed by December 1st each year.

28 (2) \$150,000 of the motor vehicle account—state appropriation is
29 provided solely for a user-centered and mobile-compatible web site
30 redesign using estimated web site ad revenues.

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

33	Motor Vehicle Account—State Appropriation	\$30,409,000
34	Motor Vehicle Account—Federal Appropriation	\$29,485,000
35	Motor Vehicle Account—Local Appropriation.	\$800,000
36	Multimodal Transportation Account—State Appropriation	\$710,000
37	Multimodal Transportation Account—Federal	

1	Appropriation	\$2,809,000
2	Multimodal Transportation Account—Private/Local	
3	Appropriation	\$100,000
4	TOTAL APPROPRIATION.	\$64,313,000

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

7 (1) \$130,000 of the motor vehicle account—state appropriation is
8 provided solely for completion of a corridor study to identify
9 potential improvements between exit 116 and exit 99 of Interstate 5.
10 The study should further develop mid- and long-term strategies from
11 the corridor sketch, and identify potential US 101/I-5 interchange
12 improvements, a strategic plan for the Nisqually River bridges,
13 regional congestion relief options, and ecosystem benefits to the
14 Nisqually River estuary for salmon productivity and flood control.

15 (2) The study on state route number 518 referenced in section
16 218(5), chapter 297, Laws of 2018 must be submitted to the
17 transportation committees of the legislature by November 30, 2019.

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

20	Motor Vehicle Account—State Appropriation	\$62,275,000
21	Multimodal Transportation Account—State	
22	Appropriation	\$1,165,000
23	TOTAL APPROPRIATION.	\$63,440,000

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

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

32 (2) Beginning October 1, 2019, and quarterly thereafter, the
33 department, in conjunction with the attorney general and the
34 department of enterprise services, shall provide a report with
35 judgments and settlements dealing with the Washington state ferry
36 system to the director of the office of financial management and the
37 transportation committees of the legislature. The report must include
38 information on: (a) The number of claims and settlements by type; (b)

1 the average claim and settlement by type; (c) defense costs
2 associated with those claims and settlements; and (d) information on
3 the impacts of moving legal costs associated with the Washington
4 state ferry system into the statewide self-insurance pool.

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

14 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
15 **PUBLIC TRANSPORTATION—PROGRAM V**

16	State Vehicle Parking Account—State Appropriation	\$784,000
17	Regional Mobility Grant Program Account—State	
18	Appropriation	\$96,630,000
19	Rural Mobility Grant Program Account—State	
20	Appropriation	\$32,223,000
21	Multimodal Transportation Account—State	
22	Appropriation	\$103,341,000
23	Multimodal Transportation Account—Federal	
24	Appropriation	\$3,574,000
25	Multimodal Transportation Account—Local	
26	Appropriation	\$100,000
27	TOTAL APPROPRIATION.	\$236,652,000

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

30 (1) \$52,679,000 of the multimodal transportation account—state
31 appropriation is provided solely for a grant program for special
32 needs transportation provided by transit agencies and nonprofit
33 providers of transportation. Of this amount:

34 (a) \$12,000,000 of the multimodal transportation account—state
35 appropriation is provided solely for grants to nonprofit providers of
36 special needs transportation. Grants for nonprofit providers must be
37 based on need, including the availability of other providers of

1 service in the area, efforts to coordinate trips among providers and
2 riders, and the cost effectiveness of trips provided.

3 (b) \$40,679,000 of the multimodal transportation account—state
4 appropriation is provided solely for grants to transit agencies to
5 transport persons with special transportation needs. To receive a
6 grant, the transit agency must, to the greatest extent practicable,
7 have a maintenance of effort for special needs transportation that is
8 no less than the previous year's maintenance of effort for special
9 needs transportation. Grants for transit agencies must be prorated
10 based on the amount expended for demand response service and route
11 deviated service in calendar year 2017 as reported in the "Summary of
12 Public Transportation - 2017" published by the department of
13 transportation. No transit agency may receive more than thirty
14 percent of these distributions.

15 (2) \$32,223,000 of the rural mobility grant program account—state
16 appropriation is provided solely for grants to aid small cities in
17 rural areas as prescribed in RCW 47.66.100.

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

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

31 (4) \$18,951,000 of the regional mobility grant program account—
32 state appropriation is reappropriated and provided solely for the
33 regional mobility grant projects identified in LEAP Transportation
34 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
35 Public Transportation Program (V).

36 (5) (a) \$77,679,000 of the regional mobility grant program account
37 —state appropriation is provided solely for the regional mobility
38 grant projects identified in LEAP Transportation Document 2019-2 ALL
39 PROJECTS as developed March 26, 2019, Program - Public Transportation

1 Program (V). The department shall review all projects receiving grant
2 awards under this program at least semiannually to determine whether
3 the projects are making satisfactory progress. Any project that has
4 been awarded funds, but does not report activity on the project
5 within one year of the grant award, must be reviewed by the
6 department to determine whether the grant should be terminated. The
7 department shall promptly close out grants when projects have been
8 completed, and any remaining funds must be used only to fund projects
9 identified in the LEAP transportation document referenced in this
10 subsection. The department shall provide annual status reports on
11 December 15, 2019, and December 15, 2020, to the office of financial
12 management and the transportation committees of the legislature
13 regarding the projects receiving the grants. It is the intent of the
14 legislature to appropriate funds through the regional mobility grant
15 program only for projects that will be completed on schedule. A
16 grantee may not receive more than twenty-five percent of the amount
17 appropriated in this subsection. Additionally, when allocating
18 funding for the 2021-2023 biennium, no more than thirty percent of
19 the total grant program may be awarded within one county. The
20 department shall not approve any increases or changes to the scope of
21 a project for the purpose of a grantee expending remaining funds on
22 an awarded grant.

23 (b) In order to be eligible to receive a grant under (a) of this
24 subsection during the 2019-2021 fiscal biennium, a transit agency
25 must establish a process for private transportation providers to
26 apply for the use of park and ride facilities. For purposes of this
27 subsection, (i) "private transportation provider" means: An auto
28 transportation company regulated under chapter 81.68 RCW; a passenger
29 charter carrier regulated under chapter 81.70 RCW, except marked or
30 unmarked stretch limousines and stretch sport utility vehicles as
31 defined under department of licensing rules; a private nonprofit
32 transportation provider regulated under chapter 81.66 RCW; or a
33 private employer transportation service provider; and (ii) "private
34 employer transportation service" means regularly scheduled, fixed-
35 route transportation service that is offered by an employer for the
36 benefit of its employees.

37 (6) Funds provided for the commute trip reduction (CTR) program
38 may also be used for the growth and transportation efficiency center
39 program.

1 (7) \$7,670,000 of the multimodal transportation account—state
2 appropriation and \$784,000 of the state vehicle parking account—state
3 appropriation are provided solely for CTR grants and activities. Of
4 this amount:

5 (a) \$1,000,000 of the multimodal transportation account—state
6 appropriation is provided solely for the department to continue a
7 pilot transit pass incentive program. Businesses and nonprofit
8 organizations located in a county adjacent to Puget Sound with a
9 population of more than seven hundred thousand that have never
10 offered transit subsidies to employees are eligible to apply to the
11 program for a fifty percent rebate on the cost of employee transit
12 subsidies provided through the regional ORCA fare collection system.
13 No single business or nonprofit organization may receive more than
14 ten thousand dollars from the program.

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

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

22 (b) \$30,000 of the state vehicle parking account—state
23 appropriation is provided solely for the STAR pass program for state
24 employees residing in Mason and Grays Harbor Counties. Use of the
25 pass is for public transportation between Mason County and Thurston
26 County, and Grays Harbor and Thurston County. The pass may also be
27 used within Grays Harbor County.

28 (c) \$1,000,000 of the multimodal transportation account—state
29 appropriation is provided solely for a first mile/last mile
30 connections grant program. Eligible grant recipients include cities,
31 businesses, nonprofits, and transportation network companies with
32 first mile/last mile solution proposals. Transit agencies are not
33 eligible. The commute trip reduction board shall develop grant
34 parameters, evaluation criteria, and evaluate grant proposals. The
35 commute trip reduction board shall provide the transportation
36 committees of the legislature a report on the effectiveness of this
37 grant program and best practices for continuing the program.

38 (8) \$27,048,000 of the multimodal transportation account—state
39 appropriation is provided solely for connecting Washington transit

1 projects identified in LEAP Transportation Document 2019-2 ALL
2 PROJECTS as developed March 26, 2019. It is the intent of the
3 legislature that entities identified to receive funding in the LEAP
4 document referenced in this subsection receive the amounts specified
5 in the time frame specified in that LEAP document. If an entity has
6 already completed a project in the LEAP document referenced in this
7 subsection before the time frame identified, the entity may
8 substitute another transit project or projects that cost a similar or
9 lesser amount.

10 (9) \$2,000,000 of the multimodal transportation account—state
11 appropriation is provided solely for transit coordination grants.

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

14 (11)(a) For projects funded as part of the 2015 connecting
15 Washington transportation package listed on the LEAP transportation
16 document identified in subsection (4) of this section, if the
17 department expects to have substantial reappropriations for the
18 2021-2023 fiscal biennium, the department may, on a pilot basis,
19 apply funding from a project with an appropriation that cannot be
20 used for the current fiscal biennium to advance one or more of the
21 following projects:

22 (i) King County Metro - RapidRide Expansion, Burien-Delridge
23 (G2000031);

24 (ii) King County Metro - Route 40 Northgate to Downtown
25 (G2000032);

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

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

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

29 (b) At least ten business days before advancing a project
30 pursuant to this subsection, the department must notify the office of
31 financial management and the transportation committees of the
32 legislature. The advancement of a project may not hinder the delivery
33 of the projects for which the reappropriations are necessary for the
34 2021-2023 fiscal biennium.

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

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

2 **MARINE—PROGRAM X**

3 Puget Sound Ferry Operations Account—State

4 Appropriation \$537,896,000

5 Puget Sound Ferry Operations Account—Federal

6 Appropriation \$7,932,000

7 Puget Sound Ferry Operations Account—Private/Local

8 Appropriation \$121,000

9 Agency Financial Transaction Account—State

10 Appropriation \$4,733,000

11 TOTAL APPROPRIATION. \$550,682,000

12 The appropriations in this section are subject to the following

13 conditions and limitations:

14 (1) The office of financial management budget instructions

15 require agencies to recast enacted budgets into activities. The

16 Washington state ferries shall include a greater level of detail in

17 its 2019-2021 supplemental and 2021-2023 omnibus transportation

18 appropriations act requests, as determined jointly by the office of

19 financial management, the Washington state ferries, and the

20 transportation committees of the legislature. This level of detail

21 must include the administrative functions in the operating as well as

22 capital programs.

23 (2) For the 2019-2021 fiscal biennium, the department may enter

24 into a distributor controlled fuel hedging program and other methods

25 of hedging approved by the fuel hedging committee.

26 (3) \$76,261,000 of the Puget Sound ferry operations account—state

27 appropriation is provided solely for auto ferry vessel operating fuel

28 in the 2019-2021 fiscal biennium, which reflect cost savings from a

29 reduced biodiesel fuel requirement and, therefore, is contingent upon

30 the enactment of section 703 of this act. The amount provided in this

31 subsection represents the fuel budget for the purposes of calculating

32 any ferry fare fuel surcharge. The department shall review future use

33 of alternative fuels and dual fuel configurations, including

34 hydrogen.

35 (4) The appropriations in this section assume implementation of

36 additional cost recovery mechanisms to recoup at least \$4,733,000 in

37 credit card and other financial transaction costs as part of ferry

38 fares beginning January 1, 2020. At the direction of the office of

39 financial management, the department must develop a method of

1 tracking the additional amount of credit card and other financial
2 cost-recovery revenues. In consultation with the office of financial
3 management, the department must notify the state treasurer of these
4 amounts and the state treasurer must deposit these revenues in the
5 agency financial transaction account created in section 718 of this
6 act on a quarterly basis.

7 (5) \$897,000 of the Puget sound ferry operations account—state
8 appropriation is provided solely for increased staffing at Washington
9 ferry terminals to meet increased workload and customer expectations.
10 Within the amount provided in this subsection, the department shall
11 contract with the Washington state patrol for additional traffic
12 control assistance at the Kingston ferry terminal during peak ferry
13 travel times, with a particular focus on Sundays and holiday
14 weekends. Traffic control methods should include, but not be limited
15 to, holding traffic on the shoulder at Lindvog Road until space opens
16 for cars at the tollbooths and dock, and management of traffic on
17 Highway 104 in order to ensure Kingston residents and business owners
18 have access to businesses, roads, and driveways.

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

21	Multimodal Transportation Account—State	
22	Appropriation	\$81,839,000
23	Multimodal Transportation Account—Private/Local	
24	Appropriation	\$1,671,000
25	Multimodal Transportation Account—Federal	
26	Appropriation	\$500,000
27	TOTAL APPROPRIATION.	\$84,010,000

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

30 (1) (a) \$1,625,000 of the multimodal transportation account—state
31 appropriation and \$1,625,000 of the multimodal transportation account
32 —private/local appropriation are provided solely for the development
33 of a new ultra high-speed ground transportation corridor authority
34 with participation from Washington, Oregon, and British Columbia. The
35 office of financial management shall place the entire multimodal
36 transportation account—state appropriation provided in this
37 subsection in unallotted status. The office of financial management
38 may release portions of the state appropriation only when it

1 determines that an equal amount of private/local funding has been
2 secured for the purposes of this subsection. "Ultra high-speed" means
3 a maximum testing speed of at least two hundred fifty miles per hour.

4 (b) The corridor authority development must abide by the
5 memorandum of understanding signed by the governor of Washington and
6 the premier of the province of British Columbia in October of 2018.
7 The corridor authority development shall strengthen regional
8 collaboration and analyze and develop a bistate and binational
9 structure that addresses, but is not limited to: Ultra high-speed
10 corridor governance, general powers, operating structure, legal
11 instruments, and contracting requirements. It must also build on the
12 results of the 2018 Washington state ultra high-speed ground
13 transportation business case analysis. The corridor authority
14 development must conduct outreach and preliminary environmental
15 review. It must include a robust community engagement process to
16 refine the alignment for communities and businesses relevant to the
17 ultra high-speed corridor between Portland, Oregon and Vancouver,
18 British Columbia. It must also develop recommendations towards
19 establishing the appropriate level of authorization to advance the
20 development, including environmental analysis of an ultra high-speed
21 ground transportation corridor.

22 (c) By June 30, 2020, the department shall provide to the
23 governor and the transportation committees of the legislature an
24 assessment of current laws in Washington, Oregon, and British
25 Columbia related to an ultra high-speed ground transportation
26 corridor, identify any laws, regulations, or agreements that need to
27 be modified or passed in order to proceed with developing an ultra
28 high-speed corridor, and summarize the results from the community
29 engagement process. As applicable, the assessment should also be sent
30 to the executive and legislative branches of government in the state
31 of Oregon and appropriate government bodies in the province of
32 British Columbia.

33 (2) The department is directed to continue to pursue efforts to
34 reduce costs, increase ridership, and review Amtrak Cascades fares
35 and fare schedules. Within thirty days of each annual cost/revenue
36 reconciliation under the Amtrak service contract, the department
37 shall report annual credits to the office of financial management and
38 the legislative transportation committees. Annual credits from Amtrak
39 to the department including, but not limited to, credits due to
40 higher ridership, reduced level of service, and fare or fare schedule

1 adjustments, must be used to offset corresponding amounts of the
2 multimodal transportation account—state appropriation, which must be
3 placed in reserve.

4 NEW SECTION. **Sec. 223. FOR THE DEPARTMENT OF TRANSPORTATION—**

5 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

6	Motor Vehicle Account—State Appropriation	\$11,713,000
7	Motor Vehicle Account—Federal Appropriation	\$2,567,000
8	Multiuse Roadway Safety Account—State Appropriation	\$132,000
9	Multimodal Transportation Account—State	
10	Appropriation	\$350,000
11	TOTAL APPROPRIATION.	\$14,762,000

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

14 (1) \$350,000 of the multimodal transportation account—state
15 appropriation is provided solely to allow the Puget Sound regional
16 council to study new passenger ferry service to better connect
17 communities throughout the twelve county Puget Sound region. The
18 study shall assess potential governance and funding structures, new
19 routes, identify future terminal locations, and provide
20 recommendations to accelerate the use of alternative fuels in the
21 passenger ferry fleet. Analysis of potential new routes shall include
22 Seattle to Olympia. The study shall identify future passenger only
23 demand throughout Western Washington, analyze potential routes and
24 terminal locations on Puget Sound, Lake Washington, and Lake Union
25 with an emphasis on preserving waterfront opportunities in public
26 ownership and opportunities for partnership. The study shall estimate
27 capital and operating costs for routes and terminals. The study shall
28 include early and continuous outreach with all interested
29 stakeholders and a report to the legislature and all interested
30 parties by January 31, 2021.

31 (2) \$1,142,000 of the motor vehicle account—state appropriation
32 is provided solely for the department, from amounts set aside out of
33 statewide fuel taxes distributed to counties according to RCW
34 46.68.120(3), to contract with the Washington state association of
35 counties to identify county-owned fish passage barriers, with
36 priority given to barriers that share the same stream system as
37 state-owned fish passage barriers. The study must identify, map, and
38 provide a preliminary assessment of county-owned barriers that need

1 correction, and provide, where possible, preliminary costs estimates
 2 for each barrier correction. The study must provide recommendations
 3 on how to prioritize county-owned barriers within the same stream
 4 system of state-owned barriers in the current six-year construction
 5 plan to maximize state investment and make recommendations on how
 6 future state six-year construction plans should incorporate county-
 7 owned barriers. The work may also include updating local agency
 8 guidelines manual, including exploring alternatives within the local
 9 agency guidelines manual on county priorities and study the current
 10 state of county transportation funding, identify emerging issues, and
 11 identify potential future alternative transportation fuel funding
 12 sources to meet current and future needs.

13 **TRANSPORTATION AGENCIES—CAPITAL**

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

16	Freight Mobility Investment Account—State	
17	Appropriation	\$20,314,000
18	Freight Mobility Multimodal Account—State	
19	Appropriation	\$23,160,000
20	Motor Vehicle Account—Federal Appropriation	\$2,250,000
21	Freight Mobility Multimodal Account—Private/Local	
22	Appropriation	\$1,320,000
23	TOTAL APPROPRIATION.	\$47,044,000

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

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

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

28 The entire appropriation in this section is provided solely for
 29 the following projects:

- 30 (1) \$250,000 for emergency repairs;
- 31 (2) \$469,000 for roof replacements;
- 32 (3) \$350,000 for fuel tank decommissioning;
- 33 (4) \$759,000 for generator and electrical replacement;
- 34 (5) \$750,000 for water and fire suppression systems; and
- 35 (6) \$700,000 for academy training tank preservation
- 36 reappropriation.

1 The Washington state patrol may transfer funds between projects
2 specified in this section to address cash flow requirements. If a
3 project specified in this section is completed for less than the
4 amount provided, the remainder may be transferred to another project
5 specified in this section not to exceed the total appropriation
6 provided in this section.

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

8 Rural Arterial Trust Account—State Appropriation	\$65,996,000
9 Motor Vehicle Account—State Appropriation	\$1,456,000
10 County Arterial Preservation Account—State	
11 Appropriation	\$39,590,000
12 TOTAL APPROPRIATION.	\$107,042,000

13 The appropriations in this section are subject to the following
14 conditions and limitations: \$500,000 of the rural arterial trust
15 account—state appropriation and \$500,000 of the county arterial
16 preservation account—state appropriation are provided solely for
17 deposit into the county road administration board emergency loan
18 revolving account created in chapter . . . (Senate Bill No. 5923)
19 (emergency loans), Laws of 2019. If chapter . . . (Senate Bill No.
20 5923), Laws of 2019 is not enacted by June 30, 2019, the amounts
21 provided in this section lapses.

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

23 Small City Pavement and Sidewalk Account—State	
24 Appropriation	\$5,900,000
25 Transportation Improvement Account—State	
26 Appropriation	\$225,500,000
27 Multimodal Transportation Account—State	
28 Appropriation	\$14,670,000
29 TOTAL APPROPRIATION.	\$246,070,000

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

- 32 (1) The entire multimodal transportation account—state
33 appropriation is provided solely for the complete streets program.
- 34 (2) \$9,687,000 of the transportation improvement account—state
35 appropriation is provided solely for:

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

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

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

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

20 (4) Consistent with RCW 47.26.086, during the 2019-2021 biennium,
21 projects funded by the transportation improvement account may include
22 projects that provide emergency vehicle access to ferry terminals in
23 response to street-level railroad crossing conflicts.

24 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
25 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
26 **CAPITAL**

27	Motor Vehicle Account—State Appropriation	\$52,200,000
28	Connecting Washington Account—State Appropriation	\$42,497,000
29	TOTAL APPROPRIATION.	\$94,697,000

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

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

37 (2) (a) \$43,662,000 of the motor vehicle account—state
38 appropriation is provided solely for the department facility located

1 at 15700 Dayton Ave N in Shoreline. This appropriation is contingent
2 upon the department of ecology signing a not less than twenty-year
3 agreement to pay a share of any financing contract issued pursuant to
4 chapter 39.94 RCW.

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

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

8 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
9 **IMPROVEMENTS—PROGRAM I**

10	Transportation Partnership Account—State	
11	Appropriation	\$304,736,000
12	Motor Vehicle Account—State Appropriation	\$53,427,000
13	Motor Vehicle Account—Federal Appropriation	\$174,337,000
14	Motor Vehicle Account—Private/Local Appropriation	\$28,739,000
15	Connecting Washington Account—State	
16	Appropriation	\$2,137,381,000
17	Special Category C Account—State Appropriation	\$74,000,000
18	Multimodal Transportation Account—State	
19	Appropriation	\$5,408,000
20	Alaskan Way Viaduct Replacement Project Account—State	
21	Appropriation	\$77,951,000
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation	\$21,819,000
24	Interstate 405 Express Toll Lanes Operations Account—State	
25	Appropriation	\$27,036,000
26	Forward Washington Account—State Appropriation	\$185,716,000
27	TOTAL APPROPRIATION.	\$3,090,550,000

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

30 (1) Except as provided otherwise in this section, the entire
31 connecting Washington account—state appropriation and the entire
32 transportation partnership account—state appropriation are provided
33 solely for the projects and activities as listed by fund, project,
34 and amount in LEAP Transportation Document 2019-1 as developed March
35 26, 2019, Program - Highway Improvements Program (I). However,
36 limited transfers of specific line-item project appropriations may
37 occur between projects for those amounts listed subject to the
38 conditions and limitations in section 601 of this act.

1 (2) Except as provided otherwise in this section, the entire
2 motor vehicle account—state appropriation and motor vehicle account—
3 federal appropriation are provided solely for the projects and
4 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
5 as developed March 26, 2019, Program - Highway Improvements Program
6 (I). Any federal funds gained through efficiencies, adjustments to
7 the federal funds forecast, additional congressional action not
8 related to a specific project or purpose, or the federal funds
9 redistribution process must then be applied to highway and bridge
10 preservation activities.

11 (3) Within the motor vehicle account—state appropriation and
12 motor vehicle account—federal appropriation, the department may
13 transfer funds between programs I and P, except for funds that are
14 otherwise restricted in this act. The department shall submit a
15 report on fiscal year funds transferred in the prior fiscal year
16 using this subsection as part of the department's annual budget
17 submittal.

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

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

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

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

30 (8) \$90,464,000 of the transportation partnership account—state
31 appropriation, \$7,006,000 of the motor vehicle account—private/local
32 appropriation, \$3,383,000 of the transportation 2003 account (nickel
33 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
34 replacement project account—state appropriation, and \$1,838,000 of
35 the multimodal transportation account—state appropriation are
36 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
37 (809936Z).

1 (9) \$3,000,000 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 (10) \$164,000,000 of the connecting Washington account—state
5 appropriation is provided solely for the US 395 North Spokane
6 Corridor project (M00800R).

7 (11) \$22,195,000 of the transportation partnership account—state
8 appropriation, \$12,805,000 of the transportation 2003 account (nickel
9 account)—state appropriation, and \$27,000,000 of the Interstate 405
10 express toll lanes operations account—state appropriation are
11 provided solely for the I-405/SR 522 to I-5 Capacity Improvements
12 project (L2000234) for activities related to adding capacity on
13 Interstate 405 between state route number 522 and Interstate 5, with
14 the goals of increasing vehicle throughput and aligning project
15 completion with the implementation of bus rapid transit in the
16 vicinity of the project. The transportation partnership account—state
17 appropriation and transportation 2003 account (nickel account)—state
18 appropriation are a transfer or a reappropriation of a transfer from
19 the I-405/Kirkland Vicinity Stage 2 - Widening project (8BI1002) due
20 to savings.

21 (12) (a) \$395,822,000 of the connecting Washington account—state
22 appropriation and \$342,000 of the motor vehicle account—local
23 appropriation are provided solely for the SR 520 Seattle Corridor
24 Improvements - West End project (M00400R).

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

28 (i) Work with the operator of the Montlake boulevard market
29 located on parcel number 1-23190 to negotiate a lease allowing
30 continued operations up to January 1, 2020. After that time, the
31 department shall identify an area in the vicinity of the Montlake
32 property for a temporary market or other food service to be provided
33 during the period of project construction. Should the current
34 operator elect not to participate in providing that temporary
35 service, the department shall then develop an outreach plan with the
36 city to solicit community input on the food services provided, and
37 then advertise the opportunity to other potential vendors. Further,
38 the department shall work with the city of Seattle and existing

1 permit processes to facilitate vendor access to and use of the area
2 in the vicinity of the Montlake property.

3 (ii) Upon completion of the Montlake Phase of the West End
4 project (current anticipated contract completion of 2023), WSDOT
5 shall sell that portion of the property not used for permanent
6 transportation improvements and initiate a process to convey that
7 surplus property to a subsequent owner.

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

17 (14) \$265,100,000 of the connecting Washington account—state
18 appropriation is provided solely for the SR 167/SR 509 Puget Sound
19 Gateway project (M00600R).

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

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

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

36 (d) It is the legislature's intent that the department shall
37 construct a full single-point urban interchange at the junction of
38 state route number 161 (Meridian avenue) and state route number 167
39 and a full single-point urban interchange at the junction of state
40 route number 509 and 188th Street. If the department receives

1 additional funds from an outside source for this project after the
2 funding gap on the base project is closed, the funds must first be
3 applied toward the completion of these two full single-point urban
4 interchanges.

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

12 (16) \$950,000 of the transportation partnership account—state
13 appropriation is provided solely for the U.S. 2 Trestle IJR project
14 (L1000158).

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

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

36 (i) I-82 Yakima - Union Gap Economic Development Improvements
37 (T21100R);

38 (ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);

39 or

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 (20) \$8,500,000 of the motor vehicle account—state appropriation
9 is provided solely for staffing of a project office to replace the
10 Interstate 5 bridge across the Columbia river (G2000088). The work of
11 this project office should include, but is not limited to, the
12 reevaluation of the purpose and need identified for the project
13 previously known as the Columbia river crossing, the reevaluation of
14 permits and development of a finance plan, the reengagement of key
15 stakeholders, and the reevaluation of scope, schedule, and budget for
16 a reinvigorated bistate effort for replacement of the Interstate 5
17 Columbia river bridge. When reevaluating the finance plan for the
18 project, the department shall assume that some costs of the new
19 facility may be covered by tolls. Within the amount provided in this
20 subsection, the department must implement chapter . . . (Engrossed
21 Substitute House Bill No. 1994) (projects of statewide significance),
22 Laws of 2019. The project office must also study the possible
23 different governance structures for a bridge authority that would
24 provide for the joint administration of the bridges over the Columbia
25 river between Oregon and Washington. As part of this study, the
26 project office must examine the feasibility and necessity of an
27 interstate compact in conjunction with the national center for
28 interstate compacts. The department shall reengage project
29 stakeholders, and reevaluate the purpose and need and environmental
30 permits by July 1, 2020. The department must have developed a finance
31 plan by December 1, 2020, and have made significant progress towards
32 beginning the supplemental environmental impact statement process by
33 June 30, 2021. The department shall provide a progress report on
34 these activities to the governor and the transportation committees of
35 the legislature by December 1, 2019, and a final report to the
36 governor and the transportation committees of the legislature by
37 December 1, 2020.

38 (21) \$6,823,000 of the motor vehicle account—state appropriation,
39 \$36,500,000 of the connecting Washington account—state appropriation,

1 \$44,961,000 of the motor vehicle account—federal appropriation, and
 2 \$185,716,000 of the forward Washington account—state appropriation
 3 are provided solely for the Fish Passage Barrier project (0BI4001)
 4 with the intent of fully complying with the court injunction by 2030.
 5 The department shall coordinate with the Brian Abbott fish passage
 6 barrier removal board to use a watershed approach to maximize habitat
 7 gain by replacing both state and local culverts.

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

17 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
 18 **PRESERVATION—PROGRAM P**

19	Recreational Vehicle Account—State Appropriation	\$1,744,000
20	Transportation Partnership Account—State	
21	Appropriation	\$23,706,000
22	Motor Vehicle Account—State Appropriation	\$74,885,000
23	Motor Vehicle Account—Federal Appropriation	\$454,758,000
24	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation	\$544,000
27	Connecting Washington Account—State Appropriation	\$189,771,000
28	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
29	Transportation 2003 Account (Nickel Account)—State	
30	Appropriation	\$9,617,000
31	Alaskan Way Viaduct Replacement Project Account—State	
32	Appropriation.	\$10,000
33	Interstate 405 Express Toll Lanes Operations Account—State	
34	Appropriation.	\$2,393,000
35	TOTAL APPROPRIATION.	\$770,493,000

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

1 (1) Except as provided otherwise in this section, the entire
2 connecting Washington account—state appropriation and the entire
3 transportation partnership account—state appropriation are provided
4 solely for the projects and activities as listed by fund, project,
5 and amount in LEAP Transportation Document 2019-1 as developed March
6 26, 2019, Program - Highway Preservation Program (P). However,
7 limited transfers of specific line-item project appropriations may
8 occur between projects for those amounts listed subject to the
9 conditions and limitations in section 601 of this act.

10 (2) Except as provided otherwise in this section, the entire
11 motor vehicle account—state appropriation and motor vehicle account—
12 federal appropriation are provided solely for the projects and
13 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
14 as developed March 26, 2019, Program - Highway Preservation Program
15 (P). Any federal funds gained through efficiencies, adjustments to
16 the federal funds forecast, additional congressional action not
17 related to a specific project or purpose, or the federal funds
18 redistribution process must then be applied to highway and bridge
19 preservation activities.

20 (3) Within the motor vehicle account—state appropriation and
21 motor vehicle account—federal appropriation, the department may
22 transfer funds between programs I and P, except for funds that are
23 otherwise restricted in this act. The department shall submit a
24 report on fiscal year funds transferred in the prior fiscal year
25 using this subsection as part of the department's annual budget
26 submittal.

27 (4) \$25,036,000 of the connecting Washington account—state
28 appropriation is provided solely for the land mobile radio upgrade
29 (G2000055) and is subject to the conditions, limitations, and review
30 provided in section 701 of this act. The land mobile radio project is
31 subject to technical oversight by the office of the chief information
32 officer. The department, in collaboration with the office of the
33 chief information officer, shall identify where existing or proposed
34 mobile radio technology investments should be consolidated, identify
35 when existing or proposed mobile radio technology investments can be
36 reused or leveraged to meet multiagency needs, increase mobile radio
37 interoperability between agencies, and identify how redundant
38 investments can be reduced over time. The department shall also

1 provide quarterly reports to the technology services board on project
2 progress.

3 (5) \$2,500,000 of the motor vehicle account—state appropriation
4 is provided solely for extraordinary costs incurred from litigation
5 awards, settlements, or dispute mitigation activities not eligible
6 for funding from the self-insurance fund. The amount provided in this
7 subsection must be held in unallotted status until the department
8 submits a request to the office of financial management that includes
9 documentation detailing litigation-related expenses. The office of
10 financial management may release the funds only when it determines
11 that all other funds designated for litigation awards, settlements,
12 and dispute mitigation activities have been exhausted. No funds
13 provided in this subsection may be expended on any legal fees related
14 to the SR 99/Alaskan Way viaduct replacement project (809936Z).

15 (6) \$22,729,000 of the motor vehicle account—federal
16 appropriation and \$553,000 of the motor vehicle account—state
17 appropriation are provided solely for the preservation of
18 structurally deficient bridges or bridges that are at risk of
19 becoming structurally deficient (L1000068). These funds must be used
20 widely around the state of Washington. When practicable, the
21 department shall pursue design-build contracts for these bridge
22 projects to expedite delivery. The department shall provide a report
23 that identifies the progress of each project funded in this
24 subsection as part of its annual agency budget request.

25 (7) The department must consult with the Washington state patrol
26 and the office of financial management during the design phase of any
27 improvement or preservation project that could impact Washington
28 state patrol weigh station operations. During the design phase of any
29 such project, the department must estimate the cost of designing
30 around the affected weigh station's current operations, as well as
31 the cost of moving the affected weigh station.

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

36 (9) (a) For projects funded as part of the 2015 connecting
37 Washington transportation package listed on the LEAP transportation
38 document identified in subsection (1) of this section, if the
39 department expects to have substantial reappropriations for the

1 2021-2023 fiscal biennium, the department may, on a pilot basis,
2 apply funding from a project in this section with an appropriation
3 that cannot be used for the current fiscal biennium to advance the SR
4 4/Abernathy Creek Br - Replace Bridge project (400411A).

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

11 (c) To the extent practicable, the department shall use the
12 flexibility and authority granted in this section and in section 601
13 of this act to minimize the amount of reappropriations needed each
14 biennium.

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

17	Motor Vehicle Account—State Appropriation	\$6,611,000
18	Motor Vehicle Account—Federal Appropriation	\$5,331,000
19	Motor Vehicle Account—Private/Local Appropriation	\$500,000
20	TOTAL APPROPRIATION.	\$12,442,000

21 The appropriations in this section are subject to the following
22 conditions and limitations: The department shall set aside a
23 sufficient portion of the motor vehicle account—state appropriation
24 for federally selected competitive grants or congressional earmark
25 projects that require matching state funds. State funds set aside as
26 matching funds for federal projects must be accounted for in project
27 000005Q and remain in unallotted status until needed for those
28 federal projects.

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

31	Puget Sound Capital Construction Account—State	
32	Appropriation	\$115,475,000
33	Puget Sound Capital Construction Account—Federal	
34	Appropriation	\$141,750,000
35	Puget Sound Capital Construction Account—Private/Local	
36	Appropriation	\$350,000
37	Transportation Partnership Account—State	

1	Appropriation	\$4,936,000
2	Connecting Washington Account—State Appropriation . . .	\$206,466,000
3	TOTAL APPROPRIATION.	\$468,977,000

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

6 (1) Except as provided otherwise in this section, the entire
7 appropriations in this section are provided solely for the projects
8 and activities as listed in LEAP Transportation Document 2019-2 ALL
9 PROJECTS as developed March 26, 2019, Program - Washington State
10 Ferries Capital Program (W).

11 (2) \$1,461,000 of the Puget Sound capital construction account—
12 state appropriation, \$67,850,000 of the connecting Washington account
13 —state appropriation, are provided solely for the Mukilteo ferry
14 terminal (952515P). The office of financial management shall place
15 \$8,200,000 of the connecting Washington account—state appropriation,
16 provided solely for a risk reserve, in unallotted status. The office
17 of financial management may only release funds from the risk reserve
18 to the department upon sufficient evidence that risk has
19 materialized. To the extent practicable, the department shall avoid
20 the closure of, or disruption to, any existing public access walkways
21 in the vicinity of the terminal project during construction.

22 (3) \$73,089,000 of the Puget Sound capital construction account—
23 federal appropriation, \$39,589,000 of the connecting Washington
24 account—state appropriation, and \$8,778,000 of the Puget Sound
25 capital construction account—state appropriation are provided solely
26 for the Seattle Terminal Replacement project (900010L). The office of
27 financial management shall place \$6,500,000 of the connecting
28 Washington account—state appropriation, provided solely for a risk
29 reserve, in unallotted status. The office of financial management may
30 only release funds from the risk reserve to the department upon
31 sufficient evidence that risk has materialized.

32 (4) \$5,000,000 of the Puget Sound capital construction account—
33 state appropriation is provided solely for emergency capital repair
34 costs (999910K). Funds may only be spent after approval by the office
35 of financial management.

36 (5) \$2,300,000 of the Puget Sound capital construction account—
37 state appropriation is provided solely for the ORCA acceptance
38 project (L2000300). The ferry system shall work with Washington

1 technology solutions and the tolling division on the development of a
2 new, interoperable ticketing system.

3 (6) \$990,000 of the Puget Sound capital construction account—
4 state appropriation is provided solely for an electric ferry planning
5 team (G2000087) to develop a ten year implementation plan to
6 efficiently deploy hybrid-electric vessel charging at ferry
7 terminals. The plan includes, but is not limited to, vessel
8 technology and feasibility, vessel and terminal deployment schedules,
9 and project financing. Activities may also include preliminary
10 engineering to advance implementation as needed to have vessels and
11 terminals operational in conjunction with each other. The plan shall
12 be submitted to the office of financial management and the
13 transportation committees of the legislature by June 30, 2020.

14 (7) \$35,000,000 of the Puget Sound capital construction account—
15 state appropriation and \$6,500,000 of the Puget Sound capital
16 construction account—federal appropriation are provided solely for
17 the conversion of up to two Jumbo Mark II vessels to electric hybrid
18 propulsion (G2000084). The department shall seek additional funds for
19 the purposes of this subsection. The department may spend from the
20 Puget Sound capital construction account—state appropriation in this
21 section only as much as the department receives in Volkswagen
22 settlement funds for the purposes of this subsection.

23 (8) \$600,000 of the Puget Sound capital construction account—
24 state appropriation is provided solely for a request for proposals
25 for a new maintenance management system (project L2000301) and is
26 subject to the conditions, limitations, and review provided in
27 section 701 of this act.

28 (9) \$99,000,000 of the connecting Washington account—state
29 appropriation is provided solely for the acquisition of a 144-car
30 hybrid-electric vessel. It is the intent of the legislature to
31 provide an additional \$88,000,000 in funding in the 2021-23 biennium.
32 If chapter . . . (Substitute Senate Bill No. 5992), Laws of 2019
33 (ferry funding) is not enacted by June 30, 2019, the amount provided
34 in this subsection lapses.

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

37 Essential Rail Assistance Account—State Appropriation . . . \$500,000
38 Transportation Infrastructure Account—State

1	Appropriation	\$7,554,000
2	Multimodal Transportation Account—State	
3	Appropriation	\$83,191,000
4	Multimodal Transportation Account—Federal	
5	Appropriation	\$8,302,000
6	Multimodal Transportation Account—Local	
7	Appropriation	\$336,000
8	TOTAL APPROPRIATION.	\$99,883,000

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

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

16 (2) \$7,136,000 of the transportation infrastructure account—state
17 appropriation is provided solely for new low-interest loans approved
18 by the department through the freight rail investment bank (FRIB)
19 program. The department shall issue FRIB program loans with a
20 repayment period of no more than ten years, and charge only so much
21 interest as is necessary to recoup the department's costs to
22 administer the loans. The department shall report annually to the
23 transportation committees of the legislature and the office of
24 financial management on all FRIB loans issued.

25 (3) \$8,112,000 of the multimodal transportation account—state
26 appropriation, \$51,000 of the transportation infrastructure account—
27 state appropriation, and \$135,000 of the essential rail assistance
28 account—state appropriation are provided solely for new statewide
29 emergent freight rail assistance projects identified in the LEAP
30 transportation document referenced in subsection (1) of this section.

31 (4) \$367,000 of the transportation infrastructure account—state
32 appropriation and \$1,100,000 of the multimodal transportation account
33 —state appropriation are provided solely to reimburse Highline Grain,
34 LLC for approved work completed on Palouse River and Coulee City
35 (PCC) railroad track in Spokane county between the BNSF Railway
36 Interchange at Cheney and Geiger Junction and must be administered in
37 a manner consistent with freight rail assistance program projects.
38 The value of the public benefit of this project is expected to meet
39 or exceed the cost of this project in: Shipper savings on

1 transportation costs; jobs saved in rail-dependent industries; and/or
2 reduced future costs to repair wear and tear on state and local
3 highways due to fewer annual truck trips (reduced vehicle miles
4 traveled). The amounts provided in this subsection are not a
5 commitment for future legislatures, but it is the legislature's
6 intent that future legislatures will work to approve biennial
7 appropriations until the full \$7,337,000 cost of this project is
8 reimbursed.

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

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

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

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

22 (6) The department shall issue a call for projects for the
23 freight rail assistance program, and shall evaluate the applications
24 in a manner consistent with past practices as specified in section
25 309, chapter 367, Laws of 2011. By November 15, 2020, the department
26 shall submit a prioritized list of recommended projects to the office
27 of financial management and the transportation committees of the
28 legislature.

29 (7) \$10,000,000 of the multimodal transportation account—state
30 appropriation is provided solely as expenditure authority for any
31 insurance proceeds received by the state for Passenger Rail Equipment
32 Replacement (project 700010C.) The department must use this
33 expenditure authority only to purchase new train sets that have been
34 competitively procured.

35 (8) \$600,000 of the multimodal transportation account—federal
36 appropriation and \$6,000 of the multimodal transportation account—
37 state appropriation are provided solely for the Ridgefield Rail
38 Overpass (project 725910A). Total costs for this project may not
39 exceed \$909,000 across fiscal biennia.

1 (9) (a) For projects funded as part of the 2015 connecting
2 Washington transportation package listed on the LEAP transportation
3 document identified in subsection (1) of this section, if the
4 department expects to have substantial reappropriations for the
5 2021-2023 fiscal biennium, the department may, on a pilot basis,
6 apply funding from a project in this section with an appropriation
7 that cannot be used for the current fiscal biennium to advance the
8 South Kelso Railroad Crossing project (L1000147).

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

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

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

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

23	Highway Infrastructure Account—State Appropriation	\$793,000
24	Highway Infrastructure Account—Federal Appropriation	\$981,000
25	Transportation Partnership Account—State	
26	Appropriation	\$750,000
27	Highway Safety Account—State Appropriation	\$800,000
28	Motor Vehicle Account—State Appropriation	\$17,420,000
29	Motor Vehicle Account—Federal Appropriation	\$64,000,000
30	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
31	Connecting Washington Account—State Appropriation	\$172,454,000
32	Multimodal Transportation Account—State	
33	Appropriation	\$70,049,000
34	TOTAL APPROPRIATION.	\$348,747,000

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

37 (1) Except as provided otherwise in this section, the entire
38 appropriations in this section are provided solely for the projects

1 and activities as listed by project and amount in LEAP Transportation
2 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
3 Local Programs Program (Z).

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

7 (a) \$18,380,000 of the multimodal transportation account—state
8 appropriation is provided solely for newly selected pedestrian and
9 bicycle safety program projects. \$5,940,000 of the multimodal
10 transportation account—state appropriation and \$750,000 of the
11 transportation partnership account—state appropriation are
12 reappropriated for pedestrian and bicycle safety program projects
13 selected in the previous biennia (L2000188).

14 (b) \$11,400,000 of the motor vehicle account—federal
15 appropriation and \$7,750,000 of the multimodal transportation account
16 —state appropriation are provided solely for newly selected safe
17 routes to school projects. \$6,690,000 of the motor vehicle account—
18 federal appropriation, \$2,320,000 of the multimodal transportation
19 account—state appropriation, and \$800,000 of the highway safety
20 account—state appropriation are reappropriated for safe routes to
21 school projects selected in the previous biennia (L2000189). The
22 department may consider the special situations facing high-need
23 areas, as defined by schools or project areas in which the percentage
24 of the children eligible to receive free and reduced-price meals
25 under the national school lunch program is equal to, or greater than,
26 the state average as determined by the department, when evaluating
27 project proposals against established funding criteria while ensuring
28 continued compliance with federal eligibility requirements.

29 (3) The department shall submit a report to the transportation
30 committees of the legislature by December 1, 2019, and December 1,
31 2020, on the status of projects funded as part of the pedestrian
32 safety/safe routes to school grant program. The report must include,
33 but is not limited to, a list of projects selected and a brief
34 description of each project's status.

35 (4) \$28,319,000 of the multimodal transportation account—state
36 appropriation is provided solely for bicycle and pedestrian projects
37 listed in the LEAP transportation document referenced in subsection
38 (1) of this section.

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

10 (6) (a) For projects funded as part of the 2015 connecting
11 Washington transportation package listed on the LEAP transportation
12 document identified in subsection (1) of this section, if the
13 department expects to have substantial reappropriations for the
14 2021-2023 fiscal biennium, the department may, on a pilot basis,
15 apply funding from a project in this section with an appropriation
16 that cannot be used for the current fiscal biennium to advance one or
17 more of the following projects:

- 18 (i) East-West Corridor Overpass and Bridge (L2000067);
- 19 (ii) 41st Street Rucker Avenue Freight Corridor Phase 2
20 (L2000134);
- 21 (iii) Mottman Rd Pedestrian & Street Improvements (L1000089);
- 22 (iv) I-5/Port of Tacoma Road Interchange (L1000087);
- 23 (v) Complete SR 522 Improvements-Kenmore (T10600R);
- 24 (vi) SR 99 Revitalization in Edmonds (NEDMOND); or
- 25 (vii) SR 523 145th Street (L1000148);

26 (b) At least ten business days before advancing a project
27 pursuant to this subsection, the department must notify the office of
28 financial management and the transportation committees of the
29 legislature. The advancement of a project may not hinder the delivery
30 of the projects for which the reappropriations are necessary for the
31 2021-2023 fiscal biennium.

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

35 (7) To maximize the efficiency of the state funds provided in
36 this section and the safety of the bike and pedestrian users of the U
37 District Gateway Bridge (G2000005) and the Sprague Avenue
38 improvements (8-3-165(089)-1) projects funded in this act, any new
39 approval for grants or allocations for projects during the 2019-2021
40 biennium for the city of Spokane is contingent upon the city

1 developing an infrastructure plan to provide an east-west safe
2 connection for the increased bike traffic volume on Sprague Avenue
3 and identifying funding for these connection improvements. The
4 connection improvements may include a bike only path reasonably
5 adjacent to Sprague Avenue. Funds provided in this section may not be
6 released to the city of Spokane unless the secretary has made a
7 determination that the city has met this requirement and provided
8 notification to the transportation committees of the legislature.

9 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
10 **CAPITAL PROGRAM**

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

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

29 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
30 **CAPITAL PROGRAM**

31 On a quarterly basis, the department of transportation shall
32 provide to the office of financial management and the legislative
33 transportation committees the following reports for all capital
34 programs:

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

36 (a) A TEIS version containing actual capital expenditures for all
37 projects consistent with the structure of the most recently enacted
38 budget;

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

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

7 (d) Projected costs and schedule for individual projects that are
8 funded at a programmatic level for projects relating to bridge rail,
9 guard rail, fish passage barrier removal, roadside safety projects,
10 and seismic bridges. Projects within this programmatic level funding
11 must be completed on a priority basis and scoped to be completed
12 within the current programmatic budget;

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

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

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

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

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

22 (a) Compare the costs and operationally complete date for
23 projects with budgets of twenty million dollars or more that are
24 funded with preexisting funds to the original project cost estimates
25 and schedule; and

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

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

30 (a) Identify the estimated advertisement date for all projects
31 consistent with the structure of the most recently enacted
32 transportation budget that are going to advertisement during the
33 current fiscal biennium;

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

38 (c) Identify the estimated cost of completion for all projects
39 consistent with the structure of the most recently enacted

1 transportation budget that are going to advertisement during the
2 current fiscal biennium.

3 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
4 **PROJECT EXPENDITURES**

5 To the greatest extent practicable, the department of
6 transportation shall expend federal funds received for capital
7 project expenditures before state funds.

8 **TRANSFERS AND DISTRIBUTIONS**

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

13	Special Category C Account—State Appropriation.	\$340,000
14	Multimodal Transportation Account—State Appropriation.	\$40,000
15	Transportation Partnership Account—State Appropriation.	\$1,181,000
16	Motor Vehicle Account—State Appropriation.	\$736,000
17	Connecting Washington Account—State Appropriation.	\$7,578,000
18	Highway Bond Retirement Account—State	
19	Appropriation.	\$1,291,628,000
20	Ferry Bond Retirement Account—State Appropriation.	\$28,873,000
21	Transportation Improvement Board Bond Retirement	
22	Account—State Appropriation.	\$13,254,000
23	Nondebt-Limit Reimbursable Bond Retirement	
24	Account—State Appropriation.	\$25,967,000
25	Toll Facility Bond Retirement Account—State	
26	Appropriation.	\$86,493,000
27	Transportation 2003 Account (Nickel Account)—State	
28	Appropriation.	\$
29	TOTAL APPROPRIATION.	\$1,456,090,000

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

33	Multimodal Transportation Account—State Appropriation.	\$8,000
34	Transportation Partnership Account—State	

1 For transfer to the Puget Sound Capital
2 Construction Account—State. \$44,000,000
3 (6) Motor Vehicle Account—State Appropriation:
4 For transfer to the Rural Arterial Trust
5 Account—State. \$4,844,000
6 (7) Motor Vehicle Account—State Appropriation:
7 For transfer to the Transportation Improvement
8 Account—State. \$9,688,000
9 (8) Highway Safety Account—State Appropriation:
10 For transfer to the State Patrol Highway
11 Account—State. \$44,000,000
12 (9) Rural Mobility Grant Program Account—State
13 Appropriation: For transfer to the Multimodal
14 Transportation Account—State. \$3,000,000
15 (10) State Route Number 520 Civil Penalties
16 Account—State Appropriation: For transfer to
17 the State Route Number 520 Corridor
18 Account—State. \$1,434,000
19 (11) Capital Vessel Replacement Account—State
20 Appropriation: For transfer to the Connecting
21 Washington Account—State. \$60,000,000
22 (12) Multimodal Transportation Account—State
23 Appropriation: For transfer to the Freight
24 Mobility Multimodal Account—State. \$8,511,000
25 (13) Multimodal Transportation Account—State
26 Appropriation: For transfer to the Puget Sound
27 Capital Construction Account—State. \$5,000,000
28 (14) Multimodal Transportation Account—State
29 Appropriation: For transfer to the Puget Sound
30 Ferry Operations Account—State. \$43,000,000
31 (15) Multimodal Transportation Account—State
32 Appropriation: For transfer to the Regional
33 Mobility Grant Program Account—State. \$27,679,000
34 (16) Multimodal Transportation Account—State
35 Appropriation: For transfer to the Rural
36 Mobility Grant Program Account—State. \$15,223,000
37 (17) Transportation 2003 Account (Nickel Account)—
38 State Appropriation: For transfer to the Motor

1 Vehicle Account—State. \$30,000,000
2 (18) (a) Alaskan Way Viaduct Replacement Project
3 Account—State Appropriation: For transfer to the
4 Motor Vehicle Account—State. \$10,018,000
5 (b) The transfer identified in this subsection is provided solely
6 to repay in full the motor vehicle account—state appropriation loan
7 from section 1005(21) of this act.
8 (19) (a) Transportation Partnership Account—State
9 Appropriation: For transfer to the Alaskan Way Viaduct
10 Replacement Project Account—State. \$77,951,000
11 (b) The amount transferred in this subsection represents that
12 portion of the up to \$200,000,000 in proceeds from the sale of bonds
13 authorized in RCW 47.10.873, intended to be sold through the
14 2021-2023 fiscal biennium, used only for construction of the SR 99/
15 Alaskan Way Viaduct Replacement project (809936Z), and that must be
16 repaid from the Alaskan Way viaduct replacement project account
17 consistent with RCW 47.56.864.
18 (20) Transportation 2003 Account (Nickel
19 Account)—State Appropriation: For transfer to the
20 Puget Sound Capital Construction Account—State. \$5,000,000
21 (21) Motor Vehicle Account—State Appropriation:
22 For transfer to the County Arterial Preservation
23 Account—State. \$4,844,000
24 (22) (a) General Fund Account—State Appropriation:
25 For transfer to the State Patrol Highway
26 Account—State. \$625,000
27 (b) The state treasurer shall transfer the funds only after
28 receiving notification from the Washington state patrol under section
29 207(7) of this act.
30 (23) Capital Vessel Replacement Account—State
31 Appropriation: For transfer to the Puget Sound
32 Capital Construction Account—State. \$13,000,000
33 (24) (a) Alaskan Way Viaduct Replacement Project
34 Account—State Appropriation: For transfer to the
35 Transportation Partnership Account—State. \$19,262,000
36 (b) The amount transferred in this subsection represents
37 repayment of debt service incurred for the construction of the SR 99/
38 Alaskan Way Viaduct Replacement Project (809936Z).
39 (25) (a) Motor Vehicle Account—State

1 Appropriation: For transfer to the Tacoma Narrows
 2 Toll Bridge Account—State. \$8,953,000
 3 (b) It is the intent of the legislature that this transfer
 4 constitutes a loan under chapter 195, Laws of 2018, for the purpose
 5 of minimizing the impact of toll increases. The legislature further
 6 intends that initiation of repayment of all previous loans provided
 7 to the Tacoma Narrows toll bridge account be deferred until fiscal
 8 year 2031.
 9 (26) Transportation Infrastructure Account—State
 10 Appropriation: For transfer to the multimodal
 11 Transportation Account—State. \$9,000,000
 12 (27) Multimodal Transportation Account—State
 13 Appropriation: For transfer to the Pilotage Account—State
 14 Appropriation. \$2,000,000

15 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—STATE REVENUES**
 16 **FOR DISTRIBUTION**

17 Multimodal Transportation Account—State
 18 Appropriation: For distribution to cities and
 19 counties. \$26,786,000
 20 Motor Vehicle Account—State Appropriation: For
 21 distribution to cities and counties. \$23,438,000
 22 TOTAL APPROPRIATION. \$50,224,000

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

26 Toll Facility Bond Retirement Account—Federal
 27 Appropriation \$199,901,000
 28 Toll Facility Bond Retirement Account—State
 29 Appropriation \$25,372,000
 30 TOTAL APPROPRIATION. \$225,273,000

31 **COMPENSATION**

32 NEW SECTION. **Sec. 501. GENERAL STATE EMPLOYEE COMPENSATION**
 33 **ADJUSTMENTS**

34 Except as otherwise provided in sections 502 through 518 of this
 35 act, state employee compensation adjustments will be provided in

1 accordance with funding adjustments provided in the 2019-2021 omnibus
2 appropriations act.

3 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS NOT**
4 **IMPAIRED**

5 Nothing in this act prohibits the expenditure of any funds by an
6 agency or institution of the state for benefits guaranteed by any
7 collective bargaining agreement in effect on the effective date of
8 this section.

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

10 Sections 504 through 518 of this act represent the results of the
11 2019-2021 collective bargaining process required under chapters
12 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
13 agreements contained in sections 504 through 518 of this act are
14 described in general terms. Only major economic terms are included in
15 the descriptions. These descriptions do not contain the complete
16 contents of the agreements. The collective bargaining agreements
17 contained in sections 504 through 518 of this act may also be funded
18 by expenditures from nonappropriated accounts. If positions are
19 funded with lidded grants or dedicated fund sources with insufficient
20 revenue, additional funding from other sources is not provided.

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

23 An agreement has been reached between the governor and the office
24 and professional employees international union local eight (OPEIU)
25 pursuant to chapter 47.64 RCW for the 2019-2021 fiscal biennium.
26 Funding is provided for a four percent general wage increase
27 effective July 1, 2019, and a four percent general wage increase
28 effective July 1, 2020. The agreement also includes and funding is
29 provided for salary adjustments for targeted job classifications, a
30 restructure of the pay schedule and increased vacation leave.

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

33 An agreement has been reached between the governor and the ferry
34 agents, supervisors, and project administrators association pursuant
35 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
36 provided for a three percent general wage increase effective July 1,

1 2019, and a three percent general wage increase effective July 1,
2 2020. The agreement also includes and funding is provided for an
3 increase in the drug and alcohol sampling certification and a new
4 scheduling committee with two employee representatives.

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

7 An agreement has been reached between the governor and the
8 service employees international union local 6 pursuant to chapter
9 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
10 a nine percent general wage increase effective July 1, 2019, and a
11 three percent general wage increase effective July 1, 2020. The
12 agreement also includes and funding is provided for an increase in
13 the shift premium rate.

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

16 An agreement has been reached between the governor and the
17 Pacific Northwest regional council of carpenters through an interest
18 arbitration award pursuant to chapter 47.64 RCW for the 2019-2021
19 fiscal biennium. Funding is provided for the awarded four percent
20 general wage increase effective July 1, 2019, and a four percent
21 general wage increase effective July 1, 2020.

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

24 An agreement has been reached between the governor and the Puget
25 Sound metal trades council pursuant to chapter 47.64 RCW for the
26 2019-2021 fiscal biennium. Funding is provided for a four percent
27 general wage increase effective July 1, 2019, and a four percent
28 general wage increase effective July 1, 2020.

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

31 An agreement has been reached between the governor and the marine
32 engineers' beneficial association unlicensed engine room employees
33 through an interest arbitration award pursuant to chapter 47.64 RCW
34 for the 2019-2021 fiscal biennium. Funding is provided for the
35 awarded three and one-half percent general wage increase effective

1 July 1, 2019, and a three and one-half percent general wage increase
2 effective July 1, 2020. The agreement also includes and funding is
3 provided for related watch turnover rate increases tied to salary
4 increases and reimbursement for safety-toed work boots.

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

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

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

18 An agreement has been reached between the governor and the marine
19 engineers' beneficial association port engineers pursuant to chapter
20 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
21 an initial salary structure and for a one percent general wage
22 increase effective July 1, 2019, and a three percent general wage
23 increase effective July 1, 2020. The agreement also includes and
24 funding is provided for payment of a daily rate when required to be
25 on duty outside normal working hours, a minimum pay for call outs,
26 and reimbursement for safety shoes.

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

29 An agreement has been reached between the governor and the
30 masters, mates, and pilots - mates pursuant to chapter 47.64 RCW for
31 the 2019-2021 fiscal biennium. Funding is provided for a three
32 percent general wage increase effective July 1, 2019, and three
33 percent general wage increase effective July 1, 2020.

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

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

6 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
7 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
8 **SUPERVISORS**

9 An agreement has been reached between the governor and the
10 masters, mates, and pilots - watch center supervisors pursuant to
11 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
12 provided for a three percent general wage increase effective July 1,
13 2019, and two percent general wage increase effective July 1, 2020.
14 The agreement also includes and funding is provided for call back and
15 an increase in relief pay.

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

18 An agreement has been reached between the governor and the
19 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW
20 through an interest arbitration award for the 2019-2021 fiscal
21 biennium. Funding is provided for the awarded three percent general
22 wage increase effective July 1, 2019, a three percent general wage
23 increase effective July 1, 2020, and a two percent general wage
24 increase effective January 1, 2021. The agreement also includes and
25 funding is provided for salary adjustments for targeted job
26 classifications in the shoregang series, increased holiday pay and
27 increased premium pay for use of selected power tools.

28 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
29 **LOCAL 17**

30 An agreement has been reached between the governor and the
31 professional and technical employees local 17 under the provisions of
32 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
33 provided for a three percent general wage increase effective July 1,
34 2019, and a three percent general wage increase effective July 1,
35 2020. The agreement also includes and funding is provided for salary

1 adjustments for targeted job classifications and premium pay for
2 employees who work in King county.

3 NEW SECTION. **Sec. 517. COLLECTIVE BARGAINING AGREEMENT—WSP**
4 **TROOPERS ASSOCIATION**

5 An agreement has been reached between the governor and the
6 Washington state patrol troopers association under the provisions of
7 chapter 41.56 RCW for the 2019-2021 fiscal biennium. Funding is
8 provided for a two percent general wage increase effective July 1,
9 2019, and a two and one-half of one percent general wage increase
10 effective July 1, 2020.

11 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—WSP**
12 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

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

19 **IMPLEMENTING PROVISIONS**

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

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

1 Washington account appropriations to manage project spending and
2 efficiently deliver all projects in the respective program under the
3 following conditions and limitations:

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

6 (b) Transfers from a project may not be made as a result of the
7 reduction of the scope of a project or be made to support increases
8 in the scope of a project;

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

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

14 (e) Transfers may not be made while the legislature is in
15 session;

16 (f) Transfers to a project may not be made with funds designated
17 as attributable to practical design savings as described in RCW
18 47.01.480;

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

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

36 (2) The department of transportation must submit quarterly all
37 transfers authorized under this section in the transportation
38 executive information system. The office of financial management must
39 maintain a legislative baseline project list identified in the LEAP

1 transportation documents referenced in this act, and update that
2 project list with all authorized transfers under this section.

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

6 (4) Before approval, the office of financial management shall
7 work with legislative staff of the house of representatives and
8 senate transportation committees to review the requested transfers in
9 a timely manner.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 (1) The legislature finds that in the course of efficiently
3 delivering connecting Washington projects, it is necessary to create
4 a process for the department of transportation to request and receive
5 approval of practical design-related project scope changes while the
6 legislature is not in session. During the 2019-2021 fiscal biennium,
7 the director of the office of financial management may approve
8 project scope change requests to connecting Washington projects in
9 the highway improvements program, provided that the requests meet the
10 criteria outlined in RCW 47.01.480 and are subject to the limitations
11 in this section.

12 (2) At the time the department of transportation submits a
13 request for a project scope change under this section, a copy of the
14 request must be submitted to the transportation committees of the
15 legislature.

16 (3) Before approval, the office of financial management shall
17 work with legislative staff of the house of representatives and
18 senate transportation committees to review the requested project
19 scope changes.

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

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

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

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

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

1 information to the office of financial management and the office of
2 the state chief information officer. The technology budget must
3 describe the total cost of the project by fiscal month to include and
4 identify:

5 (i) Fund sources;

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

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

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

10 (v) Anticipated deliverables.

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

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

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

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

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

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

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

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

32 (5) (a) The office of the state chief information officer shall
33 maintain an information technology project dashboard that provides
34 updated information each fiscal month on projects subject to this
35 section:

36 (i) Project changes each fiscal month;

37 (ii) Noting if the project has a completed market requirements
38 document;

39 (iii) Financial status of information technology projects under
40 oversight; and

- 1 (iv) Coordination with agencies.
- 2 (b) The dashboard must retain a roll up of the entire project
3 cost, including all subprojects, that can be displayed the subproject
4 detail.
- 5 (6) If the project affects more than one agency:
- 6 (a) A separate technology budget and investment plan must be
7 prepared for each agency; and
- 8 (b) The dashboard must contain a statewide project technology
9 budget roll up that includes each affected agency at the subproject
10 level.
- 11 (7) For any project that exceeds two million dollars in total
12 funds to complete, requires more than one biennium to complete, or is
13 financed through financial contracts, bonds, or other indebtedness:
- 14 (a) Quality assurance for the project must report independently
15 the office of the chief information officer;
- 16 (b) The office of the chief information officer must review, and,
17 if necessary, revise the proposed project to ensure it is flexible
18 and adaptable to advances in technology;
- 19 (c) The technology budget must specifically identify the uses of
20 any financing proceeds. No more than thirty percent of the financing
21 proceeds may be used for payroll-related costs for state employees
22 assigned to project management, installation, testing, or training;
- 23 (d) The agency must consult with the office of the state
24 treasurer during the competitive procurement process to evaluate
25 early in the process whether products and services to be solicited
26 and the responsive bids from a solicitation may be financed; and
- 27 (e) The agency must consult with the contracting division of the
28 department of enterprise services for a review of all contracts and
29 agreements related to the project's information technology
30 procurements.
- 31 (8) The office of the state chief information officer must
32 evaluate the project at each stage and certify whether the project is
33 planned, managed, and meeting deliverable targets as defined in the
34 project's approved technology budget and investment plan.
- 35 (9) The office of the state chief information officer may suspend
36 or terminate a project at any time if it determines that the project
37 is not meeting or not expected to meet anticipated performance and
38 technology outcomes. Once suspension or termination occurs, the
39 agency shall unallot any unused funding and shall not make any

1 expenditure for the project without the approval of the office of
2 financial management.

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

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

12 NEW SECTION. **Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
13 **THROUGH FINANCIAL CONTRACTS**

14 (1) The department of transportation is authorized, subject to
15 the conditions in section 305(2) of this act, to enter into a
16 financing contract pursuant to chapter 39.94 RCW through the state
17 treasurer's lease-purchase program for the purposes indicated. The
18 department may use any funds, appropriated or nonappropriated, in not
19 more than the principal amounts indicated, plus financing expenses
20 and required reserves, if any. Expenditures made by the department of
21 transportation for the indicated purposes before the issue date of
22 the authorized financing contract and any certificates of
23 participation therein may be reimbursed from proceeds of the
24 financing contract and any certificates of participation therein to
25 the extent provided in the agency's financing plan approved by the
26 state finance committee.

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

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

33 (1) Effective June 1, 2006, for agencies complying with the
34 ultra-low sulfur diesel mandate of the United States environmental
35 protection agency for on-highway diesel fuel, agencies shall use
36 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
37 provided that the use of a lubricity additive is warranted and that
38 the use of biodiesel is comparable in performance and cost with other

1 available lubricity additives. The amount of biodiesel added to the
2 ultra-low sulfur diesel fuel shall be not less than two percent.

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

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

12 (4) By December 1, 2009, the department of enterprise services
13 shall:

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

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

19 (5) During the (~~2015-2017 and~~) 2017-2019 and 2019-2021 fiscal
20 biennia, the Washington state ferries is required to use a minimum of
21 five percent biodiesel as compared to total volume of all diesel
22 purchases made by the Washington state ferries for the operation of
23 the Washington state ferries diesel-powered vessels, as long as the
24 price of a B5 or B10 biodiesel blend does not exceed the price of
25 conventional diesel fuel by five percent or more.

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

28 (1) The ignition interlock device revolving account program is
29 created within the department to assist in covering the monetary
30 costs of installing, removing, and leasing an ignition interlock
31 device, and applicable licensing, for indigent persons who are
32 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
33 ignition interlock device in all vehicles owned or operated by the
34 person. For purposes of this subsection, "indigent" has the same
35 meaning as in RCW 10.101.010, as determined by the department. During
36 the (~~2017-2019~~) 2019-2021 fiscal biennium, the ignition interlock
37 device revolving account program also includes ignition interlock
38 enforcement work conducted by the Washington state patrol.

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

5 (3) The department, the state patrol, and the Washington traffic
6 safety commission shall coordinate to establish a compliance pilot
7 program that will target at least one county from eastern Washington
8 and one county from western Washington, as determined by the
9 department, state patrol, and Washington traffic safety commission.

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

11 (a) Review the number of ignition interlock devices that are
12 required to be installed in the targeted county and the number of
13 ignition interlock devices actually installed;

14 (b) Work to identify those persons who are not complying with
15 ignition interlock requirements or are repeatedly violating ignition
16 interlock requirements; and

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

18 (5) As part of monitoring compliance, the Washington traffic
19 safety commission shall also track recidivism for violations of RCW
20 46.61.502 and 46.61.504 by persons required to have an ignition
21 interlock driver's license under RCW 46.20.385 and 46.20.720.

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

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

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

31 (a) \$23.60 of each initial or renewal vehicle license fee must be
32 deposited in the state patrol highway account in the motor vehicle
33 fund, hereby created. Vehicle license fees, renewal vehicle license
34 fees, and all other funds in the state patrol highway account must be
35 for the sole use of the Washington state patrol for highway
36 activities of the Washington state patrol, subject to proper
37 appropriations and reappropriations.

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

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

7 (3) During the 2015-2017 fiscal biennium, the legislature may
8 transfer from the state patrol highway account to the connecting
9 Washington account such amounts as reflect the excess fund balance of
10 the state patrol highway account.

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

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

17 There is hereby created in the state treasury a fund to be known
18 as the highway safety fund to the credit of which must be deposited
19 all moneys directed by law to be deposited therein. This fund must be
20 used for carrying out the provisions of law relating to driver
21 licensing, driver improvement, financial responsibility, cost of
22 furnishing abstracts of driving records and maintaining such case
23 records, and to carry out the purposes set forth in RCW 43.59.010,
24 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
25 fiscal biennia, the legislature may transfer from the highway safety
26 fund to the Puget Sound ferry operations account, the motor vehicle
27 fund, and the multimodal transportation account such amounts as
28 reflect the excess fund balance of the highway safety fund. During
29 the 2017-2019 and the 2019-2021 fiscal (~~biennium~~) biennia, the
30 legislature may direct the state treasurer to make transfers of
31 moneys in the highway safety fund to the multimodal transportation
32 account.

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

35 (1) The transportation 2003 account (nickel account) is hereby
36 created in the motor vehicle fund. Money in the account may be spent
37 only after appropriation. Expenditures from the account must be used
38 only for projects or improvements identified as transportation 2003

1 projects or improvements in the omnibus transportation budget and to
2 pay the principal and interest on the bonds authorized for
3 transportation 2003 projects or improvements. Upon completion of the
4 projects or improvements identified as transportation 2003 projects
5 or improvements, moneys deposited in this account must only be used
6 to pay the principal and interest on the bonds authorized for
7 transportation 2003 projects or improvements, and any funds in the
8 account in excess of the amount necessary to make the principal and
9 interest payments may be used for maintenance on the completed
10 projects or improvements.

11 (2) During the 2015-2017 fiscal biennium, the legislature may
12 transfer from the transportation 2003 account (nickel account) to the
13 connecting Washington account such amounts as reflect the excess fund
14 balance of the transportation 2003 account (nickel account).

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

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

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

22 (1) The transportation partnership account is hereby created in
23 the state treasury. All distributions to the account from RCW
24 46.68.090 must be deposited into the account. Money in the account
25 may be spent only after appropriation. Expenditures from the account
26 must be used only for projects or improvements identified as 2005
27 transportation partnership projects or improvements in the omnibus
28 transportation appropriations act, including any principal and
29 interest on bonds authorized for the projects or improvements.

30 (2) The legislature finds that:

31 (a) Citizens demand and deserve accountability of transportation-
32 related programs and expenditures. Transportation-related programs
33 must continuously improve in quality, efficiency, and effectiveness
34 in order to increase public trust;

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

38 (c) Fair, independent, comprehensive performance audits of
39 transportation-related agencies overseen by the elected state auditor

1 are essential to improving the efficiency, economy, and effectiveness
2 of the state's transportation system.

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

4 (a) "Performance audit" means an objective and systematic
5 assessment of a state agency or agencies or any of their programs,
6 functions, or activities by the state auditor or designee in order to
7 help improve agency efficiency, effectiveness, and accountability.
8 Performance audits include economy and efficiency audits and program
9 audits.

10 (b) "Transportation-related agency" means any state agency,
11 board, or commission that receives funding primarily for
12 transportation-related purposes. At a minimum, the department of
13 transportation, the transportation improvement board or its successor
14 entity, the county road administration board or its successor entity,
15 and the traffic safety commission are considered transportation-
16 related agencies. The Washington state patrol and the department of
17 licensing shall not be considered transportation-related agencies
18 under chapter 314, Laws of 2005.

19 (4) Within the authorities and duties under chapter 43.09 RCW,
20 the state auditor shall establish criteria and protocols for
21 performance audits. Transportation-related agencies shall be audited
22 using criteria that include generally accepted government auditing
23 standards as well as legislative mandates and performance objectives
24 established by state agencies. Mandates include, but are not limited
25 to, agency strategies, timelines, program objectives, and mission and
26 goals as required in RCW 43.88.090.

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

31 (6) The audits may include:

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

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

37 (c) Analysis of gaps and overlaps in programs and services and
38 recommendations for improving, dropping, blending, or separating
39 functions to correct gaps or overlaps;

1 (d) Analysis and recommendations for pooling information
2 technology systems used within the transportation-related agency, and
3 evaluation of information processing and telecommunications policy,
4 organization, and management;

5 (e) Analysis of the roles and functions of the transportation-
6 related agency, its programs, and its services and their compliance
7 with statutory authority and recommendations for eliminating or
8 changing those roles and functions and ensuring compliance with
9 statutory authority;

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

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

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

19 (i) Identification and recognition of best practices;

20 (j) Evaluation of planning, budgeting, and program evaluation
21 policies and practices;

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

23 (l) Evaluation of purchasing operations and management policies
24 and practices;

25 (m) Evaluation of organizational structure and staffing levels,
26 particularly in terms of the ratio of managers and supervisors to
27 nonmanagement personnel; and

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

31 (7) Within the authorities and duties under chapter 43.09 RCW,
32 the state auditor must provide the preliminary performance audit
33 reports to the audited state agency for comment. The auditor also may
34 seek input on the preliminary report from other appropriate
35 officials. Comments must be received within thirty days after receipt
36 of the preliminary performance audit report unless a different time
37 period is approved by the state auditor. The final performance audit
38 report shall include the objectives, scope, and methodology; the
39 audit results, including findings and recommendations; the agency's
40 response and conclusions; and identification of best practices.

1 (8) The state auditor shall provide final performance audit
2 reports to the citizens of Washington, the governor, the joint
3 legislative audit and review committee, the appropriate legislative
4 committees, and other appropriate officials. Final performance audit
5 reports shall be posted on the internet.

6 (9) The audited transportation-related agency is responsible for
7 follow-up and corrective action on all performance audit findings and
8 recommendations. The audited agency's plan for addressing each audit
9 finding and recommendation shall be included in the final audit
10 report. The plan shall provide the name of the contact person
11 responsible for each action, the action planned, and the anticipated
12 completion date. If the audited agency does not agree with the audit
13 findings and recommendations or believes action is not required, then
14 the action plan shall include an explanation and specific reasons.

15 The office of financial management shall require periodic
16 progress reports from the audited agency until all resolution has
17 occurred. The office of financial management is responsible for
18 achieving audit resolution. The office of financial management shall
19 annually report by December 31st the status of performance audit
20 resolution to the appropriate legislative committees and the state
21 auditor. The legislature shall consider the performance audit results
22 in connection with the state budget process.

23 The auditor may request status reports on specific audits or
24 findings.

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

29 (11) During the 2015-2017 fiscal biennium, the legislature may
30 transfer from the transportation partnership account to the
31 connecting Washington account such amounts as reflect the excess fund
32 balance of the transportation partnership account.

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

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

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

5 (2) Beginning September 2011, by the last day of September,
6 December, March, and June of each year, the state treasurer shall
7 transfer from the multimodal transportation account to the rural
8 mobility grant program account two million five hundred thousand
9 dollars.

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

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

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

20 (1) The department may provide for the establishment,
21 construction, and operation of a pilot project of high occupancy toll
22 lanes on state route 167 high occupancy vehicle lanes within King
23 county. The department may issue, buy, and redeem bonds, and deposit
24 and expend them; secure and remit financial and other assistance in
25 the construction of high occupancy toll lanes, carry insurance, and
26 handle any other matters pertaining to the high occupancy toll lane
27 pilot project.

28 (2) Tolls for high occupancy toll lanes will be established as
29 follows:

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

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

35 (c) The department shall establish performance standards for the
36 state route 167 high occupancy toll lane pilot project. The
37 department must automatically adjust the toll charge, using dynamic
38 tolling, to ensure that toll-paying single-occupant vehicle users are
39 only permitted to enter the lane to the extent that average vehicle

1 speeds in the lane remain above forty-five miles per hour at least
2 ninety percent of the time during peak hours. The toll charge may
3 vary in amount by time of day, level of traffic congestion within the
4 highway facility, vehicle occupancy, or other criteria, as the
5 commission may deem appropriate. The commission may also vary toll
6 charges for single-occupant inherently low-emission vehicles such as
7 those powered by electric batteries, natural gas, propane, or other
8 clean burning fuels.

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

12 (3) The department shall monitor the state route 167 high
13 occupancy toll lane pilot project and shall annually report to the
14 transportation commission and the legislature on operations and
15 findings. At a minimum, the department shall provide facility use
16 data and review the impacts on:

17 (a) Freeway efficiency and safety;

18 (b) Effectiveness for transit;

19 (c) Person and vehicle movements by mode;

20 (d) Ability to finance improvements and transportation services
21 through tolls; and

22 (e) The impacts on all highway users. The department shall
23 analyze aggregate use data and conduct, as needed, separate surveys
24 to assess usage of the facility in relation to geographic,
25 socioeconomic, and demographic information within the corridor in
26 order to ascertain actual and perceived questions of equitable use of
27 the facility.

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

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

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

37 (b) If high occupancy vehicle tolls are being collected on June
38 30, (~~2019~~) 2021.

39 (6) The department of transportation shall adopt rules that allow
40 automatic vehicle identification transponders used for electronic

1 toll collection to be compatible with other electronic payment
2 devices or transponders from the Washington state ferry system, other
3 public transportation systems, or other toll collection systems to
4 the extent that technology permits.

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

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

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

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

15 A special account to be known as the state route number 520 civil
16 penalties account is created in the state treasury. All state route
17 number 520 bridge replacement and HOV program civil penalties
18 generated from the nonpayment of tolls on the state route number 520
19 corridor must be deposited into the account, as provided under RCW
20 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
21 appropriation. Expenditures from the account may be used to fund any
22 project within the state route number 520 bridge replacement and HOV
23 program, including mitigation. During the 2013-2015 and 2015-2017
24 fiscal biennia, the legislature may transfer from the state route
25 number 520 civil penalties account to the state route number 520
26 corridor account such amounts as reflect the excess fund balance of
27 the state route number 520 civil penalties account. Funds transferred
28 must be used solely for capital expenditures for the state route
29 number 520 bridge replacement and HOV project. During the 2017-2019
30 and the 2019-2021 fiscal (~~biennium~~) biennia, the legislature may
31 direct the state treasurer to make transfers of moneys in the state
32 route number 520 civil penalties account to the state route number
33 520 corridor account.

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

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

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

1 (a) All moneys directed by law;
2 (b) All revenues generated from ferry fares; and
3 (c) All revenues generated from commercial advertising,
4 concessions, parking, and leases as allowed under RCW 47.60.140.

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

6 (4) Expenditures from the account may be used only for the
7 maintenance, administration, and operation of the Washington state
8 ferry system.

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

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

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

19 (1) The allocation of costs between the employer and members of
20 the Washington state patrol retirement system shall be made only
21 after the application of any minimum total contribution rate that may
22 be in effect for the system under subsection (4) of this section. For
23 benefit improvements effective on or after July 1, 2007, costs shall
24 be shared equally by members and the employer, and any cap on member
25 contributions shall be adjusted accordingly. The member contribution
26 rate shall be based on the adjusted total contribution rate described
27 in subsection (2) of this section. Beginning July 1, 2007, the
28 required member contribution rate for members of the Washington state
29 patrol retirement system shall be the lesser of the following: (a)
30 One-half of the adjusted total contribution rate for the system; or
31 (b) seven percent, plus fifty percent of the contribution rate
32 increase caused by any benefit improvements effective on or after
33 July 1, 2007.

34 (2) The employer shall continue to pay for all costs attributable
35 to distributions under RCW 43.43.270(2) for survivors of members who
36 became disabled under RCW 43.43.040(2) prior to July 1, 2006, until
37 such costs are fully paid. In order to avoid charging members for
38 these costs, the total required contribution rate shall be adjusted
39 to exclude these costs. The result of the adjustment shall be the

1 adjusted total contribution rate that is to be used to calculate the
2 required member contribution rate.

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

6 (4) Beginning July 1, 2009, a minimum total contribution rate is
7 established for the Washington state patrol retirement system. The
8 total Washington state patrol retirement system contribution rate may
9 exceed, but may not drop below, the established minimum total
10 contribution rate. From July 1, 2009, through June 30, 2011, the
11 minimum total contribution rate shall equal the total contribution
12 rate required to fund fifty percent of the Washington state patrol
13 retirement system's normal cost as calculated under the entry age
14 normal cost method. Beginning July 1, 2011, the minimum total
15 contribution rate shall equal the total contribution rate required to
16 fund seventy percent of the Washington state patrol retirement
17 system's normal cost as calculated under the entry age normal cost
18 method. This minimum rate, when applicable, shall be collected in
19 addition to any contribution rate required to amortize any unfunded
20 costs attributable to distributions under RCW 43.43.270(2) for
21 survivors of members who became disabled under RCW 43.43.040(2) prior
22 to July 1, 2006.

23 (5) Upon completion of each biennial actuarial valuation, the
24 state actuary shall review the appropriateness of this minimum total
25 contribution rate and recommend to the council any adjustments as may
26 be needed. Any changes adopted by the council shall be subject to
27 revision by the legislature.

28 (6) The legislature recognizes the short-term volatility of
29 projected employer contribution rates for the Washington state patrol
30 retirement system and intends to phase-in the increase in
31 contribution rates from the 2017-2019 biennium to the 2019-2021
32 biennium over three successive biennia. The phase-in shall be
33 calculated by the state actuary and shall not result in an expected
34 funding shortfall when measured over the entire phase-in period.
35 Consistent with this intent, the legislature revises the basic
36 employer contribution rate for the Washington state patrol retirement
37 system from 22.13 percent to 17.5 percent during the 2019-2021
38 biennium. By June 30, 2020, the state actuary shall calculate and
39 report to the council the expected change to the basic employer

1 contribution rates for the 2021-2023 and 2023-2025 biennia that
2 continue this phase-in.

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

5 The department of licensing technology improvement and data
6 management account is created in the highway safety fund. All
7 receipts from fees collected under RCW 46.12.630(5) must be deposited
8 into the account. Expenditures from the account may be used only for
9 investments in technology and data management at the department.
10 During the 2019-2021 biennium, the account may also be used for
11 responding to public records requests. Moneys in the account may be
12 spent only after appropriation.

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

15 The license plate technology account is created in the state
16 treasury. All receipts collected under RCW 46.17.015 must be
17 deposited into this account. Expenditures from this account must
18 support current and future license plate technology and systems
19 integration upgrades for both the department and correctional
20 industries. Moneys in the account may be spent only after
21 appropriation. Additionally, the moneys in this account may be used
22 to reimburse the motor vehicle account for any appropriation made to
23 implement the digital license plate system. During the 2011-2013 and
24 2013-2015 fiscal biennia, the legislature may transfer from the
25 license plate technology account to the highway safety account [fund]
26 such amounts as reflect the excess fund balance of the license plate
27 technology account. During the 2019-2021 biennium, the account may
28 also be used for the maintenance of recently modernized information
29 technology systems for vehicle registrations.

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

32 The department of licensing services account is created in the
33 motor vehicle fund. All receipts from service fees received under RCW
34 46.17.025 must be deposited into the account. Moneys in the account
35 may be spent only after appropriation. Expenditures from the account
36 may be used only for:

37 (1) Information and service delivery systems for the department;

1 (2) Reimbursement of county licensing activities; and
2 (3) County auditor or other agent and subagent support including,
3 but not limited to, the replacement of department-owned equipment in
4 the possession of county auditors or other agents and subagents
5 appointed by the director. During the 2011-2013 fiscal biennium, the
6 legislature may transfer from the department of licensing services
7 account such amounts as reflect the excess fund balance of the
8 account. During the 2019-2021 biennium, the account may also be used
9 for supporting the operations of licensing service offices.

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

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

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

16 (b) When the officer is acting upon the request of a law
17 enforcement officer in whose presence the traffic infraction was
18 committed;

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

22 (d) When the infraction is detected through the use of an
23 automated traffic safety camera under RCW 46.63.170; ~~((or))~~

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

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

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

32 (3) If any motor vehicle without a driver is found parked,
33 standing, or stopped in violation of this title or an equivalent
34 administrative regulation or local law, ordinance, regulation, or
35 resolution, the officer finding the vehicle shall take its
36 registration number and may take any other information displayed on
37 the vehicle which may identify its user, and shall conspicuously
38 affix to the vehicle a notice of traffic infraction.

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

18 NEW SECTION. **Sec. 718.** (1) The agency financial transaction
19 account is created in the state treasury. Designated receipts from
20 cost-recovery charges for credit card and other financial transaction
21 fees pursuant to this act must be deposited into the account. Moneys
22 in the account may be spent only after appropriation. Expenditures
23 from the account may be used only for paying credit card and
24 financial transaction fees, and other related costs incurred by state
25 agencies.

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

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

30 **2017-2019 FISCAL BIENNIUM**

31 **TRANSPORTATION AGENCIES—OPERATING**

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

34 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

1	Highway Safety Account—State Appropriation	\$4,329,000
2	Highway Safety Account—Federal Appropriation	((22,205,000))
3		<u>\$25,005,000</u>
4	Highway Safety Account—Private/Local Appropriation	\$118,000
5	School Zone Safety Account—State Appropriation	\$850,000
6	TOTAL APPROPRIATION.	((27,502,000))
7		<u>\$30,302,000</u>

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

10 (1) \$100,000 of the highway safety account—state appropriation is
11 provided solely for the implementation of chapter 324, Laws of 2017
12 (bicyclist safety advisory council).

13 (2) \$1,000,000 of the highway safety account—state appropriation
14 is provided solely for the implementation of section 13(4), chapter
15 336, Laws of 2017 (impaired driving). The funding is provided for
16 grants to organizations that seek to reduce driving under the
17 influence of drugs and alcohol and for administering the program.
18 \$108,806 of the amount provided in this subsection is for the
19 commission to cover the costs associated with administering the grant
20 program. The funding provided in this subsection is contingent on the
21 availability of funds raised by the fee, described in section 13(4),
22 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
23 costs of administering the program.

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

26 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

27	Rural Arterial Trust Account—State Appropriation	\$1,056,000
28	Motor Vehicle Account—State Appropriation	((2,720,000))
29		<u>\$2,791,000</u>
30	County Arterial Preservation Account—State	
31	Appropriation	\$1,592,000
32	TOTAL APPROPRIATION.	((5,368,000))
33		<u>\$5,439,000</u>

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

36 **FOR THE JOINT TRANSPORTATION COMMITTEE**

37 ~~((Highway Safety Account—State Appropriation. \$150,000))~~

1	Motor Vehicle Account—State Appropriation	\$2,030,000
2	Multimodal Transportation Account—State	
3	Appropriation.	\$1,570,000
4	TOTAL APPROPRIATION.	(\$3,750,000)
5		<u>\$3,600,000</u>

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

8 (1)(a) \$200,000 of the multimodal transportation account—state
9 appropriation is for a consultant study of marine pilotage in
10 Washington state, with a goal of recommending best practices for: An
11 analytically-driven pilotage tariff and fee setting process;
12 determination of the total number of pilots and pilot workload; pilot
13 recruitment, training, review, and selection, with a focus on
14 increasing pilot diversity; and selection of governance structures
15 for the oversight and management of pilotage activities. The study
16 must include the following:

17 (i)(A) An examination of current practices of the board of
18 pilotage related to: Pilotage tariff and fee setting, including a
19 review of the development and composition of fees, their relationship
20 to tariffs and pilotage district expenditures, and an analysis of
21 pilot benefits; the setting of the total number of pilots and pilot
22 workload distribution; pilot candidate recruitment and training;
23 pilot review and selection processes; and reporting to comply with
24 statutory requirements;

25 (B) An examination of the current oversight, administrative
26 practices, and governance of the board of pilotage commissioners and
27 the two pilotage districts, including board composition analysis, the
28 possible role of the legislative appropriations process, and options
29 for insurance liability coverage for the board of pilotage
30 commissioners;

31 (ii) A comparison of current practices identified under this
32 subsection (1)(a) to best practices in marine pilotage elsewhere in
33 the United States, including both state licensed pilotage and federal
34 pilotage systems with independent contractor, public employee, or
35 private employee pilots; and a comparison to marine pilotage
36 activities outside of the United States, to the extent these marine
37 pilotage activities can inform the evaluation process and identify
38 additional best practices that could be implemented in Washington
39 state;

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

4 (iv) An evaluation of the extent to which the best practices
5 examined can be implemented and would be effective in Washington
6 state; and

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

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

12 (2) \$160,000 of the motor vehicle account—state appropriation is
13 for the joint transportation committee to contract with the
14 University of Minnesota to independently analyze and assess traffic
15 data for the express toll lanes and general purpose lanes of the
16 Interstate 405 tolled corridor, including in terms of the performance
17 measures described in RCW 47.56.880, and to develop and recommend
18 near-term and longer-term strategies for the improvement of traffic
19 performance in this corridor. A report summarizing the results of the
20 traffic data assessment and providing recommended strategies is due
21 to the transportation committees of the legislature by January 8,
22 2018.

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

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

28 (ii) Evaluate the current and projected future capacity of the
29 air cargo system;

30 (iii) Identify underutilized capacity;

31 (iv) Identify and describe what market forces may determine
32 demand for cargo service at different facilities and what role the
33 shippers and cargo service providers play in determining how cargo is
34 moved in the state;

35 (v) Develop a definition of congestion in the state's air cargo
36 system, including metrics by which to measure congestion and the cost
37 of congestion to shippers; and

38 (vi) Evaluate what would be needed to more effectively use
39 existing capacity at airports across the state. As part of this
40 evaluation, the study must:

1 (A) Evaluate air, land, and surface transportation constraints,
2 including intermodal constraints, to accommodate current demand and
3 future growth;

4 (B) Evaluate impediments to addressing those constraints;

5 (C) Evaluate options to address those constraints; and

6 (D) Evaluate the impacts to air cargo-related industries that
7 would result from shifting cargo service to Washington airports that
8 currently have available capacity.

9 (b) The study must also identify the state's interest in reducing
10 air cargo congestion and evaluate ways to address this interest on a
11 statewide basis.

12 (c) The study must provide recommendations regarding:

13 (i) Options to reduce air cargo congestion and more efficiently
14 use available capacity at Washington airports;

15 (ii) Options to address the state's interest in reducing air
16 cargo congestion on a statewide basis;

17 (iii) Strategies to accomplish the recommendations under this
18 subsection (3)(c); and

19 (iv) Statutory changes needed to implement the recommendations
20 under this subsection (3)(c).

21 (d) The department of transportation shall provide technical
22 support for the study, including providing guidance regarding
23 information that may already be available due to the department's
24 ongoing work on the Washington aviation system plan.

25 (e) The joint transportation committee shall issue a report of
26 its findings and recommendations to the house of representatives and
27 senate transportation committees by December 14, 2018.

28 (4) \$100,000 of the motor vehicle account—state appropriation is
29 for the joint transportation committee to conduct an assessment of
30 the current roles and responsibilities of the transportation
31 commission. The purpose of the assessment is to review the current
32 membership, functions, powers, and duties of the transportation
33 commission beyond those granted to the transportation commission as
34 the tolling authority under RCW 47.56.850, for the adoption of ferry
35 fares and pricing policies under RCW 47.60.315, or for work related
36 to the road usage charge pilot project as directed by the
37 legislature. When conducting the assessment, the joint transportation
38 committee must consult with the transportation commission and the
39 office of financial management.

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

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

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

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

9 (iv) The transportation commission's current roles and
10 responsibilities relating to transportation planning, transportation
11 policy development, and other functions; and

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

14 (b) A report of the assessment findings and recommendations is
15 due to the transportation committees of the legislature by December
16 31, 2017.

17 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
18 from the cities' statewide fuel tax distributions under RCW
19 46.68.110(2), is for the joint transportation committee to conduct a
20 study to assess the current state of city transportation funding,
21 identify emerging issues, and recommend funding sources to meet
22 current and future needs. As part of the study, the joint
23 transportation committee shall:

24 (i) Identify current city transportation funding
25 responsibilities, sources, and gaps;

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

28 (iii) Identify future city funding needs;

29 (iv) Evaluate alternative sources of funding; and

30 (v) Recommend sources of funding to address those needs and gaps.

31 (b) In considering alternative sources of funding, the study
32 shall evaluate sources available outside of the state of Washington
33 that currently are not available in Washington.

34 (c) In conducting the study, the joint transportation committee
35 must consult with:

36 (i) City representatives;

37 (ii) A representative from the department of transportation local
38 programs division;

39 (iii) A representative from the transportation improvement board;

1 (iv) A representative from the department of transportation/
2 metropolitan planning organization/regional transportation planning
3 organization coordinating committee; and

4 (v) Others as appropriate.

5 (d) The association of Washington cities and the department of
6 transportation shall provide technical support to the study.

7 (e) The joint transportation committee must issue a report of its
8 findings and recommendations to the transportation committees of the
9 legislature by June 30, 2019.

10 (6) (a) \$315,000 of the multimodal transportation account—state
11 appropriation is for a consultant study of the capital needs of
12 public transportation systems operated by public transportation
13 benefit areas, metropolitan municipal corporations, cities, counties,
14 and county transportation authorities. The study must include:

15 (i) An inventory of each agency's vehicle fleet;

16 (ii) An inventory of each agency's facilities, including the
17 state of repair;

18 (iii) The replacement and expansion needs of each agency's
19 vehicle fleet, as well as the associated costs, over the next ten
20 years;

21 (iv) The replacement and expansion needs for each agency's
22 facilities including, but not limited to, such facilities as park and
23 rides, transit centers, and maintenance buildings;

24 (v) The source of funding, if known, planned to cover the cost of
25 the bus and facilities replacement and expansion needs including, but
26 not limited to, local revenue, state grants, and federal grants;

27 (vi) The amount of service that could be provided with the local
28 funds that are currently required for each agency's total capital
29 needs; and

30 (vii) A list of potential state, federal, or local revenue
31 sources that public transportation agencies could access or implement
32 in order to meet agencies' capital needs. These revenue sources may
33 be either currently available sources or sources that would need
34 legislative authorization.

35 (b) The Washington state transit association and the Washington
36 state department of transportation shall provide technical support to
37 the study.

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

1 (7) \$255,000 of the multimodal transportation account—state
2 appropriation is for the joint transportation committee to conduct a
3 study regarding the regulation of transportation network companies
4 within the state of Washington. In conducting the study, the joint
5 transportation committee must consult with relevant representatives
6 of the department of licensing, the utilities and transportation
7 commission, the Washington state patrol, local governments involved
8 in the regulation of transportation network companies, entities
9 providing transportation network services, and other relevant
10 stakeholders. The study must include a review of the regulatory
11 framework used by local jurisdictions within Washington state and in
12 other states, an evaluation of the most effective public safety
13 aspects of a regulatory framework, including among other aspects, the
14 type of required background checks, and an assessment of the most
15 effective and efficient state and local regulatory structure for
16 regulation of transportation network companies. The joint
17 transportation committee must issue a report of its findings and
18 recommendations to the house and senate transportation committees by
19 January 14, 2019.

20 (8) \$300,000 of the multimodal transportation account—state
21 appropriation is for the joint transportation committee to conduct a
22 study regarding the regulation of taxi and for hire services
23 regulated by state, local governments, and port districts. The study
24 must compare state and local regulations in the state of Washington
25 that govern these private passenger transportation services and may
26 include recommendations for improving the consistency or overall
27 effectiveness and competitive fairness of the current regulatory
28 frameworks. In conducting the study, the joint transportation
29 committee shall consult with the department of licensing, the
30 utilities and transportation commission, the Washington state patrol,
31 appropriate local entities engaged in the regulation of commercial
32 passenger transportation services, and other relevant stakeholders.
33 The joint transportation committee must issue a report of its
34 findings and recommendations to the house and senate transportation
35 committees by January 14, 2019.

36 (9) (a) (~~(\$150,000 of the highway safety account—state~~
37 ~~appropriation is for)~~) Within existing resources, the joint
38 transportation committee (~~(to)~~) shall assess and recommend methods
39 for setting state medical standards in the areas listed in (b) of

1 this subsection for commercial driver's license holders and
2 applicants, when these standards are not governed by specific
3 criteria under federal law, to help reduce the current shortage of
4 licensed commercial motor vehicle drivers in the state.

5 (b) This review must consist of an assessment of possible
6 approaches for developing a method by which to set state standards
7 for:

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

12 (ii) Medical waiver requirements for intrastate nonexcepted
13 commercial driver's license holders and applicants, which must be set
14 in a manner consistent with the requirements of 49 C.F.R. Sec.
15 350.341(h) (2).

16 (c) The review must include consideration and evaluation of the
17 relevant practices, laws, and regulations of other states. The review
18 must also ensure that recommendations made are consistent with
19 federal law and do not jeopardize federal funding, and that they
20 incorporate relevant safety considerations.

21 (d) The joint transportation committee must consult with the
22 department of licensing, the Washington state patrol, the traffic
23 safety commission, the state department of health, and stakeholders
24 who rely on the state's commercial driver's license medical
25 certification process.

26 (e) The joint transportation committee must issue a report of its
27 findings and recommendations, including an indication of statutory
28 changes needed to implement the recommendations, to the
29 transportation committees of the legislature and the governor by
30 January 14, 2019.

31 **Sec. 804.** 2018 c 297 s 207 (uncodified) is amended to read as
32 follows:

33 **FOR THE WASHINGTON STATE PATROL**

34 State Patrol Highway Account—State Appropriation . . .	(\$490,359,000)
35	<u>\$472,475,000</u>
36 State Patrol Highway Account—Federal Appropriation . . .	\$14,571,000
37 State Patrol Highway Account—Private/Local	
38 Appropriation	\$4,011,000

1	Highway Safety Account—State Appropriation	\$1,074,000
2	Ignition Interlock Device Revolving Account—State	
3	Appropriation	\$510,000
4	Multimodal Transportation Account—State Appropriation . . .	\$276,000
5	TOTAL APPROPRIATION.	(\$510,801,000)
6		<u>\$492,917,000</u>

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

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

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

24 (3) \$1,000,000 of the state patrol highway account—state
25 appropriation is provided solely for ongoing support, system updates,
26 maintenance, and an independent assessment of the P25 digital land
27 mobile radio system. Of the amount provided in this subsection,
28 \$400,000 must be used for the independent assessment of the P25
29 digital land mobile radio system. The independent assessment must
30 identify implementation issues and coverage gaps and recommend
31 strategies to address these issues and gaps. The assessment must be
32 submitted to the governor and the transportation committees of the
33 legislature by September 1, 2018. To the extent practicable, the
34 Washington state patrol shall begin implementing recommendations
35 before the completion of the independent assessment.

36 (4) The Washington state patrol and the department of
37 transportation shall jointly submit a prioritized list of weigh
38 station projects to the office of financial management by October 1,
39 2017. Projects submitted must include estimated costs for preliminary

1 engineering, rights-of-way, and construction and must also consider
2 the timing of any available funding for weigh station projects.

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

11 (6) \$580,000 of the state patrol highway account—state
12 appropriation is provided solely for the operation of and
13 administrative support to the license investigation unit to enforce
14 vehicle registration laws in southwestern Washington. The Washington
15 state patrol, in consultation with the department of revenue, shall
16 maintain a running estimate of sales and use taxes remitted to the
17 state pursuant to activity conducted by the license investigation
18 unit. At the end of the calendar quarter in which it is estimated
19 that more than \$625,000 in taxes have been remitted to the state
20 since the effective date of this section, the Washington state patrol
21 shall notify the state treasurer and the state treasurer shall
22 transfer funds pursuant to section 408(25), chapter 313, Laws of
23 2017.

24 (7) \$600,000 of the state patrol highway account—state
25 appropriation is provided solely for the implementation of chapter
26 181, Laws of 2017 (WSPRS salary definition).

27 (8) \$4,354,000 of the state patrol highway account—state
28 appropriation is provided solely for an additional cadet class,
29 consisting of the 35th arming class and 111th trooper basic training
30 class, in the 2017-2019 fiscal biennium.

31 **Sec. 805.** 2018 c 297 s 208 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF LICENSING**

34	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
35	Motorcycle Safety Education Account—State	
36	Appropriation	(\$4,607,000)
37		<u>\$4,773,000</u>
38	State Wildlife Account—State Appropriation	(\$888,000)

1		<u>\$538,000</u>
2	Highway Safety Account—State Appropriation	((\$254,301,000))
3		<u>\$250,800,000</u>
4	Highway Safety Account—Federal Appropriation	\$3,215,000
5	Motor Vehicle Account—State Appropriation	((\$83,871,000))
6		<u>\$82,456,000</u>
7	Motor Vehicle Account—Federal Appropriation	\$329,000
8	Motor Vehicle Account—Private/Local Appropriation . .	((\$5,224,000))
9		<u>\$5,709,000</u>
10	Ignition Interlock Device Revolving Account—State	
11	Appropriation	((\$5,261,000))
12		<u>\$5,932,000</u>
13	Department of Licensing Services Account—State	
14	Appropriation	\$6,903,000
15	License Plate Technology Account—State	
16	Appropriation	\$3,000,000
17	Abandoned Recreational Vehicle Account—State	
18	Appropriation.	((\$172,000))
19		<u>\$312,000</u>
20	((Driver Licensing Technology Support Account—State	
21	Appropriation.	\$150,000))
22	TOTAL APPROPRIATION.	((\$367,955,000))
23		<u>\$364,001,000</u>

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

26 ((+2)) (1) \$20,810,000 of the highway safety account—state
27 appropriation and \$3,000,000 of the license plate technology account—
28 state appropriation are provided solely for business and technology
29 modernization. The department and the state chief information officer
30 or his or her designee must provide a joint project status report to
31 the transportation committees of the legislature on at least a
32 calendar quarter basis. The report must include, but is not limited
33 to: Detailed information about the planned and actual scope,
34 schedule, and budget; status of key vendor and other project
35 deliverables; and a description of significant changes to planned
36 deliverables or system functions over the life of the project.
37 Project staff will periodically brief the committees or the
38 committees' staff on system security and data protection measures.

1 ~~((3))~~ (2) The department when modernizing its computer systems
2 must place personal and company data elements in separate data fields
3 to allow the department to select discrete data elements when
4 providing information or data to persons or entities outside the
5 department. This requirement must be included as part of the systems
6 design in the department's business and technology modernization.
7 Pursuant to the restrictions in federal and state law, a person's
8 photo, social security number, or medical information must not be
9 made available through public disclosure or data being provided under
10 RCW 46.12.630 or 46.12.635.

11 ~~((4))~~ (3) \$4,471,000 of the highway safety account—state
12 appropriation is provided solely for costs necessary to accommodate
13 increased demand for enhanced drivers' licenses and enhanced
14 identicards. The office of financial management shall place the
15 entire amount provided in this subsection in unallotted status. The
16 office of financial management may release portions of the funds when
17 it determines that average wait times have increased by more than two
18 minutes based on wait time and volume data provided by the department
19 compared to average wait times and volume during the month of
20 December 2016. The department and the office of financial management
21 shall evaluate the use of these funds on a monthly basis and
22 periodically report to the transportation committees of the
23 legislature on average wait times and volume data for enhanced
24 drivers' licenses and enhanced identicards.

25 ~~((5))~~ (4) The department shall continue to encourage the use of
26 online vehicle registration renewal reminders and minimize the number
27 of letters mailed by the department. To further this goal, the
28 department shall develop a pilot program to replace first-class mail,
29 letter-form renewal reminders with postcard renewal reminders. The
30 goal of the pilot program is to realize substantial savings on
31 printing and postage costs. The pilot program must include customers
32 who performed their last renewal online and still receive a paper
33 renewal notice. The appropriations in this section reflect savings in
34 postage and printing costs of at least \$250,000 in the 2017-2019
35 fiscal biennium.

36 ~~((6))~~ (5) \$550,000 of the highway safety account—state
37 appropriation is provided solely for communication and outreach
38 activities necessary to inform the public of federally acceptable
39 identification options including, but not limited to, enhanced
40 drivers' licenses and enhanced identicards. The department shall

1 develop and implement an outreach plan that includes informational
2 material that can be effectively communicated to all communities and
3 populations in Washington. At least thirty-five percent of this
4 appropriation must be used by the department for outreach efforts to
5 communities that would not otherwise be served by traditional media
6 outlets.

7 ~~((7))~~ (6) \$19,000 of the highway safety account—state
8 appropriation is provided solely for the implementation of chapter
9 334, Laws of 2017 (distracted driving).

10 ~~((8))~~ (7) \$57,000 of the motor vehicle account—state
11 appropriation is provided solely for the implementation of chapter
12 11, Laws of 2017 (aviation license plate).

13 ~~((9))~~ (8) \$572,000 of the highway safety account—state
14 appropriation is provided solely for the implementation of chapter
15 197, Laws of 2017 (driver education uniformity).

16 ~~((10))~~ (9) \$39,000 of the motor vehicle account—state
17 appropriation is provided solely for the implementation of chapter
18 25, Laws of 2017 (Fred Hutch license plate).

19 ~~((11))~~ (10) \$104,000 of the ignition interlock device revolving
20 account—state appropriation is provided solely for the implementation
21 of chapter 336, Laws of 2017 (impaired driving).

22 ~~((12))~~ (11) \$500,000 of the highway safety account—state
23 appropriation is provided solely for the implementation of chapter
24 206, Laws of 2017 (foster youth/driving).

25 ~~((13))~~ (12) \$61,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of chapter
27 310, Laws of 2017 (REAL ID compliance).

28 ~~((14))~~ (13)(a) Within existing funds, the department, in
29 consultation with the department of ecology, shall convene a work
30 group comprised of registered tow truck operators, hulk haulers,
31 representatives from county solid waste facilities, and the recycling
32 community to develop a sustainable plan for the collection and
33 disposal of abandoned recreational vehicles.

34 (b) The work group shall report on the current problems relating
35 to abandoned recreational vehicles and develop policy options for
36 procedures relating to the transportation, recycling, and disposal of
37 abandoned recreational vehicles, as well as other potentially related
38 issues. As a result of its discussions, the work group shall also
39 produce draft legislation. The final report and draft legislation are

1 due to the standing transportation committees of the legislature on
2 December 1, 2017.

3 ~~((15))~~ (14) \$30,000 of the highway safety account—state
4 appropriation is provided solely for the implementation of chapter
5 122, Laws of 2017 (reduced-cost identicards).

6 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
7 appropriation is provided solely for the implementation of chapter
8 218, Laws of 2017 (registration enforcement).

9 ~~((17))~~ (16) \$30,000 of the highway safety account—state
10 appropriation is provided solely for the implementation of chapter
11 43, Laws of 2017 (tow truck notices).

12 ~~((18))~~ (17) \$230,000 of the highway safety account—state
13 appropriation is provided solely for developing an application
14 program interface service. This work must result in a mobile browser
15 based application for use on tablet devices at licensing services
16 offices.

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

19 (i) Prescreening customers and directing them to the most
20 efficient service line;

21 (ii) Performing any transaction within the department's online
22 services;

23 (iii) Answering customer questions regarding license status and
24 reinstatement; and

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

27 (b) Additionally, the application must be:

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

31 (ii) Scalable to add other features to mobile devices to expedite
32 customer service.

33 ~~((20) — \$27,796,000)~~ (18) \$23,596,000 of the highway safety
34 account—state appropriation is provided solely for costs necessary to
35 accommodate increased demand for enhanced drivers' licenses and
36 enhanced identicards. The department shall report on a quarterly
37 basis on the use of these funds, associated workload, and information
38 with comparative information with recent comparable months in prior
39 years. The report will include detailed statewide and by licensing

1 service office information on staffing levels, average monthly wait
2 times, the number of enhanced drivers' licenses and enhanced
3 identicards issued/renewed, and the number of primary drivers'
4 licenses and identicards issued/renewed. Within the amounts provided
5 in this subsection, the department shall implement efficiency
6 measures to reduce the time for licensing transactions and wait
7 times, including, but not limited to, the installation of additional
8 cameras at licensing service offices that reduce bottlenecks and
9 align with the keep your customer initiative.

10 ~~((+21))~~ (19) \$45,000 of the highway safety account—state
11 appropriation is provided solely for the implementation of chapter
12 ~~((. . . (Second Substitute House Bill No. 1513)))~~ 109, Laws of 2018
13 (enhancing youth voter registration). If chapter ~~((. . . (Second~~
14 ~~Substitute House Bill No. 1513)))~~ 109, Laws of 2018 is not enacted by
15 June 30, 2018, the amount provided in this subsection lapses.

16 ~~((+23))~~ (20) \$70,000 of the highway safety account—state
17 appropriation is provided solely for the implementation of chapter
18 ~~((. . . (Engrossed Second Substitute House Bill No. 2595)))~~ 110, Laws
19 of 2018 (procedures in order to automatically register citizens to
20 vote). If chapter ~~((. . . (Engrossed Second Substitute House Bill No.~~
21 ~~2595)))~~ 110, Laws of 2018 is not enacted by June 30, 2018, the amount
22 provided in this subsection lapses.

23 ~~((+24))~~ (21) \$26,000 of the highway safety account—state
24 appropriation is provided solely for the implementation of chapter
25 ~~((. . . (Substitute House Bill No. 2612)))~~ 135, Laws of 2018 (tow
26 truck operators). If chapter ~~((. . . (Substitute House Bill No.~~
27 ~~2612)))~~ 135, Laws of 2018 is not enacted by June 30, 2018, the amount
28 provided in this subsection lapses.

29 ~~((+27))~~ (22) \$34,000 of the motor vehicle account—state
30 appropriation is provided solely for the implementation of chapter
31 ~~((. . . (Substitute Senate Bill No. 5746)))~~ 67, Laws of 2018
32 (concerning the association of Washington generals). If chapter
33 ~~((. . . (Substitute Senate Bill No. 5746)))~~ 67, Laws of 2018 is not
34 enacted by June 30, 2018, the amount provided in this subsection
35 lapses.

36 ~~((+31))~~ (23) \$17,000 of the highway safety account—state
37 appropriation is provided solely for the implementation of chapter
38 ~~((. . . (Substitute Senate Bill No. 6155)))~~ 192, Laws of 2018 (bone
39 marrow donation information). If chapter ~~((. . . (Substitute Senate~~

1 ~~Bill No. 6155~~) 192, Laws of 2018 is not enacted by June 30, 2018,
2 the amount provided in this subsection lapses.

3 ~~((32))~~ (24) \$172,000 of the abandoned recreational vehicle
4 disposal account—state appropriation is provided solely for the
5 implementation of chapter ~~((Substitute Senate Bill No. 6437))~~
6 287, Laws of 2018 (disposal of recreational vehicles abandoned on
7 public property). If chapter ~~((Substitute Senate Bill No.
8 6437))~~ 287, Laws of 2018 is not enacted by June 30, 2018, the amount
9 provided in this subsection lapses.

10 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
11 appropriation is provided solely for the implementation of chapter
12 ~~((Substitute Senate Bill No. 6438))~~ 79, Laws of 2018
13 (clarifying the collection process for existing vehicle service
14 transactions). If chapter ~~((Substitute Senate Bill No. 6438))~~
15 79, Laws of 2018 is not enacted by June 30, 2018, the amount provided
16 in this subsection lapses.

17 ~~((34))~~ (26) The department shall within the department's
18 appropriations, conduct a study to evaluate options and potential
19 methods for allowing digital license plates. The report must include
20 information on the durability and legibility of digital license
21 plates in different weather conditions, costs, data security, tolling
22 and vehicle fees, protection of personal and vehicle information, and
23 other implementation issues. This will include an evaluation of how
24 the digital license plates can contain tamper-resistant and antitheft
25 features, but can continue to display the unique license plate number
26 assigned to the vehicle at all times. The department of licensing
27 must consult with the Washington state patrol, the department of
28 transportation, and other appropriate entities in conducting the
29 study. The department of licensing must present a report to the
30 standing transportation committees of the legislature by January 1,
31 2019.

32 ~~((35))~~ (27) \$200,000 of the highway safety account—state
33 appropriation is provided solely for the department to implement
34 employee training and other activities related to improving the
35 protection of private information and increasing racial and cultural
36 awareness by employees in administering licensing responsibilities.

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

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
 2 **—PROGRAM B**

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

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

25 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
 26 appropriation and \$9,048,000 of the state route number 520 corridor
 27 account—state appropriation are provided solely for the purposes of
 28 addressing unforeseen operations and maintenance costs on the Tacoma
 29 Narrows bridge and the state route number 520 bridge, respectively.
 30 The office of financial management shall place the amounts provided
 31 in this subsection, which represent a portion of the required minimum
 32 fund balance under the policy of the state treasurer, in unallotted
 33 status. The office may release the funds only when it determines that
 34 all other funds designated for operations and maintenance purposes
 35 have been exhausted.

36 (2) \$3,100,000 of the Interstate 405 express toll lanes
 37 operations account—state appropriation, \$1,498,000 of the state route
 38 number 520 corridor account—state appropriation, and \$1,802,000 of
 39 the high occupancy toll lanes operations account—state appropriation

1 are provided solely for the operation and maintenance of roadside
2 toll collection systems.

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

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

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

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

30 (b) A month-to-month comparison of travel times and travel time
31 reliability for the entire corridor and commonly made trips in the
32 corridor as specified in (a) of this subsection since implementation
33 of the express toll lanes and, to the extent available, a comparison
34 to the travel times and travel time reliability prior to
35 implementation of the express toll lanes;

36 (c) Total express toll lane and total general purpose lane
37 traffic volumes, as well as per lane traffic volumes for each type of
38 lane (i) compared to total express toll lane and total general
39 purpose lane traffic volumes, as well as per lane traffic volumes for

1 each type of lane, on this segment of Interstate 405 prior to
2 implementation of the express toll lanes and (ii) compared to total
3 express toll lane and total general purpose lane traffic volumes, as
4 well as per lane traffic volumes for each type of lane, from month to
5 month since implementation of the express toll lanes; and

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

9 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
10 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
11 of the state route number 520 corridor account—state appropriation,
12 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
13 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
14 express toll lanes operations account—state appropriation, and
15 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
16 project account—state appropriation are provided solely for the
17 department to implement a new tolling customer service toll
18 collection system, and are subject to the conditions, limitations,
19 and review provided in section 701, chapter 313, Laws of 2017.

20 (a) The office of financial management shall place \$2,000,000 of
21 the amounts provided in this subsection in unallotted status, to be
22 distributed between the facilities using the account proportions in
23 this subsection. If the vendors selected as the successful bidders
24 for the new tolling customer service toll collection system or the
25 operator of the new system are different than the vendor as of
26 January 1, 2017, the office of financial management may release
27 portions of this amount as transition costs.

28 (b) The funds provided in this subsection from the Alaskan Way
29 viaduct replacement project account—state appropriation are provided
30 through a transfer from the motor vehicle account—state in section
31 408(26), chapter 313, Laws of 2017. These funds are a loan to the
32 Alaskan Way viaduct replacement project account—state, and the
33 legislature assumes that these funds will be reimbursed to the motor
34 vehicle account—state at a later date when the portion of state route
35 number 99 that is the deep bore tunnel is operational.

36 (c) The department must provide a project status report to the
37 office of financial management and the transportation committees of
38 the legislature on at least a calendar quarterly basis. The report
39 must include, but is not limited to:

1 (i) Detailed information about the planned and actual scope,
2 schedule, and budget;

3 (ii) Status of key vendor and other project deliverables; and

4 (iii) A description of significant changes to planned
5 deliverables or system functions over the life of the project.

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

14 (7) The department shall make detailed quarterly reports to the
15 governor and the transportation committees of the legislature on the
16 following:

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

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

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

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

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

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

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

39 (iv) Workload costs related to hearings;

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

1 (vi) Revenues generated from notices of civil penalty.

2 (8) (~~(\$13,179,000)~~) \$13,180,000 of the Interstate 405 express
3 toll lanes operations account—state appropriation is provided solely
4 for operational costs related to the express toll lane facility. The
5 office of financial management shall place \$6,808,000 of the amount
6 provided in this subsection in unallotted status. The office of
7 financial management may only release the funds to the department
8 upon the passage of a 2018 supplemental transportation budget.

9 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
10 have reached the end of its operational life. During the 2017-2019
11 fiscal biennium, the department plans to issue a request for
12 proposals as the first stage of a competitive procurement process
13 that will replace the toll equipment and select a new tolling
14 operator for the Tacoma Narrows Bridge. The request for proposals and
15 subsequent competitive procurement must incorporate elements that
16 prioritize the overall goal of lowering costs per transaction for the
17 facility, such as incentives for innovative approaches which result
18 in lower transactional costs, requests for efficiencies on the part
19 of the bidder that lower operational costs, and incorporation of
20 technologies such as self-serve credit card machines or other point-
21 of-payment technologies that lower costs or improve operational
22 efficiencies.

23 (~~(10) (~~(\$5,583,000 of the Alaskan Way viaduct replacement project~~~~
24 ~~account—state appropriation is provided solely for the new state~~
25 ~~route number 99 tunnel toll facility's expected proportional share of~~
26 ~~collecting toll revenues, operating customer services, and~~
27 ~~maintaining toll collection systems for the last seven months of the~~
28 ~~biennium. Due to the uncertainty of the new state route number 99~~
29 ~~tunnel toll facility timeline, the legislature is holding the other~~
30 ~~tolled facilities' administrative cost shares constant for this~~
31 ~~biennium. The legislature expects to see appropriate reductions to~~
32 ~~the other toll facility accounts once tolling on the new state route~~
33 ~~number 99 tunnel toll facility commences and any previously incurred~~
34 ~~costs for start-up of the new facility are charged back to the~~
35 ~~Alaskan Way viaduct replacement project account. The office of~~
36 ~~financial management shall closely monitor the application of the~~
37 ~~cost allocation model and ensure that the new state route number 99~~
38 ~~tunnel toll facility is adequately sharing costs and the other toll~~
39 ~~facility accounts are not being overspent or subsidizing the new~~
40 ~~state route number 99 tunnel toll facility.~~

1 terms set by the office of the state treasurer at the time the system
2 is deployed to additional agencies. If the motor vehicle account is
3 not reimbursed for future use of the system, it is further the intent
4 of the legislature that reductions will be made to central service
5 agency charges accordingly.

6 (2) \$2,296,000 of the motor vehicle account—state appropriation
7 is provided solely for the development of ferries network systems
8 support.

9 (3) \$365,000 of the motor vehicle account—state appropriation is
10 provided solely for the department to contract with a consultant to
11 develop a plan, in consultation with the office of financial
12 management, and cost estimate to modernize and migrate the
13 department's business applications from an agency-based data center
14 to the state data center or a cloud-based environment.

15 **Sec. 808.** 2018 c 297 s 211 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
18 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

19 Motor Vehicle Account—State Appropriation	((\$29,368,000))
20	<u>\$29,325,000</u>
21 State Route Number 520 Corridor Account—State	
22 Appropriation	\$34,000
23 TOTAL APPROPRIATION.	((\$29,402,000))
24	<u>\$29,359,000</u>

25 **Sec. 809.** 2018 c 297 s 212 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**

28 Aeronautics Account—State Appropriation	((\$7,326,000))
29	<u>\$7,247,000</u>
30 Aeronautics Account—Federal Appropriation	((\$6,855,000))
31	<u>\$7,722,000</u>
32 Aeronautics Account—Private/Local Appropriation	\$171,000
33 Public Use General Aviation Airport Loan Revolving	
34 Account—State Appropriation.	\$35,000
35 TOTAL APPROPRIATION.	((\$14,387,000))
36	<u>\$15,175,000</u>

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

3 (1) \$3,122,000 of the aeronautics account—state appropriation is
4 provided solely for the airport aid grant program, which provides
5 competitive grants to public airports for pavement, safety, planning,
6 and security.

7 (2) The entire public use general aviation airport loan revolving
8 account—state appropriation is provided solely for the department to
9 support and implement the public use general aviation airport loan
10 program prior to the creation of the community aviation
11 revitalization board.

12 ~~((4))~~ (3) Within amounts appropriated in this section, the
13 department shall convene an electric aircraft work group to analyze
14 the state of the electrically powered aircraft industry and assess
15 infrastructure needs related to the deployment of electric or hybrid-
16 electric aircraft for commercial air travel in Washington state.

17 (a) The work group must include, but is not limited to,
18 representation from the electric aircraft industry, the aircraft
19 manufacturing industry, electric utility districts, the battery
20 industry, the department of commerce, the department of
21 transportation aviation division, the airline pilots association, a
22 primary airport representing an airport association, and the airline
23 industry.

24 (b) The work group must consider, at a minimum, and make
25 recommendations on the feasibility of electric or hybrid-electric
26 flight given: Federal certification requirements; current and
27 anticipated advancements to battery technology; infrastructure
28 requirements and capacity impacts at primary airports; the need for
29 and feasibility of industry incentives; the potential for public-
30 private partnerships; impacts to revenues generated from aviation
31 fuel sales; educational requirements for maintaining electric or
32 hybrid-electric powered aircraft; homeland security checkpoint
33 requirements; public acceptance of the technology; a cost comparison
34 of fossil fuel and electric or hybrid-electric aircraft engines;
35 emission reduction potential; and policy changes needed to facilitate
36 electric or hybrid-electric powered aircraft use for commercial air
37 travel in Washington state.

38 (c) The work group must report its findings and recommendations
39 to the transportation committees of the legislature by June 30, 2019.

1 department's acquisition of the property, at no cost to those
2 entities. Prior to completing the transfer, the department shall also
3 ensure that provisions, by fair market assessment, are made to
4 accommodate other private and public utilities and any facilities
5 that have been legally allowed by permit or other instrument.

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

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

22 **Sec. 811.** 2018 c 297 s 214 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
25 **PROGRAM K**

26	Motor Vehicle Account—State Appropriation	((\$639,000))
27		<u>\$636,000</u>
28	Electric Vehicle Charging Infrastructure	
29	Account—State Appropriation.	\$1,000,000
30	Multimodal Transportation Account—State	
31	Appropriation.	\$610,000
32	TOTAL APPROPRIATION.	((\$2,249,000))
33		<u>\$2,246,000</u>

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

36 (1) \$35,000 of the multimodal transportation account—state
37 appropriation is provided solely for the public-private partnerships
38 program to conduct an outreach effort to assess interest in a public-

1 private partnership to rebuild the Anacortes ferry terminal. The
2 public-private partnerships program shall issue a request for letters
3 of interest, similar to the request issued in 2009, in a public-
4 private partnership to rebuild the Anacortes ferry terminal by
5 combining the ferry terminal functions and structure with one or more
6 commercial ventures, including, but not limited to, ventures to
7 provide lodging, conference and meeting facilities, food service,
8 shopping, or other retail operations. The public-private partnerships
9 program shall notify the transportation committees of the legislature
10 upon release of the request for letters of interest and shall provide
11 the transportation committees of the legislature with a summary of
12 the information collected once the letters of interest have been
13 received.

14 (2) \$1,000,000 of the electric vehicle charging infrastructure
15 account—state appropriation is provided solely for the purpose of
16 capitalizing the Washington electric vehicle infrastructure bank as
17 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
18 revenue). The department may spend no more than one million dollars
19 from the electric vehicle charging infrastructure account during the
20 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

21 (3) The economic partnerships program must continue to explore
22 retail partnerships at state-owned park and ride facilities, as
23 authorized in RCW 47.04.295.

24 (4) \$500,000 of the multimodal transportation account—state
25 appropriation is provided solely to study public-private partnership
26 alternatives for the financing and construction of an entry building
27 located at Colman Dock.

28 (a) As part of the study, the public-private partnerships program
29 must work with the city of Seattle, Native American tribes, and local
30 community groups to evaluate the efficacy of contracting with a
31 private entity to participate in the construction of the Colman Dock
32 entry building. The study must:

33 (i) Identify and discuss options to construct the facility as
34 currently scoped;

35 (ii) Identify and discuss options, including rescoping the
36 current design of the facility for purposes of providing a project
37 that has the potential to increase economic development activities
38 along the Seattle waterfront area, such as through the inclusion of
39 office space and restaurants;

1 (iii) Consider concepts and options found in the design
2 development described in the 2013-2015 capital budget (chapter 19,
3 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
4 future public park;

5 (iv) Consider rooftop public access for panoramic views of the
6 Puget Sound and Olympic mountains; and

7 (v) Consider exhibits of the history and heritage of the
8 vicinity.

9 (b) By November 15, 2017, the public-private partnerships program
10 must provide a report to the governor and the transportation
11 committees of the legislature on the program's findings and
12 recommendations.

13 (5) \$75,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to contract with
15 the Puget Sound Clean Air Agency to conduct a study that identifies
16 and evaluates opportunities to facilitate low-income utilization of
17 electric vehicles. The study must include, but is not limited to,
18 development and evaluation of an electric vehicle car-sharing program
19 for low-income housing sites that is designed to maximize the use of
20 electric vehicles by residents of these sites, and that must consider
21 any infrastructure needs that will need to be met to support the use
22 of electric vehicles at these sites. The department must provide a
23 report detailing the findings of this study to the transportation
24 committees of the legislature by December 1, 2018.

25 **Sec. 812.** 2018 c 297 s 215 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

28 Motor Vehicle Account—State Appropriation	((\$451,660,000))
	<u>\$469,820,000</u>
29 Motor Vehicle Account—Federal Appropriation	\$7,000,000
30 State Route Number 520 Corridor Account—State	
31 Appropriation	\$4,447,000
32 Tacoma Narrows Toll Bridge Account—State	
33 Appropriation	\$1,233,000
34 Alaskan Way Viaduct Replacement Project	
35 Account—State Appropriation	((\$2,982,000))
	<u>\$1,865,000</u>
36 TOTAL APPROPRIATION.	((\$467,322,000))

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

(1) (~~(\$8,000,000)~~) \$8,242,000 of the motor vehicle account—state appropriation is provided solely for utility fees assessed by local governments as authorized under RCW 90.03.525 for the mitigation of stormwater runoff from state highways.

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

(3) \$1,233,000 of the Tacoma Narrows toll bridge account—state appropriation is provided solely to maintain the new Tacoma Narrows bridge. These funds must be used in accordance with RCW 47.56.830(3).

(4) \$35,000 of the motor vehicle account—state appropriation is provided solely for the department to submit a request for proposals as part of a pilot project that explores the use of rotary auger ditch cleaning and reshaping service technology in maintaining roadside ditches for state highways. The pilot project must consist of at least one technology test on each side of the Cascade mountain range.

(5) \$631,000 of the motor vehicle account—state appropriation is provided solely for the department to implement safety improvements and debris clean up on department-owned rights-of-way in the city of Seattle. Direct or contracted activities must include collecting and disposing of garbage, clearing debris or hazardous material, and implementing safety improvements. Funds may also be used to contract with the city of Seattle to provide mutual services in rights-of-way similar to contract agreements in the 2015-2017 fiscal biennium. \$381,000 of the amount provided in this subsection is provided solely for one-time equipment procurement needed to implement this subsection.

(6) \$15,000,000 of the motor vehicle account—state appropriation is provided solely for extraordinary snow and ice removal expenses and related road repair expenses incurred during the winter of 2018-2019.

Sec. 813. 2018 c 297 s 216 (uncodified) is amended to read as follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
2 **OPERATING**

3	Motor Vehicle Account—State Appropriation	((\$65,743,000))
4		<u>\$65,711,000</u>
5	Motor Vehicle Account—Federal Appropriation	\$2,050,000
6	Motor Vehicle Account—Private/Local Appropriation	((\$250,000))
7		<u>\$350,000</u>
8	TOTAL APPROPRIATION.	((\$68,043,000))
9		<u>\$68,111,000</u>

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

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

19 (2) When regional transit authority construction activities are
20 visible from a state highway, the department shall allow the regional
21 transit authority to place safe and appropriate signage informing the
22 public of the purpose of the construction activity.

23 (3) The department must make signage for low-height bridges a
24 high priority.

25 (4) \$50,000 of the motor vehicle account—state appropriation is
26 provided solely for the department to coordinate with the appropriate
27 local jurisdictions for development and implementation of a historic
28 route 10 signage program on Interstate 90 from the Columbia River to
29 the Idaho state border.

30 (5) (a) During the 2017-2019 fiscal biennium, the department shall
31 continue a pilot program that expands private transportation
32 providers' access to high occupancy vehicle lanes. Under the pilot
33 program, when the department reserves a portion of a highway based on
34 the number of passengers in a vehicle, the following vehicles must be
35 authorized to use the reserved portion of the highway if the vehicle
36 has the capacity to carry eight or more passengers, regardless of the
37 number of passengers in the vehicle: (i) Auto transportation company
38 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
39 carrier vehicles regulated under chapter 81.70 RCW, except marked or

1 unmarked stretch limousines and stretch sport utility vehicles as
2 defined under department of licensing rules; (iii) private nonprofit
3 transportation provider vehicles regulated under chapter 81.66 RCW;
4 and (iv) private employer transportation service vehicles. For
5 purposes of this subsection, "private employer transportation
6 service" means regularly scheduled, fixed-route transportation
7 service that is offered by an employer for the benefit of its
8 employees. Nothing in this subsection is intended to authorize the
9 conversion of public infrastructure to private, for-profit purposes
10 or to otherwise create an entitlement or other claim by private users
11 to public infrastructure.

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

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

32 (d) Nothing in this subsection (5) is intended to exempt these
33 vehicles from paying tolls when they do not meet the occupancy
34 requirements established by the department for high occupancy toll
35 lanes.

36 **Sec. 814.** 2018 c 297 s 217 (uncodified) is amended to read as
37 follows:

38 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
39 **SUPPORT—PROGRAM S**

1	Motor Vehicle Account—State Appropriation	((\$34,198,000))
2		<u>\$34,207,000</u>
3	Motor Vehicle Account—Federal Appropriation	\$1,656,000
4	Multimodal Transportation Account—State	
5	Appropriation	\$1,129,000
6	TOTAL APPROPRIATION.	((\$36,983,000))
7		<u>\$36,992,000</u>

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

10 (1) \$1,500,000 of the motor vehicle account—state appropriation
11 is provided solely for a grant program that makes awards for the
12 following: (a) Support for nonprofit agencies, churches, and other
13 entities to help provide outreach to populations underrepresented in
14 the current apprenticeship programs; (b) preapprenticeship training;
15 and (c) child care, transportation, and other supports that are
16 needed to help women, veterans, and minorities enter and succeed in
17 apprenticeship. The department must report on grants that have been
18 awarded and the amount of funds disbursed by December 1, 2017, and
19 annually thereafter.

20 (2) \$300,000 of the motor vehicle account—state appropriation is
21 provided solely for succession planning and leadership training. The
22 department shall report on the implementation of these activities to
23 the transportation committees of the legislature by December 31,
24 2018.

25 (3) From the revenues generated by the five dollar per studded
26 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
27 state appropriation is provided solely for the department, in
28 consultation with the appropriate local jurisdictions and relevant
29 stakeholder groups, to establish a pilot media-based public
30 information campaign regarding the damage of studded tire use on
31 state and local roadways in Spokane county. The reason for the
32 geographic selection of Spokane county for the pilot is based on the
33 high utilization of studded tires in this jurisdiction. The public
34 information campaign must primarily focus on making the consumer
35 aware of the road deterioration, financial impact for taxpayers, the
36 safety implications for other drivers, and, secondarily, the
37 alternatives to studded tires. The pilot must begin by September 1,
38 2018. By January 14, 2019, the department shall provide the
39 transportation committees of the legislature an update on the pilot

1 public information program. It is the intent of the legislature that
2 the public information campaign will be a two-year pilot program with
3 a report to the legislature upon completion of the pilot program.

4 **Sec. 815.** 2018 c 297 s 218 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
7 **AND RESEARCH—PROGRAM T**

8	Motor Vehicle Account—State Appropriation	((\$28,073,000))
9		<u>\$27,604,000</u>
10	Motor Vehicle Account—Federal Appropriation	\$39,782,000
11	Motor Vehicle Account—Local Appropriation.	\$100,000
12	Multimodal Transportation Account—State Appropriation . . .	\$711,000
13	Multimodal Transportation Account—Federal	
14	Appropriation	\$2,809,000
15	Multimodal Transportation Account—Private/Local	
16	Appropriation	\$100,000
17	TOTAL APPROPRIATION.	((\$71,575,000))
18		<u>\$71,106,000</u>

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

21 (1) The department shall investigate opportunities for a transit-
22 oriented development pilot project at the existing Kingsgate park and
23 ride at Interstate 405 and 132nd. The department must coordinate with
24 the city of Kirkland and other key stakeholders to determine the
25 feasibility and cost of transit-oriented development at Kingsgate. A
26 report on the process and outcomes is due to the transportation
27 committees of the legislature no later than December 1, 2017.

28 (2) \$100,000 of the motor vehicle account—state appropriation and
29 \$250,000 of the motor vehicle account—federal appropriation are
30 provided solely for a study that details a cost estimate for
31 replacing the westbound U.S. 2 trestle and recommends a series of
32 financing options to address that cost and to satisfy debt service
33 requirements.

34 In conducting the study, the department shall work in close
35 collaboration with a stakeholder group that includes, but is not
36 limited to, Snohomish county, the port of Everett, economic alliance
37 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
38 Snohomish, and Monroe, and affected transit agencies.

1 The department shall quantify both the cost of replacing the
2 westbound trestle structure and making mobility and capacity
3 improvements to maximize the use of the structure in the years
4 leading up to full replacement. Financing options that should be
5 examined and quantified include public-private partnerships, public-
6 public partnerships, a transportation benefit district tailored to
7 the specific incorporated and unincorporated area, loans and grants,
8 and other alternative financing measures available at the state or
9 federal level.

10 The department shall also evaluate ways in which the costs of
11 alternative financing can be debt financed.

12 The department shall complete the study and submit a final report
13 and recommendations to the transportation committees of the
14 legislature, including recommendations on statutory changes needed to
15 implement available financing options, by January 8, 2018.

16 (3) \$181,000 of the motor vehicle account—state appropriation is
17 provided solely for the department, in coordination with the
18 University of Washington department of mechanical engineering, to
19 study measures to reduce noise impacts from bridge expansion joints.
20 The study must examine testing methodologies and project timelines
21 and costs. A final report must be submitted to the transportation
22 committees of the legislature by October 15, 2018.

23 (4) \$200,000 of the motor vehicle account—state appropriation is
24 provided solely for implementation of a practical solutions study for
25 the state route number 162 and state route number 410 interchange,
26 based on the recommendations of the SR-162 Study/Design project
27 (L2000107). The study must include short, medium, and long-term phase
28 recommendations and must be submitted to the transportation
29 committees of the legislature by January 1, 2019.

30 (5) \$500,000 of the motor vehicle account—state appropriation is
31 provided solely for implementation of a state route number 518
32 corridor study to be conducted in partnership with the Port of
33 Seattle, Sound Transit and other regional entities. The department
34 must study practical solutions to address high vehicle volumes and
35 delays in the corridor including evaluation of solutions to the rapid
36 growth of traffic in the corridor and how that growth impacts access
37 to the Seattle-Tacoma international airport and the surrounding
38 communities. (~~The study must be submitted to the transportation~~
39 ~~committees of the legislature by June 30, 2019.~~)

1 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
2 appropriation and \$50,000 of the motor vehicle account—local
3 appropriation are provided solely for implementation of a corridor
4 study to identify potential improvements between exit 116 and exit 99
5 of Interstate 5. The study should further develop mid- and long-term
6 strategies from the corridor sketch, and identify potential US
7 101/I-5 interchange improvements, a strategic plan for the Nisqually
8 River bridges, regional congestion relief options, and ecosystem
9 benefits to the Nisqually River estuary for salmon productivity and
10 flood control.

11 (7) Among the options studied as part of the SR 410 Corridor
12 Study, the department shall examine the mobility and safety benefits
13 of replacing or expanding the White River bridge between Enumclaw and
14 Buckley to four lanes and removing the trestle.

15 (8) Within existing resources, the department shall meet with
16 local stakeholders in south Pierce county and North Thurston county
17 to discuss potential solutions to traffic congestion; emergency
18 management concerns regarding routes away from natural disasters and
19 around incidents similar to the train derailment that occurred on
20 December 18, 2017; and what state transportation investments would
21 benefit the economic development of the area. The department shall
22 provide regular updates on its progress to the joint transportation
23 committee.

24 **Sec. 816.** 2018 c 297 s 219 (uncodified) is amended to read as
25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
27 **PROGRAM U**

28 Motor Vehicle Account—State Appropriation	((\$75,058,000))
	<u>\$81,004,000</u>
30 Multimodal Transportation Account—State	
31 Appropriation	\$1,982,000
32 TOTAL APPROPRIATION.	((\$77,040,000))
	<u>\$82,986,000</u>

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

36 (1) \$2,500,000 of the motor vehicle account—state appropriation
37 is provided solely for the difference between the state liability

1 coverage amounts and actual lawsuit award for recently settled
2 traffic accident claims.

3 (2) \$3,200,000 of the motor vehicle account—state appropriation
4 is provided solely for increased legal and lawsuit claims for the
5 Washington state ferry system.

6 **Sec. 817.** 2018 c 297 s 220 (uncodified) is amended to read as
7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

9	State Vehicle Parking Account—State Appropriation	\$784,000
10	Regional Mobility Grant Program Account—State	
11	Appropriation	(\$101,786,000)
12		<u>\$81,869,000</u>
13	Rural Mobility Grant Program Account—State	
14	Appropriation	\$32,223,000
15	Multimodal Transportation Account—State	
16	Appropriation	(\$98,381,000)
17		<u>\$90,723,000</u>
18	Multimodal Transportation Account—Federal	
19	Appropriation	\$3,574,000
20	TOTAL APPROPRIATION.	(\$236,748,000)
21		<u>\$209,173,000</u>

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

24 (1) \$52,679,000 of the multimodal transportation account—state
25 appropriation is provided solely for a grant program for special
26 needs transportation provided by transit agencies and nonprofit
27 providers of transportation. Of this amount:

28 (a) \$12,000,000 of the multimodal transportation account—state
29 appropriation is provided solely for grants to nonprofit providers of
30 special needs transportation. Grants for nonprofit providers must be
31 based on need, including the availability of other providers of
32 service in the area, efforts to coordinate trips among providers and
33 riders, and the cost effectiveness of trips provided. Of the amount
34 provided in this subsection (1)(a), \$25,000 of the multimodal
35 transportation account—state appropriation is provided solely for the
36 ecumenical christian helping hands organization for special needs
37 transportation services.

1 (b) \$40,679,000 of the multimodal transportation account—state
2 appropriation is provided solely for grants to transit agencies to
3 transport persons with special transportation needs. To receive a
4 grant, the transit agency must, to the greatest extent practicable,
5 have a maintenance of effort for special needs transportation that is
6 no less than the previous year's maintenance of effort for special
7 needs transportation. Grants for transit agencies must be prorated
8 based on the amount expended for demand response service and route
9 deviated service in calendar year 2015 as reported in the "Summary of
10 Public Transportation - 2015" published by the department of
11 transportation. No transit agency may receive more than thirty
12 percent of these distributions.

13 (2) \$32,223,000 of the rural mobility grant program account—state
14 appropriation is provided solely for grants to aid small cities in
15 rural areas as prescribed in RCW 47.66.100.

16 (3) (a) \$10,702,000 of the multimodal transportation account—state
17 appropriation is provided solely for a vanpool grant program for: (i)
18 Public transit agencies to add vanpools or replace vans; and (ii)
19 incentives for employers to increase employee vanpool use. The grant
20 program for public transit agencies will cover capital costs only;
21 operating costs for public transit agencies are not eligible for
22 funding under this grant program. Additional employees may not be
23 hired from the funds provided in this section for the vanpool grant
24 program, and supplanting of transit funds currently funding vanpools
25 is not allowed. The department shall encourage grant applicants and
26 recipients to leverage funds other than state funds.

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

29 (4) \$24,107,000 of the regional mobility grant program account—
30 state appropriation is reappropriated and provided solely for the
31 regional mobility grant projects identified in LEAP Transportation
32 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
33 ((2018)) 2019, Program - Public Transportation Program (V). Of the
34 amounts provided in this subsection, \$757,000 of the regional
35 mobility grant program account—state appropriation is reappropriated
36 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
37 Way Park and Ride (Project 20130101).

38 (5) (a) ((~~\$77,679,000~~)) \$57,762,000 of the regional mobility grant
39 program account—state appropriation is provided solely for the

1 regional mobility grant projects identified in LEAP Transportation
2 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
3 ((2018)) 2019, Program - Public Transportation Program (V). The
4 department shall review all projects receiving grant awards under
5 this program at least semiannually to determine whether the projects
6 are making satisfactory progress. Any project that has been awarded
7 funds, but does not report activity on the project within one year of
8 the grant award, must be reviewed by the department to determine
9 whether the grant should be terminated. The department shall promptly
10 close out grants when projects have been completed, and any remaining
11 funds must be used only to fund projects identified in the LEAP
12 transportation document referenced in this subsection. The department
13 shall provide annual status reports on December 15, 2017, and
14 December 15, 2018, to the office of financial management and the
15 transportation committees of the legislature regarding the projects
16 receiving the grants. It is the intent of the legislature to
17 appropriate funds through the regional mobility grant program only
18 for projects that will be completed on schedule. A grantee may not
19 receive more than twenty-five percent of the amount appropriated in
20 this subsection. The department shall not approve any increases or
21 changes to the scope of a project for the purpose of a grantee
22 expending remaining funds on an awarded grant.

23 (b) In order to be eligible to receive a grant under (a) of this
24 subsection during the 2017-2019 fiscal biennium, a transit agency
25 must establish a process for private transportation providers to
26 apply for the use of park and ride facilities. For purposes of this
27 subsection, (i) "private transportation provider" means: An auto
28 transportation company regulated under chapter 81.68 RCW; a passenger
29 charter carrier regulated under chapter 81.70 RCW, except marked or
30 unmarked stretch limousines and stretch sport utility vehicles as
31 defined under department of licensing rules; a private nonprofit
32 transportation provider regulated under chapter 81.66 RCW; or a
33 private employer transportation service provider; and (ii) "private
34 employer transportation service" means regularly scheduled, fixed-
35 route transportation service that is offered by an employer for the
36 benefit of its employees.

37 (6) Funds provided for the commute trip reduction (CTR) program
38 may also be used for the growth and transportation efficiency center
39 program.

1 (7) \$7,170,000 of the multimodal transportation account—state
2 appropriation and \$784,000 of the state vehicle parking account—state
3 appropriation are provided solely for CTR grants and activities. Of
4 this amount:

5 (a) \$500,000 of the multimodal transportation account—state
6 appropriation is provided solely for a voluntary pilot program to
7 expand public-private partnership CTR incentives to make measurable
8 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
9 be integrated into grant proposals. The department shall prioritize
10 grant proposals that focus on the Interstate 90, Interstate 5, state
11 route number 167, or Interstate 405 corridor. The department shall
12 offer competitive trip-reduction grants. The department shall report
13 to the transportation committees of the legislature by December 1,
14 2018, on the pilot program's impacts to the transportation system and
15 potential improvements to the CTR grant program.

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

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

30 (ii) The department shall report to the transportation committees
31 of the legislature on the impact of the program by June 30, 2019, and
32 may adopt rules to administer the program; and

33 (c) \$30,000 of the state vehicle parking account—state
34 appropriation is provided solely for the STAR pass program for state
35 employees residing in Mason and Grays Harbor Counties. Use of the
36 pass is for public transportation between Mason County and Thurston
37 County, and Grays Harbor and Thurston County. The pass may also be
38 used within Grays Harbor County.

1 (8) (~~(\$20,891,000)~~) \$13,233,000 of the multimodal transportation
2 account—state appropriation is provided solely for connecting
3 Washington transit projects identified in LEAP Transportation
4 Document (~~(2018)~~) 2019-2 ALL PROJECTS as developed March (~~(5)~~) 26,
5 (~~(2018)~~) 2019. It is the intent of the legislature that entities
6 identified to receive funding in the LEAP document referenced in this
7 subsection receive the amounts specified in the time frame specified
8 in that LEAP document. If an entity has already completed a project
9 in the LEAP document referenced in this subsection before the time
10 frame identified, the entity may substitute another transit project
11 or projects that cost a similar or lesser amount.

12 (9) \$2,000,000 of the multimodal transportation account—state
13 appropriation is provided solely for transit coordination grants.

14 (10) \$250,000 of the multimodal transportation account—state
15 appropriation is provided solely for King county for a pilot program
16 to provide certain students in the Highline and Lake Washington
17 school districts with an ORCA card during the summer. To be eligible
18 for an ORCA card under this program, a student must also be in high
19 school, be eligible for free and reduced-price lunches, and have a
20 job or other responsibility during the summer. King county must
21 provide a report to the department and the transportation committees
22 of legislature by December 15, 2018, regarding: The annual student
23 usage of the pilot program, available ridership data, the cost to
24 expand the program to other King county school districts, the cost to
25 expand the program to student populations other than high school or
26 eligible for free and reduced-price lunches, opportunities for
27 subsidized ORCA cards or local grant or matching funds, and any
28 additional information that would help determine if the pilot program
29 should be extended or expanded.

30 (11) The department shall not require more than a ten percent
31 match from nonprofit transportation providers for state grants.

32 (12)(a) For projects funded as part of the 2015 connecting
33 Washington transportation package listed on the LEAP transportation
34 document identified in subsection (4) of this section, if the
35 department expects to have substantial reappropriations for the
36 2019-2021 fiscal biennium, the department may, on a pilot basis,
37 apply funding from a project with an appropriation that cannot be
38 used for the current fiscal biennium to advance one or more of the
39 following projects:

- 1 (i) King County Metro - RapidRide Expansion, Burien-Delridge
- 2 (G2000031);
- 3 (ii) King County Metro - Route 40 Northgate to Downtown
- 4 (G2000032);
- 5 (iii) Spokane Transit - Spokane Central City Line (G2000034);
- 6 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);
- 7 or
- 8 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
- 9 (G2000041).

10 (b) At least ten business days before advancing a project
 11 pursuant to this subsection, the department must notify the office of
 12 financial management and the transportation committees of the
 13 legislature. The advancement of a project may not hinder the delivery
 14 of the projects for which the reappropriations are necessary for the
 15 2019-2021 fiscal biennium.

16 (13) \$300,000 of the multimodal transportation account—state
 17 appropriation is provided solely for Pierce Transit to procure and
 18 install digital transit information technology at various transit
 19 centers, in order to provide transit riders with real-time arrival
 20 and departure information.

21 (14) \$750,000 of the multimodal transportation account—state
 22 appropriation is provided solely for the Intercity Transit Dash
 23 shuttle program.

24 **Sec. 818.** 2018 c 297 s 221 (uncodified) is amended to read as
 25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

27	Puget Sound Ferry Operations Account—State	
28	Appropriation	((\$509,954,000))
29		<u>\$516,503,000</u>
30	Puget Sound Ferry Operations Account—Federal	
31	Appropriation	\$8,743,000
32	Puget Sound Ferry Operations Account—Private/Local	
33	Appropriation	\$121,000
34	TOTAL APPROPRIATION.	((\$518,818,000))
35		<u>\$525,367,000</u>

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

1 (1) The office of financial management budget instructions
2 require agencies to recast enacted budgets into activities. The
3 Washington state ferries shall include a greater level of detail in
4 its 2017-2019 supplemental and 2019-2021 omnibus transportation
5 appropriations act requests, as determined jointly by the office of
6 financial management, the Washington state ferries, and the
7 transportation committees of the legislature. This level of detail
8 must include the administrative functions in the operating as well as
9 capital programs.

10 (2) For the 2017-2019 fiscal biennium, the department may enter
11 into a distributor controlled fuel hedging program and other methods
12 of hedging approved by the fuel hedging committee.

13 (3) (~~(\$71,004,000)~~) \$73,587,000 of the Puget Sound ferry
14 operations account—state appropriation is provided solely for auto
15 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
16 reflect cost savings from a reduced biodiesel fuel requirement and,
17 therefore, is contingent upon the enactment of section 703 chapter
18 313, Laws of 2017. The amount provided in this subsection represents
19 the fuel budget for the purposes of calculating any ferry fare fuel
20 surcharge.

21 (4) \$30,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for the marine division assistant
23 secretary's designee to the board of pilotage commissioners, who
24 serves as the board chair. As the agency chairing the board, the
25 department shall direct the board chair, in his or her capacity as
26 chair, to require that the report to the governor and chairs of the
27 transportation committees required under RCW 88.16.035(1)(f) be filed
28 by September 1, 2017, and annually thereafter, and that the report
29 include the continuation of policies and procedures necessary to
30 increase the diversity of pilots, trainees, and applicants, including
31 a diversity action plan. The diversity action plan must articulate a
32 comprehensive vision of the board's diversity goals and the steps it
33 will take to reach those goals.

34 (5) (~~(\$500,000)~~) \$1,000,000 of the Puget Sound ferry operations
35 account—state appropriation is provided solely for operating costs
36 related to moving vessels for emergency capital repairs. Funds may
37 only be spent after approval by the office of financial management.

38 (6) \$25,000 of the Puget Sound ferry operations account—state
39 appropriation is provided solely for additional hours of traffic

1 control assistance by a uniformed officer at the Fauntleroy ferry
2 terminal.

3 (7) \$75,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for the department to contract with
5 the University of Washington to conduct an analysis of loading
6 procedures at the Fauntleroy ferry terminal. The department must
7 share the results of the analysis with the governor's office and the
8 transportation committees of the legislature by December 31, 2018.

9 (8) \$3,612,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for additional overtime costs.
11 Within the amount provided in this subsection, the department shall
12 contract with the Washington state patrol for additional traffic
13 control assistance at the Kingston ferry terminal during peak ferry
14 travel times, with a particular focus on Sundays and holiday
15 weekends. Traffic control methods should include, but not be limited
16 to, holding traffic on the shoulder at Lindvog Road until space opens
17 for cars at the tollbooths and dock, and management of traffic on
18 Highway 104 in order to ensure Kingston residents and business owners
19 have access to businesses, roads, and driveways.

20 **Sec. 819.** 2018 c 297 s 222 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**

23	Multimodal Transportation Account—State	
24	Appropriation	((\$81,013,000))
25		<u>\$66,015,000</u>
26	Multimodal Transportation Account—Private/Local	
27	Appropriation	\$496,000
28	TOTAL APPROPRIATION.	((\$81,509,000))
29		<u>\$66,511,000</u>

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

32 (1) \$300,000 of the multimodal transportation account—state
33 appropriation is provided solely for a consultant study of ultra
34 high-speed ground transportation. "Ultra high-speed" means two
35 hundred fifty miles per hour or more. The study must identify the
36 costs and benefits of ultra high-speed ground transportation along a
37 north-south alignment in Washington state. The study must provide:

1 (a) An update to the high speed ground transportation study
2 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
3 the governor and legislature on October 15, 1992;

4 (b) An analysis of an ultra high-speed ground transportation
5 alignment between Vancouver, British Columbia and Portland, Oregon
6 with stations in: Vancouver, British Columbia; Bellingham, Everett,
7 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and
8 Portland, Oregon, with an option to connect with an east-west
9 alignment in Washington state and with a similar system in the state
10 of California; and

11 (c) An analysis of the following key elements:

12 (i) Economic feasibility;

13 (ii) Forecasted demand;

14 (iii) Corridor identification;

15 (iv) Land use and economic development and environmental
16 implications;

17 (v) Compatibility with other regional transportation plans,
18 including interfaces and impacts on other travel modes such as air
19 transportation;

20 (vi) Technological options for ultra high-speed ground
21 transportation, both foreign and domestic;

22 (vii) Required specifications for speed, safety, access, and
23 frequency;

24 (viii) Identification of existing highway or railroad rights-of-
25 way that are suitable for ultra high-speed travel, including
26 identification of additional rights-of-way that may be needed and the
27 process for acquiring those rights-of-way;

28 (ix) Institutional arrangements for carrying out detailed system
29 planning, construction, and operations; and

30 (x) An analysis of potential financing mechanisms for an ultra
31 high-speed travel system.

32 The department shall provide a report of its study findings to
33 the governor and transportation committees of the legislature by
34 December 15, 2017.

35 (2) (a) \$450,000 of the multimodal transportation account—private/
36 local appropriation and \$750,000 of the multimodal transportation
37 account—state appropriation is provided solely for a consultant
38 business case analysis of ultra high-speed ground transportation. The
39 business case analysis must build on the results of the 2017

1 Washington state ultra high-speed ground transportation feasibility
2 study.

3 (b) The business case analysis must include an advisory group
4 with members as provided in this subsection. The president of the
5 senate shall appoint one member from each of the two largest caucuses
6 of the senate; the speaker of the house of representatives shall
7 appoint one member from each of the two largest caucuses of the house
8 of representatives; the governor or his or her designee; the
9 secretary of transportation or his or her designee; the director of
10 the department of commerce or his or her designee; the rail director
11 of the department of transportation or his or her designee; and
12 representatives from communities and stakeholders from public and
13 private sectors relevant to the analysis, including from the province
14 of British Columbia and the state of Oregon.

15 (c) The department shall provide a report of its findings to the
16 governor and transportation committees of the legislature by June 30,
17 2019.

18 **Sec. 820.** 2018 c 297 s 223 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
21 **OPERATING**

22 Motor Vehicle Account—State Appropriation	((\$11,347,000))
	<u>\$11,346,000</u>
24 Motor Vehicle Account—Federal Appropriation	\$2,567,000
25 Multiuse Roadway Safety Account—State Appropriation	\$132,000
26 TOTAL APPROPRIATION.	((\$14,046,000))
	<u>\$14,045,000</u>

28 The appropriations in this section are subject to the following
29 conditions and limitations: \$1,100,000 of the motor vehicle account—
30 state appropriation is provided solely for the department, from
31 amounts set aside out of statewide fuel taxes distributed to counties
32 according to RCW 46.68.120(3), to contract with the Washington state
33 association of counties to: Provide statewide updates to
34 transportation metrics and financial reporting; develop and implement
35 an inventory of county culvert and short-span bridge infrastructure;
36 and develop and implement enhanced road safety data in support of
37 county road systemic safety programs. The Washington state
38 association of counties must develop and implement data collection,

1 management, and reporting in cooperation with state agencies involved
2 with the collection and maintenance of related inventory systems.

3 **TRANSPORTATION AGENCIES—CAPITAL**

4 **Sec. 901.** 2018 c 297 s 301 (uncodified) is amended to read as
5 follows:

6 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

7	Freight Mobility Investment Account—State	
8	Appropriation	((\$22,507,000))
9		<u>\$17,321,000</u>
10	Highway Safety Account—State Appropriation	\$2,000,000
11	Motor Vehicle Account—Federal Appropriation	((\$3,250,000))
12		<u>\$1,000,000</u>
13	Freight Mobility Multimodal Account—State	
14	Appropriation	((\$22,283,000))
15		<u>\$11,680,000</u>
16	(Freight Mobility Multimodal Account—Private/Local	
17	Appropriation	\$1,320,000)
18	TOTAL APPROPRIATION.	((\$51,360,000))
19		<u>\$32,001,000</u>

20 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
21 follows:

22 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

23	Rural Arterial Trust Account—State Appropriation	((\$63,186,000))
24		<u>\$45,186,000</u>
25	Motor Vehicle Account—State Appropriation	\$706,000
26	County Arterial Preservation Account—State	
27	Appropriation	\$38,434,000
28	TOTAL APPROPRIATION.	((\$102,326,000))
29		<u>\$84,326,000</u>

30 **Sec. 903.** 2018 c 297 s 304 (uncodified) is amended to read as
31 follows:

32 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

33	Small City Pavement and Sidewalk Account—State	
34	Appropriation	((\$5,780,000))
35		<u>\$3,880,000</u>

1 (2) \$9,300,000 of the connecting Washington account—state
2 appropriation is provided solely for a new administration facility on
3 Euclid Avenue in Wenatchee, Washington.

4 (3) (a) (~~(\$3,400,000)~~) \$1,764,000 of the motor vehicle account—
5 state appropriation is provided solely for the department facility
6 located at 15700 Dayton Ave N in Shoreline. This appropriation is
7 contingent upon the department of ecology (~~and department of~~
8 ~~licensing~~) signing a not less than twenty-year agreement to pay
9 (~~proportional~~) a share(~~s~~) of (~~an annual amount equal to~~) any
10 financing contract issued pursuant to chapter 39.94 RCW.

11 (b) Payments from the (~~department of licensing and~~) department
12 of ecology as described in this subsection shall be deposited into
13 the motor vehicle account.

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

15 **Sec. 905.** 2018 c 297 s 306 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

18 Transportation Partnership Account—State

19 Appropriation (~~(\$689,745,000)~~)
20 \$617,572,000

21 Motor Vehicle Account—State Appropriation (~~(\$72,967,000)~~)
22 \$65,459,000

23 Motor Vehicle Account—Federal Appropriation (~~(\$253,410,000)~~)
24 \$246,018,000

25 Motor Vehicle Account—Private/Local Appropriation (~~(\$49,330,000)~~)
26 \$48,821,000

27 Connecting Washington Account—State

28 Appropriation (~~(\$1,215,013,000)~~)
29 \$1,067,841,000

30 Special Category C Account—State Appropriation (~~(\$11,000,000)~~)
31 \$11,100,000

32 Multimodal Transportation Account—State

33 Appropriation (~~(\$16,299,000)~~)
34 \$13,562,000

35 Alaskan Way Viaduct Replacement Project Account—State

36 Appropriation (~~(\$122,047,000)~~)
37 \$122,051,000

38 Transportation 2003 Account (Nickel Account)—State

1	Appropriation	((\$52,457,000))
2		<u>\$39,625,000</u>
3	Interstate 405 Express Toll Lanes Operations Account—State	
4	Appropriation	((\$6,258,000))
5		<u>\$6,222,000</u>
6	TOTAL APPROPRIATION.	((\$2,488,526,000))
7		<u>\$2,238,271,000</u>

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 ((2018)) 2019-1 as
15 developed March ((5)) 26, ((2018)) 2019, Program - Highway
16 Improvements Program (I). However, limited transfers of specific
17 line-item project appropriations may occur between projects for those
18 amounts listed subject to the conditions and limitations in section
19 ((601 of this act)) 601 of this act, chapter . . . , Laws of 2019
20 (this act).

21 (2) Except as otherwise provided in this section, the entire
22 transportation 2003 account (nickel account)—state appropriation is
23 provided solely for the projects and activities as listed in LEAP
24 Transportation Document ((2018)) 2019-1 as developed March ((5)) 26,
25 ((2018)) 2019, Program - Highway Improvements Program (I).

26 (3) Except as provided otherwise in this section, the entire
27 motor vehicle account—state appropriation and motor vehicle account—
28 federal appropriation are provided solely for the projects and
29 activities listed in LEAP Transportation Document ((2018)) 2019-2 ALL
30 PROJECTS as developed March ((5)) 26, ((2018)) 2019, Program -
31 Highway Improvements Program (I). Any federal funds gained through
32 efficiencies, adjustments to the federal funds forecast, additional
33 congressional action not related to a specific project or purpose, or
34 the federal funds redistribution process must then be applied to
35 highway and bridge preservation activities.

36 (4) Within the motor vehicle account—state appropriation and
37 motor vehicle account—federal appropriation, the department may
38 transfer funds between programs I and P, except for funds that are
39 otherwise restricted in this act. The department shall submit a

1 report on fiscal year funds transferred in the prior fiscal year
2 using this subsection as part of the department's annual budget
3 submittal.

4 (5) The connecting Washington account—state appropriation
5 includes up to \$323,175,000 in proceeds from the sale of bonds
6 authorized in RCW 47.10.889.

7 (6) The transportation 2003 account (nickel account)—state
8 appropriation includes up to \$25,000,000 in proceeds from the sale of
9 bonds authorized in RCW 47.10.861.

10 (7) The transportation partnership account—state appropriation
11 includes up to \$367,622,000 in proceeds from the sale of bonds
12 authorized in RCW 47.10.873.

13 (8) The Alaskan Way viaduct replacement project account—state
14 appropriation includes up to (~~(\$122,047,000)~~) \$122,051,000 in
15 proceeds from the sale of bonds authorized in RCW 47.10.873.

16 (9) The motor vehicle account—state appropriation includes up to
17 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
18 47.10.843.

19 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
20 partnership account—state appropriation, \$7,000 of the motor vehicle
21 account—federal appropriation, (~~(\$27,903,000)~~) \$27,904,000 of the
22 motor vehicle account—private/local appropriation, (~~(\$30,097,000)~~)
23 \$30,098,000 of the transportation 2003 account (nickel account)—state
24 appropriation, (~~(\$122,047,000)~~) \$122,051,000 of the Alaskan Way
25 viaduct replacement project account—state appropriation, and
26 (~~(\$2,663,000)~~) \$827,000 of the multimodal transportation account—
27 state appropriation are provided solely for the SR 99/Alaskan Way
28 Viaduct Replacement project (809936Z).

29 (11) \$12,500,000 of the multimodal transportation account—state
30 appropriation is provided solely for transit mitigation for the SR
31 99/Viaduct Project - Construction Mitigation project (809940B).

32 (12) Within existing resources, during the regular sessions of
33 the legislature, the department of transportation shall participate
34 in work sessions, before the transportation committees of the house
35 of representatives and senate, on the Alaskan Way viaduct replacement
36 project. These work sessions must include a report on current
37 progress of the project, timelines for completion, outstanding
38 claims, the financial status of the project, and any other
39 information necessary for the legislature to maintain appropriate

1 oversight of the project. The parties invited to present may include
2 the department of transportation, the Seattle tunnel partners, and
3 other appropriate stakeholders.

4 (13) \$7,769,000 of the transportation partnership account—state
5 appropriation, \$6,744,000 of the transportation 2003 account (nickel
6 account)—state appropriation, \$215,000 of the motor vehicle account—
7 federal appropriation, and \$5,000,000 of the special category C
8 account—state appropriation are provided solely for the US 395/North
9 Spokane Corridor project (600010A). Any future savings on the project
10 must stay on the US 395/Interstate 90 corridor and be made available
11 to the current phase of the North Spokane corridor project or any
12 future phase of the project in 2017-2019.

13 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
14 account—state appropriation, \$16,000 of the motor vehicle account—
15 local appropriation, and (~~(\$13,158,000)~~) \$353,000 of the
16 transportation 2003 account (nickel account)—state appropriation are
17 provided solely for the I-405/Kirkland Vicinity Stage 2 - Widening
18 project (8BI1002). This project must be completed as soon as
19 practicable as a design-build project. Any future savings on this
20 project or other Interstate 405 corridor projects must stay on the
21 Interstate 405 corridor and be made available to either the I-405/SR
22 167 Interchange - Direct Connector project (140504C), the I-405
23 Renton to Bellevue project (M00900R), or the I-405/SR 522 to I-5
24 Capacity Improvements project (L2000234) in the 2017-2019 fiscal
25 biennium.

26 (15) \$4,960,000 of the transportation partnership account—state
27 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
28 operations account—state appropriation are provided solely for the
29 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
30 activities related to adding capacity on Interstate 405 between state
31 route number 522 and Interstate 5, with the goals of increasing
32 vehicle throughput and aligning project completion with the
33 implementation of bus rapid transit in the vicinity of the project.
34 The transportation partnership account—state appropriation funding is
35 a transfer or a reappropriation of a transfer from the I-405/Kirkland
36 Vicinity Stage 2 - Widening project due to savings, and will start an
37 additional phase of this I-405 project.

38 (16) (a) The SR 520 Bridge Replacement and HOV project (8BI1003)
39 is supported over time from multiple sources, including a

1 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
2 state bonds, interest earnings, and other miscellaneous sources.

3 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
4 account—state appropriation, \$12,296,000 of the motor vehicle account
5 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
6 account—local appropriation are provided solely for the SR 520 Bridge
7 Replacement and HOV project (8BI1003).

8 (c) When developing the financial plan for the project, the
9 department shall assume that all maintenance and operation costs for
10 the new facility are to be covered by tolls collected on the toll
11 facility and not by the motor vehicle account.

12 (17) The department shall itemize all future requests for the
13 construction of buildings on a project list and submit them through
14 the transportation executive information system as part of the
15 department's annual budget submittal. It is the intent of the
16 legislature that new facility construction must be transparent and
17 not appropriated within larger highway construction projects.

18 (18) Any advisory group that the department convenes during the
19 2017-2019 fiscal biennium must consider the interests of the entire
20 state of Washington.

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

30 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
31 account—state appropriation is provided solely for the SR 167/SR 509
32 Puget Sound Gateway project (M00600R).

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

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

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

11 (b) The secretary of transportation must develop a memorandum of
12 understanding with local project stakeholders that identifies a
13 schedule for stakeholders to provide local matching funds for the
14 Puget Sound Gateway project. Criteria for eligibility of local match
15 includes matching funds and equivalent in-kind contributions
16 including, but not limited to, land donations. The memorandum of
17 understanding must be finalized by July 1, 2018. The department must
18 submit a copy of the memorandum of understanding to the
19 transportation committees of the legislature and report regularly on
20 the status of the requirements outlined in this subsection (21)(b)
21 and (c) of this subsection.

22 (c) During the course of developing the memorandum of
23 understanding, the department must evaluate the project schedules to
24 determine if there are any benefits to be gained by moving the
25 project schedule forward. It is the legislature's intent that if the
26 department identifies any savings after the funding gap on the base
27 project is closed as part of the proposal to expedite the project,
28 that these cost savings shall go toward construction of a full
29 single-point urban interchange at the junction of state route number
30 161 (Meridian avenue) and state route number 167 and a full single-
31 point urban interchange at the junction of state route number 509 and
32 188th Street. If the department receives additional funds from an
33 outside source for this project after the funding gap on the base
34 project is closed, the funds must be applied toward the completion of
35 these two full single-point urban interchanges.

36 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
37 the department is strongly encouraged to work to relocate any
38 significant businesses currently located within the planned path of
39 the state route number 509/Interstate 5 under-crossing to a location
40 within the Kent city limits. The department shall provide regular

1 updates on its progress to the joint transportation committee and
2 affected stakeholders.

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

7 (22) It is the intent of the legislature that, for the I-5/North
8 Lewis County Interchange project (L2000204), the department develop
9 and design the project with the objective of significantly improving
10 access to the industrially zoned properties in north Lewis
11 county. The design must consider the county's process of
12 investigating alternatives to improve such access from Interstate 5
13 that began in March 2015.

14 (23) (a) (~~(\$2,000,000)~~) \$1,050,000 of the transportation
15 partnership account—state appropriation and \$942,000 of the motor
16 vehicle account—state appropriation are provided solely for the U.S.
17 2 Trestle IJR project (L1000158).

18 (b) Of the amounts provided in this subsection, \$942,000 of the
19 motor vehicle account—state appropriation is provided solely for the
20 department to complete an interchange justification report (IJR) for
21 the U.S. 2 trestle, covering the state route number 204 and 20th
22 Street interchanges at the end of the westbound structure.

23 (~~((a))~~) (c) The department shall develop the IJR in close
24 collaboration with affected local jurisdictions, including Snohomish
25 county and the cities of Everett, Lake Stevens, Marysville,
26 Snohomish, and Monroe.

27 (~~((b))~~) (d) Within the amount provided for the IJR, the
28 department must address public outreach and the overall operational
29 approval of the IJR.

30 (~~((e))~~) (e) The department shall complete the IJR and submit the
31 final report to the governor and the transportation committees of the
32 legislature by July 1, 2018.

33 (24) (a) The legislature recognizes that the city of Mercer Island
34 has unique access issues that require the use of Interstate 90 to
35 leave the island and that this access may be affected by the I-90/
36 Two-Way Transit and HOV Improvements project. One of the most heavily
37 traveled on-ramps from Mercer Island to the westbound Interstate 90
38 general purpose lanes is from Island Crest Way. The department must
39 continue to consult with the city of Mercer Island and the other

1 signatories to the 1976 memorandum of agreement to preserve access
2 provided to Mercer Island by the Island Crest Way on-ramp, and thus
3 grandfather in the current use of the on-ramp for both high occupancy
4 vehicles as well as vehicles seeking to access the general purpose
5 lanes of Interstate 90. The department must consider all reasonable
6 access solutions, including allowing all vehicles to use the Island
7 Crest Way on-ramp to access the new high occupancy vehicle lane with
8 a reasonable and safe distance provided for single-occupancy vehicles
9 to merge into the general purpose lanes.

10 (b) A final access solution for Mercer Island must consider the
11 following criteria: Safety; operational effects on all users,
12 including maintaining historic access to Interstate 90 provided from
13 Mercer Island by Island Crest Way; enforcement requirements; and
14 compliance with state and federal law.

15 (c) The department may not restrict by occupancy the westbound
16 on-ramp from Island Crest Way until a final access solution that
17 meets the criteria in (b) of this subsection has been reached.

18 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
19 lanes operations account—state appropriation is provided solely for
20 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
21 (L1000163).

22 (26) The legislature finds that there are sixteen companies
23 involved in wood preserving in the state that employ four hundred
24 workers and have an annual payroll of fifteen million dollars. Before
25 the department's switch to steel guardrails, ninety percent of the
26 twenty-five hundred mile guardrail system was constructed of
27 preserved wood and one hundred ten thousand wood guardrail posts were
28 produced annually for state use. Moreover, the policy of using steel
29 posts requires the state to use imported steel. Given these findings,
30 where practicable, and until June 30, 2019, the department shall
31 include the design option to use wood guardrail posts, in addition to
32 steel posts, in new guardrail installations. The selection of posts
33 must be consistent with the agency design manual policy that existed
34 before December 2009.

35 (27) For the SR 526 Corridor Improvements project (N52600R), the
36 department shall look holistically at the state route number 526
37 corridor from the state route number 526/Interstate 5 interchange at
38 the east end to the southwest Everett industrial area and Boeing's
39 west access road on the west end. The department, working with
40 affected jurisdictions and stakeholders, shall select project

1 elements that best maximize mobility and congestion relief in the
2 corridor and draw from project elements identified in a practical
3 solutions process.

4 (28)(a) For projects funded as part of the 2015 connecting
5 Washington transportation package listed on the LEAP transportation
6 document identified in subsection (1) of this section, if the
7 department expects to have substantial reappropriations for the
8 2019-2021 fiscal biennium, the department may, on a pilot basis,
9 apply funding from a project with an appropriation that cannot be
10 used for the current fiscal biennium to advance one or more of the
11 following projects:

- 12 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 13 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 14 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 15 (iv) US 395/Ridgeline Intersection (L2000127);
- 16 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 17 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 18 (vii) SR 14/Bingen Overpass (L2220062);
- 19 (viii) US Hwy 2 Safety (N00200R);
- 20 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 21 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 22 (xi) I-5/Rebuild Chamber Way Interchange Improvements (L2000223);
- 23 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 24 (xiii) SR 3 Freight Corridor (T30400R); or
- 25 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

26 (b) At least ten business days before advancing a project
27 pursuant to this subsection, the department must notify the office of
28 financial management and the transportation committees of the
29 legislature. The advancement of a project may not hinder the delivery
30 of the projects for which the reappropriations are necessary for the
31 2019-2021 fiscal biennium.

32 (29) Within existing resources and in consultation with local
33 communities, the department shall begin planning efforts, including
34 traffic data collection, analysis and evaluation, scoping, and
35 environmental review, for roundabouts at the intersection of state
36 route number 900 and SE May Valley Road and at the intersection of
37 state route number 169 and Cedar Grove Road SE.

38 (30) The legislature continues to prioritize the replacement of
39 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.

3 To accomplish Washington state's sustainability goals in
4 transportation and in accordance with RCW 70.95.805, the legislature
5 reaffirms its direction to the department to lead the way in
6 advancing the reuse and recycling of construction aggregate and
7 recycled concrete materials whenever readily available, to use these
8 recycled products when cost competitive, and to work with industry
9 implementation partners to remove obstacles that unnecessarily
10 preclude or inhibit their use and implement strategies for the reuse
11 and recycling of construction aggregate and recycled concrete
12 materials.

13 Specific steps and efforts made to achieve these objectives and
14 accomplishments shall be included in the annual report to the
15 legislature as required by RCW 70.95.807.

16 (31) Within existing resources, the department shall implement a
17 safety solution after evaluating barrier and mitigation options on
18 state route number 167 between the intersections with 50th Ave E and
19 E 40th Street in Pierce county to prevent vehicles from leaving the
20 roadway and entering private property below the grade of the highway.

21 (32) \$350,000 of the motor vehicle account—state appropriation is
22 provided solely for implementation of chapter 288 (Substitute Senate
23 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
24 Replacement Bridge on Interstate 5 across the Columbia River project
25 number (L2000259).

26 (33) For the SR 520 Seattle Corridor Improvements - West End
27 project (M00400R), the legislature recognizes the department must
28 acquire the entirety of parcel number 1-23190 for construction of the
29 project. The department shall work with its design-build contractor
30 to ensure to the maximum extent practicable that the building housing
31 any grocery store or market currently located on parcel number
32 1-23190 will be preserved. The legislature recognizes the city of
33 Seattle has requirements in the project area that the department must
34 address and that those requirements may affect the use of parcel
35 number 1-23190 and may affect the ability of the department to
36 preserve any grocery store or market currently located on the
37 property. The department shall meet and confer regularly with
38 residents in the vicinity of the parcel regarding the status of the
39 project and its effects on any grocery store or market currently
40 located on the property. The legislature strongly encourages the city

1 to utilize maximum flexibility in how the department meets the city's
2 requirements and to be an equal partner in efforts to preserve any
3 grocery store or market on parcel number 1-23190.

4 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

7	Recreational Vehicle Account—State Appropriation	\$3,584,000
8	High-Occupancy Toll Lanes Operations Account—State	
9	Appropriation.	(\$161,000)
10		<u>\$1,000</u>
11	Transportation Partnership Account—State	
12	Appropriation	\$12,785,000
13	<u>Highway Safety Account—State Appropriation.</u>	<u>\$1,000</u>
14	Motor Vehicle Account—State Appropriation	(\$63,246,000)
15		<u>\$65,250,000</u>
16	Motor Vehicle Account—Federal Appropriation	(\$579,624,000)
17		<u>\$579,810,000</u>
18	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
19	State Route Number 520 Corridor Account—State	
20	Appropriation	\$1,747,000
21	Connecting Washington Account—State Appropriation	(\$204,242,000)
22		<u>\$193,867,000</u>
23	Tacoma Narrows Toll Bridge Account—State Appropriation	(\$856,000)
24		<u>\$918,000</u>
25	Transportation 2003 Account (Nickel Account)—State	
26	Appropriation	\$57,849,000
27	TOTAL APPROPRIATION.	(\$935,833,000)
28		<u>\$927,551,000</u>

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

31 (1) Except as provided otherwise in this section, the entire
32 connecting Washington account—state appropriation and the entire
33 transportation partnership account—state appropriation are provided
34 solely for the projects and activities as listed by fund, project,
35 and amount in LEAP Transportation Document ((2018)) 2019-1 as
36 developed March ((5)) 26, ((2018)) 2019, Program - Highway
37 Preservation Program (P). However, limited transfers of specific
38 line-item project appropriations may occur between projects for those

1 amounts listed subject to the conditions and limitations in section
2 (~~601 of this act~~) 601 of this act, chapter . . ., Laws of 2019
3 (this act).

4 (2) Except as otherwise provided in this section, the entire
5 transportation 2003 account (nickel account)—state appropriation is
6 provided solely for the projects and activities as listed in LEAP
7 Transportation Document (~~(2018)~~) 2019-1 as developed March (~~(5)~~) 26,
8 (~~(2018)~~) 2019, Program - Highway Preservation Program (P).

9 (3) Except as provided otherwise in this section, the entire
10 motor vehicle account—state appropriation and motor vehicle account—
11 federal appropriation are provided solely for the projects and
12 activities listed in LEAP Transportation Document (~~(2018-2)~~) 2019-1
13 ALL PROJECTS as developed March (~~(5)~~) 26, (~~(2018)~~) 2019, Program -
14 Highway Preservation Program (P). Any federal funds gained through
15 efficiencies, adjustments to the federal funds forecast, additional
16 congressional action not related to a specific project or purpose, or
17 the federal funds redistribution process must then be applied to
18 highway and bridge preservation activities.

19 (4) Within the motor vehicle account—state appropriation and
20 motor vehicle account—federal appropriation, the department may
21 transfer funds between programs I and P, except for funds that are
22 otherwise restricted in this act. The department shall submit a
23 report on fiscal year funds transferred in the prior fiscal year
24 using this subsection as part of the department's annual budget
25 submittal.

26 (5) The transportation 2003 account (nickel account)—state
27 appropriation includes up to \$29,553,000 in proceeds from the sale of
28 bonds authorized in RCW 47.10.861.

29 (6) The motor vehicle account—state appropriation includes up to
30 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
31 47.10.843.

32 (7) \$11,553,000 of the connecting Washington account—state
33 appropriation is provided solely for the land mobile radio upgrade
34 (G2000055) and is subject to the conditions, limitations, and review
35 provided in section 701, chapter 313, Laws of 2017. The land mobile
36 radio project is subject to technical oversight by the office of the
37 chief information officer. The department, in collaboration with the
38 office of the chief information officer, shall identify where
39 existing or proposed mobile radio technology investments should be

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

7 (8) (~~(\$3,000,000)~~) \$5,000,000 of the motor vehicle account—state
8 appropriation is provided solely for extraordinary costs incurred
9 from litigation awards, settlements, or dispute mitigation activities
10 not eligible for funding from the self-insurance fund. The amount
11 provided in this subsection must be held in unallotted status until
12 the department submits a request to the office of financial
13 management that includes documentation detailing litigation-related
14 expenses. The office of financial management may release the funds
15 only when it determines that all other funds designated for
16 litigation awards, settlements, and dispute mitigation activities
17 have been exhausted. No funds provided in this subsection may be
18 expended on any legal fees related to the SR 99/Alaskan Way viaduct
19 replacement project.

20 (9) \$20,755,000 of the motor vehicle account—federal
21 appropriation and \$844,000 of the motor vehicle account—state
22 appropriation are provided solely for the preservation of
23 structurally deficient bridges or bridges that are at risk of
24 becoming structurally deficient. These funds must be used widely
25 around the state of Washington. When practicable, the department
26 shall pursue design-build contracts for these bridge projects to
27 expedite delivery. The department shall provide a report that
28 identifies the progress of each project funded in this subsection as
29 part of its annual agency budget request.

30 (10) The appropriation in this section includes funding for
31 starting planning, engineering, and construction of the Elwha River
32 bridge replacement. To the greatest extent practicable, the
33 department shall maintain public access on the existing route.

34 (11)(a) \$9,014,000 of the motor vehicle account—federal
35 appropriation and \$217,000 of the motor vehicle account—state
36 appropriation are provided solely for weigh station preservation
37 (OBP3006). These amounts must be held in unallotted status, except
38 that the director of the office of financial management may approve

1 allotment of the funds upon fulfillment of the conditions of (b) of
2 this subsection.

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

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

16 (13) During the course of any planned resurfacing or other
17 preservation activity on state route number 26 between Colfax and
18 Othello in the 2017-2019 fiscal biennium, the department must add
19 dug-in reflectors.

20 (14) The department shall continue to monitor the test patch of
21 pavement that used electric arc furnace slag as an aggregate and
22 report back to the legislature by December 1, 2018, on its
23 comparative wear resistance, skid resistance, and feasibility for use
24 throughout the state in new pavement construction.

25 (15) For projects funded as part of the 2015 connecting
26 Washington transportation package listed on the LEAP transportation
27 document identified in subsection (1) of this section, if the
28 department expects to have substantial reappropriations for the
29 2019-2021 fiscal biennium, the department may, on a pilot basis,
30 apply funding from a project with an appropriation that cannot be
31 used for the current fiscal biennium to advance the US 12/Wildcat
32 Bridge Replacement project (L2000075). At least ten business days
33 before advancing the project pursuant to this subsection, the
34 department must notify the office of financial management and the
35 transportation committees of the legislature. The advancement of the
36 project may not hinder the delivery of the projects for which the
37 reappropriations are necessary for the 2019-2021 fiscal biennium.

38 (16) Within the connecting Washington account—state
39 appropriation, the department may transfer funds from Highway System
40 Preservation (L1100071) to other preservation projects listed in the

1 LEAP transportation document identified in subsection (1) of this
2 section, if it is determined necessary for completion of these high
3 priority preservation projects. The department's next budget
4 submittal after using this subsection must appropriately reflect the
5 transfer.

6 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
9 **CAPITAL**

10	Motor Vehicle Account—State Appropriation	((\$6,636,000))
11		<u>\$5,753,000</u>
12	Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
13		<u>\$5,578,000</u>
14	Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
15		<u>\$650,000</u>
16	TOTAL APPROPRIATION.	((\$12,851,000))
17		<u>\$11,981,000</u>

18 The appropriations in this section are subject to the following
19 conditions and limitations: The department shall set aside a
20 sufficient portion of the motor vehicle account—state appropriation
21 for federally selected competitive grants or congressional earmark
22 projects that require matching state funds. State funds set aside as
23 matching funds for federal projects must be accounted for in project
24 000005Q and remain in unallotted status until needed for those
25 federal projects.

26 **Sec. 908.** 2018 c 297 s 309 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
29 **CONSTRUCTION—PROGRAM W**

30	Puget Sound Capital Construction Account—State	
31	Appropriation	((\$72,024,000))
32		<u>\$66,477,000</u>
33	Puget Sound Capital Construction Account—Federal	
34	Appropriation	((\$205,032,000))
35		<u>\$199,623,000</u>
36	Puget Sound Capital Construction Account—Private/Local	
37	Appropriation	((\$27,196,000))

1		<u>\$27,197,000</u>
2	Transportation Partnership Account—State	
3	Appropriation	((\$2,923,000))
4		<u>\$1,892,000</u>
5	Connecting Washington Account—State Appropriation	((\$136,918,000))
6		<u>\$121,996,000</u>
7	Multimodal Transportation Account—State Appropriation.	\$2,734,000
8	Transportation 2003 Account (Nickel Account)—State	
9	Appropriation.	\$4,169,000
10	TOTAL APPROPRIATION.	((\$450,996,000))
11		<u>\$424,088,000</u>

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 in LEAP Transportation Document ((2018))
17 2019-2 ALL PROJECTS as developed March ((5)) 26, ((2018)) 2019,
18 Program - Washington State Ferries Capital Program (W) and is
19 contingent upon the enactment of subsection (6) of this section.

20 (2) \$27,825,000 of the Puget Sound capital construction account—
21 federal appropriation, ((~~\$44,485,000~~)) \$29,485,000 of the connecting
22 Washington account—state appropriation, and \$1,483,000 of the Puget
23 Sound capital construction account—state appropriation are provided
24 solely for the Mukilteo ferry terminal (952515P). To the greatest
25 extent practicable and within available resources, the department
26 shall design the new terminal to be a net-zero energy building. To
27 achieve this goal, the department shall evaluate using highly energy
28 efficient equipment and systems, and the most appropriate renewable
29 energy systems for the needs and location of the terminal. To the
30 extent practicable, the department shall avoid the closure of, or
31 disruption to, any existing public access walkways in the vicinity of
32 the terminal project during construction. Of the amounts provided in
33 this subsection, \$750,000 of the Puget Sound capital construction
34 account—state appropriation is provided solely for additional
35 photovoltaic panels for this project.

36 (3) \$94,671,000 of the Puget Sound capital construction account—
37 federal appropriation, \$46,919,000 of the connecting Washington
38 account—state appropriation, \$26,949,000 of the Puget Sound capital
39 construction account—private/local appropriation, \$2,734,000 of the

1 multimodal transportation account—state appropriation, \$511,000 of
2 the Puget Sound capital construction account—state appropriation, and
3 \$679,000 of the transportation 2003 (nickel account)—state
4 appropriation are provided solely for the Seattle Terminal
5 Replacement project (900010L).

6 (4) (~~(\$5,000,000)~~) \$7,100,000 of the Puget Sound capital
7 construction account—state appropriation is provided solely for
8 emergency capital repair costs (999910K). Funds may only be spent
9 after approval by the office of financial management.

10 (5) \$950,000 of the Puget Sound capital construction account—
11 state appropriation is provided solely for life extension of the
12 existing ticketing system and ORCA acceptance (998521A and 998521B).
13 The ferry system shall work with Washington technology solutions and
14 the tolling division on the development of a new, interoperable
15 ticketing system.

16 (6) (a) The department shall, in consultation with the office of
17 financial management, hire an independent planning consultant to
18 assist with overall scope development of a new ferry system long-
19 range plan, including incorporating the items listed in (b) of this
20 subsection. The independent planning consultant must have experience
21 in planning for other ferry systems.

22 (b) The department shall update the ferries division long-range
23 plan by January 1, 2019. In reviewing the changing needs of the users
24 of the ferry system and the associated funding opportunities and
25 challenges, the department must include, but is not limited to, the
26 following elements in the new long-range plan:

27 (i) Identify changes in the demographics of users of the system;

28 (ii) Review route timetables and propose adjustments that take
29 into consideration ridership volume, vessel load times, proposed and
30 current passenger-only ferry system ridership, and other operational
31 needs;

32 (iii) Review vessel needs by route and propose a vessel
33 replacement schedule, vessel retirement schedule, and estimated
34 number of vessels needed. This analysis should also articulate a
35 reserve vessel strategy;

36 (iv) Identify the characteristics most appropriate for
37 replacement vessels, such as passenger and car-carrying capacity,
38 while taking into consideration other cost-driving factors. These
39 factors should include:

1 (A) Anticipated crewing requirements;
2 (B) Fuel type;
3 (C) Other operating and maintenance costs;
4 (v) Review vessel dry dock needs, consider potential impacts of
5 the United States navy, and propose strategies to meet these needs;
6 (vi) Address the seismic vulnerability of the system and
7 articulate emergency preparedness plans;
8 (vii) Evaluate leased and state-owned property locations for the
9 ferry headquarters, to include an analysis of properties outside the
10 downtown area of Seattle;
11 (viii) Evaluate strategies that may help spread peak ridership,
12 such as time-of-day ticket pricing and expanding the reservation
13 system; and
14 (ix) Identify operational changes that may reduce costs, such as
15 nighttime tie-up locations.
16 (c) The department shall submit a status report on the long-range
17 plan update to the governor and the transportation committees of the
18 legislature by June 30, 2018, and a final report by January 1, 2019.
19 (7) \$600,000 of the Puget Sound capital construction account—
20 state appropriation is provided solely for development of a request
21 for proposal to convert the three ferry vessels in the Jumbo Mark II
22 class to hybrid electric propulsion and make associated necessary
23 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
24 terminals. The department is directed to explore capital project
25 financing options to include, but not be limited to, federal funding
26 opportunities, private or local contributions, application for
27 Volkswagen settlement funds, and energy-savings performance
28 contracting to be repaid in whole or in part by fuel-cost savings.
29 The department will report total capital cost estimates, optimal
30 construction schedule, annual capital and operating savings or costs,
31 and a recommended funding option to the governor and to the
32 transportation committees of the legislature by June 30, 2019.

33 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**
36 Essential Rail Assistance Account—State Appropriation . ((\$845,000))
37 \$710,000
38 Transportation Infrastructure Account—State

1	Appropriation	((\$7,575,000))
2		<u>\$5,388,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation	((\$79,357,000))
5		<u>\$74,965,000</u>
6	Multimodal Transportation Account—Federal	
7	Appropriation	((\$59,814,000))
8		<u>\$43,175,000</u>
9	TOTAL APPROPRIATION.	((\$147,591,000))
10		<u>\$124,238,000</u>

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

13 (1) Except as provided otherwise in this section, the entire
14 appropriations in this section are provided solely for the projects
15 and activities as listed by project and amount in LEAP Transportation
16 Document ((~~2018~~)) 2019-2 ALL PROJECTS as developed March ((~~5~~)) 26,
17 ((~~2018~~)) 2019, Program - Rail Program (Y).

18 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
19 infrastructure account—state appropriation is provided solely for new
20 low-interest loans approved by the department through the freight
21 rail investment bank (FRIB) program. The department shall issue FRIB
22 program loans with a repayment period of no more than ten years, and
23 charge only so much interest as is necessary to recoup the
24 department's costs to administer the loans. The department shall
25 report annually to the transportation committees of the legislature
26 and the office of financial management on all FRIB loans issued.

27 (3) \$7,017,000 of the multimodal transportation account—state
28 appropriation and \$24,000 of the essential rail assistance account—
29 state appropriation are provided solely for new statewide emergent
30 freight rail assistance projects identified in the LEAP
31 transportation document referenced in subsection (1) of this section.

32 (4) \$367,000 of the transportation infrastructure account—state
33 appropriation and \$1,100,000 of the multimodal transportation account
34 —state appropriation are provided solely to reimburse Highline Grain,
35 LLC for approved work completed on Palouse River and Coulee City
36 (PCC) railroad track in Spokane county between the BNSF Railway
37 Interchange at Cheney and Geiger Junction and must be administered in
38 a manner consistent with freight rail assistance program projects.
39 The value of the public benefit of this project is expected to meet

1 or exceed the cost of this project in: Shipper savings on
2 transportation costs; jobs saved in rail-dependent industries; and/or
3 reduced future costs to repair wear and tear on state and local
4 highways due to fewer annual truck trips (reduced vehicle miles
5 traveled). The amounts provided in this subsection are not a
6 commitment for future legislatures, but it is the legislature's
7 intent that future legislatures will work to approve biennial
8 appropriations until the full \$7,337,000 cost of this project is
9 reimbursed.

10 (5) (a) \$686,000 of the essential rail assistance account—state
11 appropriation, \$422,000 of the multimodal transportation account—
12 state appropriation, and \$21,000 of the transportation infrastructure
13 account—state appropriation are provided solely for the purpose of
14 the rehabilitation and maintenance of the Palouse river and Coulee
15 City railroad line (F01111B).

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

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

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

25 (6) The department shall issue a call for projects for the
26 freight rail assistance program, and shall evaluate the applications
27 in a manner consistent with past practices as specified in section
28 309, chapter 367, Laws of 2011. By November 15, 2018, the department
29 shall submit a prioritized list of recommended projects to the office
30 of financial management and the transportation committees of the
31 legislature.

32 (7) For projects funded as part of the 2015 connecting Washington
33 transportation package identified on the LEAP transportation document
34 identified in subsection (1) of this section, if the department
35 expects to have substantial reappropriations for the 2019-2021 fiscal
36 biennium, the department may, on a pilot basis, apply funding from a
37 project with an appropriation that cannot be used for the current
38 fiscal biennium to advance the South Kelso Railroad Crossing project
39 (L1000147). At least ten business days before advancing a project

1 pursuant to this subsection, the department must notify the office of
2 financial management and the transportation committees of the
3 legislature. The advancement of a project may not hinder the delivery
4 of the projects for which the reappropriations are necessary for the
5 2019-2021 fiscal biennium.

6 (8) It is the intent of the legislature to encourage the
7 department to pursue federal grant opportunities leveraging up to
8 \$6,696,000 in connecting Washington programmed funds to be used as a
9 state match to improve the state-owned Palouse river and Coulee City
10 system. The amount listed in this subsection is not a commitment for
11 future legislatures, but is the legislature's intent that future
12 legislatures will work to approve biennial appropriations up to a
13 state match share not to exceed \$6,696,000 of a grant award.

14 (9) \$5,606,000 of the multimodal transportation account—state
15 appropriation is provided solely as expenditure authority for any
16 insurance proceeds received by the state for Passenger Rail Equipment
17 Replacement (project 700010C). The department must use this
18 expenditure authority only to purchase passenger rail equipment that
19 has been competitively procured.

20 **Sec. 910.** 2018 c 297 s 311 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
23 **CAPITAL**

24 Highway Infrastructure Account—State Appropriation	((\$1,083,000))
	<u>\$583,000</u>
26 Highway Infrastructure Account—Federal Appropriation	\$488,000
27 Transportation Partnership Account—State	
28 Appropriation	((\$2,321,000))
	<u>\$1,571,000</u>
30 Highway Safety Account—State Appropriation	((\$4,287,000))
	<u>\$3,487,000</u>
32 Motor Vehicle Account—State Appropriation	((\$28,659,000))
	<u>\$17,239,000</u>
34 Motor Vehicle Account—Federal Appropriation	((\$71,614,000))
	<u>\$64,414,000</u>
36 Motor Vehicle Account—Private/Local Appropriation	((\$18,000,000))
	<u>\$7,500,000</u>
38 Connecting Washington Account—State Appropriation	((\$137,387,000))

1		<u>\$66,400,000</u>
2	Multimodal Transportation Account—State	
3	Appropriation	((\$82,382,000))
4		<u>\$59,999,000</u>
5	TOTAL APPROPRIATION.	((\$346,221,000))
6		<u>\$221,681,000</u>

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

9 (1) Except as provided otherwise in this section, the entire
10 appropriations in this section are provided solely for the projects
11 and activities as listed by project and amount in LEAP Transportation
12 Document ((~~2018~~)) 2019-2 ALL PROJECTS as developed March ((~~5~~)) 26,
13 ((~~2018~~)) 2019, Program - Local Programs Program (Z).

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

17 (a) \$18,380,000 of the multimodal transportation account—state
18 appropriation is provided solely for newly selected pedestrian and
19 bicycle safety program projects. ((~~\$14,219,000~~)) \$11,949,000 of the
20 multimodal transportation account—state appropriation and
21 ((~~\$1,846,000~~)) \$1,096,000 of the transportation partnership account—
22 state appropriation are reappropriated for pedestrian and bicycle
23 safety program projects selected in the previous biennia (L2000188).

24 (b) \$11,400,000 of the motor vehicle account—federal
25 appropriation and \$7,750,000 of the multimodal transportation account
26 —state appropriation are provided solely for newly selected safe
27 routes to school projects. ((~~\$11,181,000~~)) \$10,281,000 of the motor
28 vehicle account—federal appropriation, ((~~\$1,394,000~~)) \$894,000 of the
29 multimodal transportation account—state appropriation, and
30 ((~~\$4,287,000~~)) \$3,487,000 of the highway safety account—state
31 appropriation are reappropriated for safe routes to school projects
32 selected in the previous biennia (L2000189). The department may
33 consider the special situations facing high-need areas, as defined by
34 schools or project areas in which the percentage of the children
35 eligible to receive free and reduced-price meals under the national
36 school lunch program is equal to, or greater than, the state average
37 as determined by the department, when evaluating project proposals
38 against established funding criteria while ensuring continued
39 compliance with federal eligibility requirements.

1 (3) The department shall submit a report to the transportation
2 committees of the legislature by December 1, 2017, and December 1,
3 2018, on the status of projects funded as part of the pedestrian
4 safety/safe routes to school grant program. The report must include,
5 but is not limited to, a list of projects selected and a brief
6 description of each project's status.

7 (4) (~~(\$32,984,000)~~) \$23,701,000 of the multimodal transportation
8 account—state appropriation is provided solely for bicycle and
9 pedestrian projects listed in the LEAP transportation document
10 referenced in subsection (1) of this section.

11 (5) \$43,800,000 of the motor vehicle account—federal
12 appropriation is provided solely for national highway freight network
13 projects identified on the project list submitted in accordance with
14 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
15 department shall validate the projects on the list. Only tier one
16 projects on the prioritized freight project list that are validated
17 by the department may receive funding under this subsection. The
18 department shall continue to work with the Washington state freight
19 advisory committee to improve project screening and validation to
20 support project prioritization and selection, including during the
21 freight mobility plan update in 2017. The department may compete for
22 funding under this program and shall provide an updated prioritized
23 freight project list when submitting its 2019-2021 budget request. To
24 the greatest extent practicable, the department shall follow the
25 Washington state freight advisory committee recommendation to
26 allocate ten percent of the funds in this subsection to multimodal
27 projects as permitted under the fixing America's surface
28 transportation (FAST) act.

29 (6) It is the expectation of the legislature that the department
30 will be administering a local railroad crossing safety grant program
31 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
32 Of the amounts identified in this subsection, a minimum of \$500,000
33 must be for railroad grade-crossing safety grants at locations where
34 multiple pedestrian or bicyclist fatalities have occurred in the
35 vicinity of a grade-crossing in the last five years.

36 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
37 account—state appropriation is provided solely for the Covington
38 Connector (L2000104). The amounts described in the LEAP
39 transportation document referenced in subsection (1) of this section

1 are not a commitment by future legislatures, but it is the
2 legislature's intent that future legislatures will work to approve
3 appropriations in the 2019-2021 fiscal biennium to reimburse the city
4 of Covington for approved work completed on the project up to the
5 full \$24,000,000 cost of this project.

6 (8) (a) For projects funded as part of the 2015 connecting
7 Washington transportation package listed on the LEAP transportation
8 document identified in subsection (1) 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) SR 502 Main Street Project/Widening (L2000065);
- 15 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 16 (iii) Issaquah-Fall City Road (L1000094);
- 17 (iv) Lewis Street Bridge (L2000066);
- 18 (v) Covington Connector (L2000104);
- 19 (vi) Orchard Street Connector (L2000120);
- 20 (vii) Harbour Reach Extension (L2000136);
- 21 (viii) Sammamish Bridge Corridor (L2000137);
- 22 (ix) Brady Road (L2000164);
- 23 (x) Thornton Road Overpass (L2000228);
- 24 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 25 (xii) Wilburton Reconnection Project (G2000006);
- 26 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 27 (xiv) Bay Street Pedestrian Project (G2000015); or
- 28 (xv) Cowiche Canyon Trail (G2000010).

29 (b) At least ten business days before advancing a project
30 pursuant to this subsection, the department must notify the office of
31 financial management and the transportation committees of the
32 legislature. The advancement of a project may not hinder the delivery
33 of the projects for which the reappropriations are necessary for the
34 2019-2021 fiscal biennium.

35 TRANSFERS AND DISTRIBUTIONS

36 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
37 follows:

1 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 2 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 3 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 4 **REVENUE**

5	Transportation Partnership Account—State	
6	Appropriation.	((\$4,646,000))
7		<u>\$2,046,000</u>
8	Motor Vehicle Account—State Appropriation.	((\$736,000))
9		<u>\$396,000</u>
10	Connecting Washington Account—State Appropriation.	((\$3,199,000))
11		<u>\$1,699,000</u>
12	Highway Bond Retirement Account—State	
13	Appropriation.	((\$1,229,874,000))
14		<u>\$1,279,604,000</u>
15	Ferry Bond Retirement Account—State Appropriation.	((\$28,873,000))
16		<u>\$28,223,000</u>
17	Transportation Improvement Board Bond Retirement	
18	Account—State Appropriation.	\$13,254,000
19	Nondebt-Limit Reimbursable Bond Retirement	
20	Account—State Appropriation.	((\$26,391,000))
21		<u>\$25,991,000</u>
22	Toll Facility Bond Retirement Account—State	
23	Appropriation.	\$86,493,000
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation.	((\$450,000))
26		<u>\$250,000</u>
27	TOTAL APPROPRIATION.	((\$1,393,916,000))
28		<u>\$1,437,956,000</u>

29 **Sec. 1002.** 2018 c 297 s 403 (uncodified) is amended to read as
 30 follows:

31 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

32	Motor Vehicle Account—State Appropriation:	
33	For motor vehicle fuel tax distributions to	
34	cities and counties.	((\$508,182,000))
35		<u>\$508,105,000</u>

1 For transfer to the Transportation Improvement
2 Account—State. \$9,688,000
3 ((~~8~~)) (5) Highway Safety Account—State Appropriation:
4 For transfer to the State Patrol Highway
5 Account—State. (~~(\$33,000,000)~~)
6 \$3,000,000
7 ((~~9~~) Puget Sound Ferry Operations Account—State
8 Appropriation: For transfer to the Connecting
9 Washington Account—State. ~~\$1,305,000~~
10 ~~(10)~~) (6) Rural Mobility Grant Program Account—State
11 Appropriation: For transfer to the Multimodal
12 Transportation Account—State. \$3,000,000
13 ((~~11~~)) (7) State Route Number 520 Civil Penalties
14 Account—State Appropriation: For transfer to
15 the State Route Number 520 Corridor
16 Account—State. \$2,000,000
17 ((~~12~~)) (8) Capital Vessel Replacement Account—State
18 Appropriation: For transfer to the Connecting
19 Washington Account—State. \$36,500,000
20 ((~~13~~)) (9) Multimodal Transportation Account—State
21 Appropriation: For transfer to the Freight
22 Mobility Multimodal Account—State. \$8,511,000
23 ((~~14~~)) (10) Multimodal Transportation Account—State
24 Appropriation: For transfer to the Puget Sound
25 Capital Construction Account—State. \$34,000,000
26 ((~~15~~)) (11) Multimodal Transportation Account—State
27 Appropriation: For transfer to the Puget Sound
28 Ferry Operations Account—State. (~~(\$20,000,000)~~)
29 \$25,000,000
30 ((~~16~~)) (12) Multimodal Transportation Account—State
31 Appropriation: For transfer to the Regional
32 Mobility Grant Program Account—State. \$27,679,000
33 ((~~17~~)) (13) Multimodal Transportation Account—State
34 Appropriation: For transfer to the Rural
35 Mobility Grant Program Account—State. \$15,223,000
36 ((~~18~~)) (14) Tacoma Narrows Toll Bridge Account—State
37 Appropriation: For transfer to the Motor Vehicle
38 Account—State. \$950,000

1 Project Account—State. ((\$11,337,000))
2 \$10,018,000
3 (b) The funds provided in (a) of this subsection are a loan to
4 the Alaskan Way viaduct replacement project account—state, and the
5 legislature assumes that these funds will be reimbursed to the motor
6 vehicle account—state at a later date when the portion of state route
7 number 99 that is a deep bore tunnel is operational.
8 ~~((26) Multimodal Transportation Account—State~~
9 ~~Appropriation: For transfer to the Highway Safety~~
10 ~~Account—State. \$7,000,000~~
11 ~~(27)) (22) (a) Alaskan Way Viaduct Replacement Project~~
12 ~~Account—State Appropriation: For transfer to the~~
13 ~~Transportation Partnership Account—State. ((\$2,400,000))~~
14 \$1,497,000
15 (b) The amount transferred in this subsection represents
16 repayment of debt service incurred for the construction of the SR 99/
17 Alaskan Way Viaduct Replacement Project (809936Z).
18 (23) Transportation 2003 Account (Nickel Account)
19 —State Appropriation: For transfer to the Motor
20 Vehicle Account—State. \$5,000,000

21 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

22 **Sec. 1101.** 2018 c 297 s 701 (uncodified) is amended to read as
23 follows:

24 **ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS**

25 (1) The department of transportation is authorized, subject to
26 the conditions in ~~((section 305(3) of this act))~~ section 305(3),
27 chapter 297, Laws of 2018, to enter into a financing contract
28 pursuant to chapter 39.94 RCW through the state treasurer's lease-
29 purchase program for the purposes indicated. The department may use
30 any funds, appropriated or nonappropriated, in not more than the
31 principal amounts indicated, plus financing expenses and required
32 reserves, if any. Expenditures made by the department of
33 transportation for the indicated purposes before the issue date of
34 the authorized financing contract and any certificates of
35 participation therein may be reimbursed from proceeds of the
36 financing contract and any certificates of participation therein to

1 the extent provided in the agency's financing plan approved by the
2 state finance committee.

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

7 NEW SECTION. **Sec. 1102.** A new section is added to 2018 c 297
8 (uncodified) to read as follows:

9 The appropriations to the department of transportation in chapter
10 297, Laws of 2018 and this act must be expended for the programs and
11 in the amounts specified in this act. However, after May 1, 2019,
12 unless specifically prohibited, the department may transfer state
13 appropriations for the 2017-2019 fiscal biennium among operating
14 programs after approval by the director of the office of financial
15 management. However, the department shall not transfer state moneys
16 that are provided solely for a specific purpose. The department shall
17 not transfer funds, and the director of the office of financial
18 management shall not approve the transfer, unless the transfer is
19 consistent with the objective of conserving, to the maximum extent
20 possible, the expenditure of state funds and not federal funds. The
21 director of the office of financial management shall notify the
22 appropriate transportation committees of the legislature prior to
23 approving any allotment modifications or transfers under this
24 section.

25 **MISCELLANEOUS**

26 NEW SECTION. **Sec. 1201.** If any provision of this act or its
27 application to any person or circumstance is held invalid, the
28 remainder of the act or the application of the provision to other
29 persons or circumstances is not affected.

30 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
31 preservation of the public peace, health, or safety, or support of
32 the state government and its existing public institutions, and takes
33 effect immediately."

ADOPTED AS AMENDED 04/04/2019

1 On page 1, line 1 of the title, after "appropriations;" strike
2 the remainder of the title and insert "amending RCW 43.19.642,
3 46.20.745, 46.68.030, 46.68.060, 46.68.280, 46.68.290, 46.68.325,
4 47.56.403, 47.56.876, 47.60.530, 41.45.0631, 46.68.063, 46.68.370,
5 46.68.220, and 46.63.030; amending 2018 c 297 ss 201, 202, 204,
6 207-223, 301, 303-311, 401, 403-406, and 701 (uncodified); adding a
7 new section to 2018 c 297 (uncodified); creating new sections; making
8 appropriations and authorizing expenditures for capital improvements;
9 providing a contingent effective date; providing an expiration date;
10 and declaring an emergency."

(End of Bill)

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