WAC 359-48-020 State internship program—Application of rules. With the exceptions noted in chapter 359-48 WAC, the remainder of the merit system rules do not apply to positions in the state internship program.

[Statutory Authority: RCW 41.06.150. 01-23-016, § 359-48-020, filed 11/8/01, effective 1/1/02; 97-24-043, § 359-48-020, filed 11/14/96, effective 1/1/98; 96-23-028, § 359-48-020, filed 11/14/96, effective 1/1/98; 94-23-136 and 95-23-062, § 359-48-020, filed 11/23/94 and 11/16/95, effective 1/1/97; 94-02-033, § 359-48-040, filed 12/29/93, effective 1/1/95.]

WAC 359-48-030 State internship program—General provisions. (1) No agency or institution of higher education or related boards shall be deemed to exceed any limitation or full-time equivalent staff positions on the basis of intern positions established under the state internship program.

(2) The provisions of chapter 359-48 WAC shall not limit the authority of state agencies or institutions of higher education and related boards to continue or establish other internship programs or positions.

[Statutory Authority: RCW 41.06.150. 01-23-016, § 359-48-030, filed 11/8/01, effective 1/1/02; 97-24-043, § 359-48-030, filed 11/14/96, effective 1/1/98; 94-23-136 and 95-23-062, § 359-48-030, filed 11/23/94 and 11/16/95, effective 1/1/97; 94-02-033, § 359-48-040, filed 12/29/93, effective 1/1/95.]

WAC 359-48-040 State internship program—Eligibility—Duration of internship. The state internship program shall consist of two individual internship programs:

(1) An undergraduate internship program for students working toward an undergraduate degree. In addition, any state employee, whether working toward a degree or not, shall be eligible to participate in the program upon the written recommendation of the head of the employee's agency or head of the employee's department at institutions of higher education. Persons selected to participate in the undergraduate internship program shall serve internships of three to six months.

(2) An executive fellows program for students who have successfully completed at least one year of graduate-level work and have demonstrated a substantial interest in public sector management. In addition, any state employee, whether working toward an advanced degree or not, shall be eligible to participate in the program upon the written recommendation of the head of the employee’s agency or head of the employee's department at an institution of higher education. Positions in this program shall be as assistants or analysts at the mid-management level or higher. Persons selected to participate in the executive fellows program shall serve internships for one to two years.

[Statutory Authority: RCW 41.06.150. 01-23-016, § 359-48-040, filed 11/8/01, effective 1/1/02; 97-24-043, § 359-48-040, filed 11/14/96, effective 1/1/98; 94-23-136 and 95-23-062, § 359-48-040, filed 12/29/93, effective 1/1/95.]

WAC 359-48-050 State internship program—Return rights—Benefits. (1) Employees leaving classified or exempt positions in state government or institutions of higher education and related boards to participate in the state internship program shall:

(a) Continue to receive all fringe benefits as if they had never left their classified or exempt position. In addition, employees leaving classified positions shall continue to accrue seniority while in the state internship program.

(b) Have the right to return to their previous position at any time during the internship or upon completion of the internship.

(2) Participants in the undergraduate internship program who were not state employees prior to accepting a position in the program shall accrue sick leave credits commensurate with other state employees.

(3) Participants in the executive fellows program who were not state employees prior to accepting a position in the program shall:

(a) Accrue sick leave and vacation leave credits commensurate with other state employees; and

(b) Receive insurance and retirement credit commensurate with other employees of the employing agency.

[Statutory Authority: RCW 41.06.150. 01-23-016, § 359-48-050, filed 11/8/01, effective 1/1/02; 97-24-043, § 359-48-050, filed 11/14/96, effective 1/1/98; 94-23-136 and 95-23-062, § 359-48-050, filed 11/23/94 and 11/16/95, effective 1/1/97; 94-02-033, § 359-48-040, filed 12/29/93, effective 1/1/95.]

WAC 359-48-060 State internship program—Completion of internship. Successful completion of an internship in the undergraduate internship program or the executive fellows program shall be considered as employment experience at the level at which the intern was placed.

[Statutory Authority: RCW 41.06.150. 01-23-016, § 359-48-060, filed 11/8/01, effective 1/1/02; 97-24-043, § 359-48-060, filed 11/14/96, effective 1/1/98; 94-23-136 and 95-23-062, § 359-48-060, filed 11/23/94 and 11/16/95, effective 1/1/97; 94-02-033, § 359-48-060, filed 12/29/93, effective 1/1/95.]

Title 363 WAC
PILOTAGE COMMISSIONERS, BOARD OF

Chapters
363-116 Pilotage rules.
Chapter 363-116 WAC
PILOTAGE RULES

WAC 363-116-185 Tariffs, and pilotage rates for the Grays Harbor pilotage district.

WAC 363-116-300 Pilotage rates for the Puget Sound pilotage district.


CLASSIFICATION OF PILOTAGE SERVICE RATE

Piloting of vessels in the inland waters and tributaries of Grays Harbor:
Each vessel shall be charged according to its draft and tonnage. The draft charges shall be $80.99 per meter (or $24.64 per foot) and the tonnage charge shall be $0.2583 per net registered ton. The minimum net registered tonnage charge is $903.79. The charge for an extra vessel (in case of tow) is $516.48.

Boarding fee:
Per each boarding/deboarding from a boat ........................................ $389.67

Harbor shifts:
For each shift from dock to dock, dock to anchorage, anchorage to dock, or anchorage to anchorage ........................................ $647.88
Delays per hour ................................................................. $154.49
Cancellation charge (pilot only) ................................. $258.22
Cancellation charge (pilot boat only) .......................... $774.69

Pension charge:
Charge per pilotage assignment, including cancellations ....................... $101.00

Travel allowance:
Transportation fee per assignment ........................................ $55.00
Pilot when traveling to an outlying port to join a vessel or returning through an outlying port from a vessel which has been piloted to sea shall be paid $903.82 for each day or fraction thereof, and the travel expense incurred ....... $903.82

Bridge transit:
Charge for each bridge transited .................................. $283.61
Additional surcharge for each bridge transited for vessels in excess of 27.5 meters in beam .................................. $785.22

Miscellaneous:
The balance of amounts due for pilotage rates not paid within 30 days of invoice will be assessed at 1 1/2% per month late charge.


CLASSIFICATION

RATE

Ship length overall (LOA)
Charges per LOA rate schedule in this section $36.00.

Boarding fee:
Per each boarding/deboarding at the Port Angeles pilot station. $191.00
Harbor shift - Live ship (Seattle Port) LOA Zone I
Harbor shift - Live ship (other than Seattle Port) LOA Zone I
Harbor shift Dead ship Double LOA Zone I
Dead ship towing charge: Double LOA Zone I
LOA of tug+ LOA of tow+ beam of tow
Any tow exceeding seven hours, two pilots are mandatory. Harbor shifts shall constitute and be limited to those services in moving vessels from dock to dock, from anchorage to dock, from dock to anchorage, or from anchorage to anchorage in the same port after all other applicable tariff charges for pilotage services have been recognized as payable.

Waterway and bridge charges:
Ships up to 90' beam:
A charge of $191.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle, south of Eleventh Street in any of the Tacoma waterways, in Port Gamble, or in the Snohomish River. Any vessel movements required to transit through bridges shall have an additional charge of $91.00 per bridge.

[2002 WAC Supp—page 1617]
Ships 90' beam and/or over:
A charge of $258.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle and south of Eleventh Street in any of the Tacoma waterways. Any vessel movements required to transit through bridges shall have an additional charge of $181.00 per bridge.
(The above charges shall not apply to transit of vessels from Shilshole Bay to the limits of Lake Washington.)

Two or three pilots required:
In a case where two or three pilots are employed for a single vessel waterway or bridge transit, the second and/or third pilot charge shall include the bridge and waterway charge in addition to the harbor shift rate.

Compass adjustment $257.00
Radio direction finder calibration $257.00
Launching vessels $387.00
Trial trips, 6 hours or less (Minimum $726.00) $121.00 per hr.
Trial trips, over 6 hours (two pilots) $241.00 per hr.
Shilshole Bay - Salmon Bay $151.00
Salmon Bay - Lake Union $118.00
Lake Union - Lake Washington (plus LOA zone from Webster Point) $151.00

Cancellation charge
LOA Zone I

Cancellation charge—Port Angeles (when a pilot is ordered and vessel proceeds to a port outside the Puget Sound pilotage district without stopping for pilot or when a pilot order is cancelled less than twelve hours prior to the original ETA.)

Docking delay after anchoring: $121.00 per hr.
Applicable harbor shift rate to apply, plus $121.00 per hour standby. No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is $121.00 for every hour or fraction thereof.

Sailing delay: $121.00 per hour
No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is $121.00 for every hour or fraction thereof. The assessment of the standby fee shall not exceed a period of twelve hours in any twenty-four hour period.

Slowdown: $121.00 per hour
When a vessel chooses not to maintain its normal speed capabilities for reasons determined by the vessel and not the pilot, and when the difference in arrival time is one hour, or greater, from the predicted arrival time had the vessel maintained its normal speed capabilities, a charge of $121.00 per hour, and each fraction thereof, will be assessed for the resultant difference in arrival time.

Tonage charges:

0 to 20,000 gross tons:
Additional charge to LOA zone mileage of $0.0061 a gross ton for all gross tonnage up to 20,000 gross tons.

20,000 to 50,000 gross tons:
Additional charge to LOA zone mileage of $0.0624 a gross ton for all gross tonnage in excess of 20,000 gross tons up to 50,000 gross tons.

50,000 gross tons and up:
In excess of 50,000 gross tons, the charge shall be $0.0747 per gross ton.

For vessels where a certificate of international gross tonnage is required, the appropriate international gross tonnage shall apply.

Delayed arrival—Port Angeles: $121.00 per hour
When a pilot is ordered for an arriving inbound vessel at Port Angeles and the vessel does not arrive within two hours of its ETA, or its ETA is amended less than six hours prior to the original ETA, a charge of $121.00 for each hour delay, or fraction thereof, shall be assessed in addition to all other appropriate charges.

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the ETA is delayed to six hours or more beyond the original ETA, a cancellation charge shall be assessed, in addition to all other appropriate charges, if the ETA was not amended at least twelve hours prior to the original ETA.

Transportation to vessels on Puget Sound:

March Point or Anacortes $ 144.00
Bangor 84.00
Bellingham 158.00
Bremerton 44.00
Cherry Point 175.00
Dupont 85.00
Edmonds 27.00
Everett 52.00
Ferndale 173.00
Manchester 66.00
Mukilteo 52.00
Olympia 108.00
Point Wells 27.00
Port Gamble 77.00
Port Townsend (Indian Island) 109.00
Seattle 15.00
Semiahmoo (Blaine) 196.00
Tacoma 56.00
Tacoma Smelter 66.00
Winslow 42.00

(a) Intraharbor transportation for the Port Angeles port area—transportation between Port Angeles pilot station and Port Angeles harbor docks - $15.00.
(b) Interport shifts: Transportation paid to and from both points.
(c) Intraharbor shifts: Transportation to be paid both ways. If intraharbor shift is cancelled on or before scheduled reporting time, transportation paid one way only.

(d) Cancellation: Transportation both ways unless notice of cancellation is received prior to scheduled reporting time in which case transportation need only be paid one way.

(e) Any new facilities or other seldom used terminals, not covered above, shall be based on mileage $1.80 per mile. Delinquent payment charge: 1 1/2% per month after 45 days from first billing.

Delinquent payment charge: 1 1/2% per month after 45 days from first billing.

Nonuse of pilots: Ships taking and discharging pilots without using their services through all Puget Sound and adjacent inland waters shall pay full pilotage fees on the LOA zone mileage basis from Port Angeles to destination, from place of departure to Port Angeles, or for entire distance between two ports on Puget Sound and adjacent inland waters.

LOA rate schedule

The following rate schedule is based upon distances furnished by National Oceanic and Atmospheric Administration, computed to the nearest half-mile and includes retirement fund contributions.

<table>
<thead>
<tr>
<th>LOA</th>
<th>ZONE I</th>
<th>ZONE II</th>
<th>ZONE III</th>
<th>ZONE IV</th>
<th>ZONE V</th>
<th>ZONE VI</th>
</tr>
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<tbody>
<tr>
<td>Intra</td>
<td>0-30</td>
<td>31-50</td>
<td>51-75</td>
<td>76-100</td>
<td>101</td>
<td></td>
</tr>
<tr>
<td>Harbor</td>
<td>Miles</td>
<td>Miles</td>
<td>Miles</td>
<td>Miles</td>
<td>Miles</td>
<td></td>
</tr>
</tbody>
</table>

| Up to 449 | 189 | 291 | 498 | 743 | 1000 | 1297 |
| 450 - 459 | 195 | 297 | 501 | 754 | 1016 | 1303 |
| 460 - 469 | 198 | 301 | 509 | 766 | 1030 | 1309 |
| 470 - 479 | 205 | 309 | 516 | 781 | 1033 | 1312 |
| 480 - 489 | 210 | 315 | 518 | 796 | 1039 | 1318 |
| 490 - 499 | 213 | 319 | 525 | 810 | 1052 | 1323 |
| 500 - 509 | 224 | 324 | 533 | 820 | 1059 | 1336 |
| 510 - 519 | 226 | 330 | 538 | 832 | 1071 | 1336 |
| 520 - 529 | 229 | 341 | 546 | 836 | 1080 | 1349 |
| 530 - 539 | 236 | 346 | 553 | 845 | 1097 | 1363 |
| 540 - 549 | 239 | 351 | 565 | 854 | 1115 | 1375 |
| 550 - 559 | 244 | 363 | 569 | 867 | 1123 | 1389 |
| 560 - 569 | 253 | 377 | 579 | 874 | 1134 | 1402 |
| 570 - 579 | 258 | 381 | 583 | 878 | 1146 | 1411 |
| 580 - 589 | 269 | 388 | 596 | 885 | 1153 | 1425 |
| 590 - 599 | 282 | 395 | 600 | 889 | 1169 | 1442 |
| 600 - 609 | 291 | 406 | 607 | 892 | 1183 | 1449 |
| 610 - 619 | 308 | 411 | 619 | 897 | 1195 | 1461 |
| 620 - 629 | 320 | 416 | 625 | 907 | 1209 | 1479 |
| 630 - 639 | 335 | 423 | 632 | 909 | 1219 | 1491 |
| 640 - 649 | 348 | 434 | 639 | 912 | 1230 | 1503 |
| 650 - 659 | 373 | 441 | 649 | 919 | 1245 | 1519 |
| 660 - 669 | 380 | 445 | 655 | 923 | 1257 | 1530 |
| 670 - 679 | 393 | 457 | 662 | 939 | 1272 | 1539 |
| 680 - 689 | 399 | 466 | 671 | 949 | 1284 | 1555 |
| 690 - 699 | 411 | 473 | 680 | 965 | 1297 | 1586 |
| 700 - 719 | 429 | 488 | 693 | 976 | 1322 | 1604 |
| 720 - 739 | 455 | 501 | 710 | 990 | 1349 | 1632 |
| 740 - 759 | 473 | 525 | 724 | 1000 | 1375 | 1660 |

Title 365 WAC

COMMUNITY, TRADE, AND ECONOMIC DEVELOPMENT, DEPARTMENT OF (COMMUNITY DEVELOPMENT)

Chapters
365-195 Growth management act—Procedural criteria for adopting comprehensive plans and development regulations.
365-197 Project consistency.

Chapter 365-195 WAC
GROWTH MANAGEMENT ACT—PROCEDURAL CRITERIA FOR ADOPTING COMPREHENSIVE PLANS AND DEVELOPMENT REGULATIONS

WAC
365-195-900 Background and purpose.

WAC 365-195-900 Background and purpose. (1) Counties and cities planning under RCW 36.70A.040 are subject to continuing review and evaluation of their comprehensive land use plan and development regulations. Every five years they must take action to review and revise their plans and regulations, if needed, to ensure they comply with the requirements of the Growth Management Act. RCW 36.70A.130.

(2) Counties and cities must include the "best available science" when developing policies and development regulations to protect the functions and values of critical areas and must give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.172(1). The rules in WAC 365-195-900 through 365-195-925 are intended to assist counties and cities in identifying and including the best available science in newly adopted policies and regulations and in this periodic review and evaluation and in demonstrating they have met their statutory obligations under RCW 36.70A.172(1).

(3) The inclusion of the best available science in the development of critical areas policies and regulations is especially important to salmon recovery efforts, and to other decision-making affecting threatened or endangered species.

(4) These rules are adopted under the authority of RCW 36.70A.190(4)(b) which requires the department of community, trade, and economic development (department) to adopt rules to assist counties and cities to comply with the goals and requirements of the Growth Management Act.

[Statutory Authority: RCW 36.70A.190 (4)(b). 01-08-056, § 365-195-900, filed 4/2/01, effective 5/3/01; 00-16-064, § 365-195-900, filed 7/27/00, effective 8/27/00.]

Chapter 365-197 WAC
PROJECT CONSISTENCY

WAC
365-197-010 Purpose of a project consistency rule.
365-197-020 Definitions.
365-197-030 Integrated project review—GMA project consistency analysis and environmental review under SEPA.
365-197-040 Definition and review of project consistency.
365-197-050 Criteria to analyze consistency of project actions.
365-197-060 Definition of plan "deficiency" identified in project review and how such deficiencies should be documented.
365-197-070 Appeals of consistency.
365-197-080 An agency may deny a project based upon consistency analysis.

WAC 365-197-010 Purpose of a project consistency rule. The Local Project Review Act (chapter 36.70B RCW) authorizes the department of community, trade, and economic development to develop and adopt by rule criteria to assist local governments planning under RCW 36.70A.040 to analyze the consistency of project actions. These criteria are to be jointly developed with the department of ecology (RCW 36.70B.040(5)).

A basic principle of the Growth Management Act (GMA) and the Local Project Review Act is that land use decisions made in adopting a comprehensive plan and development regulations under chapter 36.70A RCW should not be revisited during project review. When review of a project indicates that it is consistent with earlier land use decisions, that project should not be reevaluated or scrutinized with respect to whether those decisions were appropriate. Given the number of jurisdictions and agencies in the state, it is essential to establish a uniform framework for jurisdictions planning under the GMA to consider the consistency of a proposed project with the applicable development regulations or, in the absence of applicable regulations, the adopted comprehensive plan.

Consistency should be considered in the project review process by analyzing four factors found in applicable regulations or plans. The four factors are:

(1) The type of land use allowed;
(2) The level of development allowed, such as dwelling units per acre or other measures of intensity;
(3) Infrastructure, such as the adequacy of public facilities and services to serve the proposed project; and
(4) The characteristics of the proposed development, such as assessment for compliance with specific development regulations or standards. This uniform approach is based