

PSSB 5214

Making transportation appropriations for the
2019-2021 fiscal biennium.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 43.19.642, 46.20.745, 46.68.030, 46.68.060, 46.68.280,
3 46.68.290, 46.68.325, 47.56.403, 47.56.876, 47.60.530, 41.45.0631,
4 46.68.063, 46.68.370, 46.68.220, and 46.63.030; amending 2018 c 297
5 ss 201, 202, 204, 207-223, 301, 303-311, 401-406, and 701
6 (uncodified); adding a new section to 2018 c 297 (uncodified);
7 creating new sections; making appropriations and authorizing
8 expenditures for capital improvements; providing a contingent
9 effective date; providing an expiration date; and declaring an
10 emergency.

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

12 **2019-2021 FISCAL BIENNIUM**

13 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state
14 is hereby adopted and, subject to the provisions set forth, the
15 several amounts specified, or as much thereof as may be necessary to
16 accomplish the purposes designated, are hereby appropriated from the
17 several accounts and funds named to the designated state agencies and
18 offices for employee compensation and other expenses, for capital
19 projects, and for other specified purposes, including the payment of

1 any final judgments arising out of such activities, for the period
2 ending June 30, 2021.

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

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

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

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

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

12 (e) "Provided solely" means the specified amount may be spent
13 only for the specified purpose. Unless otherwise specifically
14 authorized in this act, any portion of an amount provided solely for
15 a specified purpose that is not expended subject to the specified
16 conditions and limitations to fulfill the specified purpose shall
17 lapse.

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

21 (g) "LEAP" means the legislative evaluation and accountability
22 program committee.

23 **GENERAL GOVERNMENT AGENCIES—OPERATING**

24 NEW SECTION. **Sec. 101. FOR THE DEPARTMENT OF ARCHAEOLOGY AND**
25 **HISTORIC PRESERVATION**

26 Motor Vehicle Account—State Appropriation \$526,000

27 NEW SECTION. **Sec. 102. FOR THE UTILITIES AND TRANSPORTATION**
28 **COMMISSION**

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

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

31 TOTAL APPROPRIATION. \$654,000

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

33 Motor Vehicle Account—State Appropriation \$1,358,000

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

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

1 TOTAL APPROPRIATION. \$1,774,000

2 The appropriations in this section are subject to the following
3 conditions and limitations: \$300,000 of the multimodal transportation
4 account—state appropriation is provided solely for the office of
5 financial management to evaluate, coordinate, and assist in efforts
6 by state agencies in developing cost recovery mechanisms for credit
7 card and other financial transaction fees currently paid from state
8 funds. This may include disbursing interagency reimbursements for the
9 implementation costs incurred by the affected agencies. As part of
10 the first phase of this effort, the office of financial management,
11 with the assistance of relevant agencies, must develop implementation
12 plans and take all necessary steps to ensure that the actual cost-
13 recovery mechanisms will be in place by January 1, 2020, for the
14 vehicles and drivers programs of the department of licensing and the
15 ferry division of the department of transportation. By November 1,
16 2019, the office of financial management must provide a report to the
17 joint transportation committee on the phase 1 implementation plan and
18 options to expand similar cost recovery mechanisms to other state
19 agencies and programs.

20 NEW SECTION. **Sec. 104. FOR THE STATE PARKS AND RECREATION**
21 **COMMISSION**

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

23 The appropriation in this section is subject to the following
24 conditions and limitations: The entire appropriation in this section
25 is provided solely for road maintenance purposes.

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

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

28 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
29 **ACCOUNTABILITY PROGRAM COMMITTEE**

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

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

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

33 The appropriation in this section is subject to the following
34 conditions and limitations:

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

4 (a) Annually depositing the first one hundred fifty thousand
5 dollars collected through Puget Sound pilotage district pilotage
6 tariffs into the pilotage account; and

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

10 (2) The board must complete the report required under RCW
11 88.16.035(1)(f) by September 1st annually. The report must continue
12 to include policies and procedures necessary to increase the
13 diversity of pilots, trainees, and applicants, including a diversity
14 action plan. The diversity action plan must articulate a
15 comprehensive vision of the board's diversity goals and the steps it
16 will take to reach those goals.

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

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

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

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

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

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

23 The appropriation in this section is subject to the following
24 conditions and limitations: \$350,000 of the motor vehicle account—
25 state appropriation, from the cities' statewide fuel tax
26 distributions under RCW 46.68.110(2), is provided solely to the
27 department of fish and wildlife to inventory and assess fish passage
28 barriers associated with city roads in the water resource inventory
29 areas one through twenty-three. This study is a continuation of
30 previous inventories, with priority given to the assessment of sites
31 that have not yet been inventoried and a goal of finalizing the
32 inventory of all city-owned barriers within the case area. Spending
33 authority is also provided to perform downstream access checks on
34 city inventory sites and to reassess existing city inventories that
35 have not been assessed since June 2012, provided funds are available
36 and after consultation with the association of Washington cities. The

1 inventories and assessments will be conducted utilizing the methods
2 described in the WDFW Fish Passage, Inventory, Assessment, and
3 Prioritization manual (WDFW 2019).

4 **TRANSPORTATION AGENCIES—OPERATING**

5 NEW SECTION. **Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**
6 **COMMISSION**

7	Highway Safety Account—State Appropriation	\$4,511,000
8	Highway Safety Account—Federal Appropriation	\$26,824,000
9	Highway Safety Account—Private/Local Appropriation	\$118,000
10	School Zone Safety Account—State Appropriation	\$850,000
11	TOTAL APPROPRIATION.	\$32,303,000

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

14 (1) \$150,000 of the highway safety account—state appropriation is
15 provided solely for the implementation of chapter . . . (Substitute
16 Senate Bill No. 5710), Laws of 2019 (Cooper Jones Active
17 Transportation Safety Council). If chapter . . . (Substitute Senate
18 Bill No. 5710), Laws of 2019 is not enacted by June 30, 2019, the
19 amount provided in this section lapses.

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

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

26 (b) If a city has established an authorized automated vehicle
27 noise enforcement camera pilot program under this section, the
28 compensation paid to the manufacturer or vendor of the equipment used
29 must be based upon the value of the equipment and services provided
30 or rendered in support of the system, and may not be based upon a
31 portion of the fine or civil penalty imposed or the revenue generated
32 by the equipment.

33 (c) Any city administering a pilot program overseen by the
34 traffic safety commission shall use the following guidelines to
35 administer the program:

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

1 (ii) The law enforcement agency of the city or county government
2 shall plainly mark the locations where the automated vehicle noise
3 enforcement camera is used by placing signs on street locations that
4 clearly indicate to a driver that he or she is entering a zone where
5 traffic laws are enforced by automated vehicle noise enforcement
6 cameras;

7 (iii) Cities using automated vehicle noise enforcement cameras
8 must provide periodic notice by mail to its citizens indicating the
9 zones in which the automated vehicle noise enforcement cameras will
10 be used;

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

13 (v) Infractions detected through the use of automated vehicle
14 noise enforcement cameras are not part of the registered owner's
15 driving record under RCW 46.52.101 and 46.52.120. Additionally,
16 infractions generated by the use of automated vehicle noise
17 enforcement cameras under this section shall be processed in the same
18 manner as parking infractions, including for the purposes of RCW
19 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(2). The amount of the
20 fine issued for an infraction generated through the use of automated
21 vehicle noise enforcement cameras shall not exceed the amount of a
22 fine issued for other parking infractions within the jurisdiction.
23 However, the amount of the fine issued for a vehicular noise
24 violation detected through the use of automated vehicle noise
25 enforcement cameras shall not exceed the monetary penalty for a
26 violation of RCW 46.61.050 as provided under RCW 46.63.110, including
27 all applicable statutory assessments; and

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

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

34 Rural Arterial Trust Account—State Appropriation	\$1,084,000
35 Motor Vehicle Account—State Appropriation	\$2,659,000
36 County Arterial Preservation Account—State	
37 Appropriation	\$1,624,000
38 TOTAL APPROPRIATION.	\$5,367,000

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

2 Transportation Improvement Account—State

3 Appropriation \$4,395,000

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

5 Motor Vehicle Account—State Appropriation \$1,491,000

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

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

1	State Patrol Highway Account—Federal Appropriation . . .	\$15,941,000
2	State Patrol Highway Account—Private/Local	
3	Appropriation	\$4,256,000
4	Highway Safety Account—State Appropriation	\$1,173,000
5	Ignition Interlock Device Revolving Account—State	
6	Appropriation	\$7,010,000
7	Multimodal Transportation Account—State Appropriation . . .	\$274,000
8	TOTAL APPROPRIATION.	\$530,526,000

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

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

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

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

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

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

36 (6) \$722,000 of the state patrol highway account—state
37 appropriation is provided solely for additional staff to address the
38 increase in the number of toxicology cases from impaired driving and
39 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 NEW SECTION. **Sec. 209. FOR THE DEPARTMENT OF TRANSPORTATION—**
26 **TOLL OPERATIONS AND MAINTENANCE—PROGRAM B**

27	High Occupancy Toll Lanes Operations Account—State	
28	Appropriation	\$4,034,000
29	Motor Vehicle Account—State Appropriation	\$513,000
30	State Route Number 520 Corridor Account—State	
31	Appropriation	\$47,020,000
32	State Route Number 520 Civil Penalties Account—State	
33	Appropriation	\$4,145,000
34	Tacoma Narrows Toll Bridge Account—State	
35	Appropriation	\$30,032,000
36	Alaskan Way Viaduct Replacement Project Account—State	
37	Appropriation.	\$19,999,000
38	Interstate 405 Express Toll Lanes Operations	

1	Account—State Appropriation	\$20,135,000
2	TOTAL APPROPRIATION.	\$125,878,000

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

5 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
6 appropriation and \$9,048,000 of the state route number 520 corridor
7 account—state appropriation are provided solely for the purposes of
8 addressing unforeseen operations and maintenance costs on the Tacoma
9 Narrows bridge and the state route number 520 bridge, respectively.
10 The office of financial management shall place the amounts provided
11 in this subsection, which represent a portion of the required minimum
12 fund balance under the policy of the state treasurer, in unallotted
13 status. The office may release the funds only when it determines that
14 all other funds designated for operations and maintenance purposes
15 have been exhausted.

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

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

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

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

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

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

10 (3) (a) \$71,000 of the high occupancy toll lanes operations
11 account—state appropriation, \$1,238,000 of the state route number 520
12 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
13 toll bridge account—state appropriation, \$460,000 of the Interstate
14 405 express toll lanes operations account—state appropriation, and
15 \$699,000 of the Alaskan Way viaduct replacement project account—state
16 appropriation are provided solely for the department to finish
17 implementing a new tolling customer service toll collection system,
18 and are subject to the conditions, limitations, and review provided
19 in section 701 of this act.

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

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

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

35 (b) The nonvendor costs of administering toll operations,
36 including the costs of staffing the division, consultants and other
37 personal service contracts required for technical oversight and
38 management assistance, insurance, payments related to credit card
39 processing, transponder purchases and inventory management, facility

1 operations and maintenance, and other miscellaneous nonvendor costs;
2 and

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

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

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

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

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

14 (iv) Workload costs related to hearings;

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

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

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

20 (5) \$15,384,000 of the Interstate 405 express toll lanes
21 operations account—state appropriation is provided solely for
22 operational costs related to the express toll lane facility.

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

37 (7) \$19,300,000 of the Alaskan Way viaduct replacement project
38 account—state appropriation is provided solely for the new state
39 route number 99 tunnel toll facility's expected share of collecting
40 toll revenues, operating customer services, and maintaining toll

1 collection systems. Due to the uncertainty of the new state route
 2 number 99 tunnel toll facility actual toll transactions and revenue,
 3 the legislature is holding the other tolled facilities'
 4 administrative cost shares constant for this biennium. The
 5 legislature expects to see appropriate reductions to the other toll
 6 facility accounts once tolling on the new state route number 99
 7 tunnel toll facility commences and any previously incurred costs for
 8 start-up of the new facility are charged back to the Alaskan Way
 9 viaduct replacement project account. The office of financial
 10 management shall closely monitor the application of the cost
 11 allocation model and ensure that the new state route number 99 tunnel
 12 toll facility is adequately sharing costs and the other toll facility
 13 accounts are not being overspent or subsidizing the new state route
 14 number 99 tunnel toll facility.

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

17	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
18	Motor Vehicle Account—State Appropriation	\$93,832,000
19	Puget Sound Ferry Operations Account—State	
20	Appropriation	\$263,000
21	Multimodal Transportation Account—State	
22	Appropriation	\$2,878,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation	\$1,460,000
25	TOTAL APPROPRIATION.	\$99,893,000

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

28 (1) \$11,717,000 of the motor vehicle account—state appropriation
 29 is provided solely for the development of the labor system
 30 replacement project and is subject to the conditions, limitations,
 31 and review provided in section 701 of this act. It is the intent of
 32 the legislature that if any portion of the labor system replacement
 33 project is leveraged in the future for the time, leave, and labor
 34 distribution of any other agencies, the motor vehicle account will be
 35 reimbursed proportionally for the development of the system since
 36 amounts expended from the motor vehicle account must be used
 37 exclusively for highway purposes in conformance with Article II,
 38 section 40 of the state Constitution. This must be accomplished

1 through a loan arrangement with the current interest rate under the
2 terms set by the office of the state treasurer at the time the system
3 is deployed to additional agencies. If the motor vehicle account is
4 not reimbursed for future use of the system, it is further the intent
5 of the legislature that reductions will be made to central service
6 agency charges accordingly.

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

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

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

29	Motor Vehicle Account—State Appropriation	\$32,569,000
30	State Route Number 520 Corridor Account—State	
31	Appropriation	\$34,000
32	TOTAL APPROPRIATION.	\$32,603,000

33 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
34 **AVIATION—PROGRAM F**

35	Aeronautics Account—State Appropriation	\$7,203,000
36	Aeronautics Account—Federal Appropriation	\$2,542,000
37	Aeronautics Account—Private/Local Appropriation	\$60,000

1 TOTAL APPROPRIATION. \$9,805,000

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

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

8 (2) \$134,000 of the aeronautics account—state appropriation is
9 provided solely for a 0.5 FTE planning position to support emerging
10 technologies. If chapter . . . (Substitute Senate Bill No. 5137)
11 (aircraft excise taxes), Laws of 2019 is not enacted by June 30,
12 2019, the amount provided in this subsection lapses.

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

15 Motor Vehicle Account—State Appropriation \$57,399,000

16 Motor Vehicle Account—Federal Appropriation \$500,000

17 Multimodal Transportation Account—State Appropriation . . . \$258,000

18 TOTAL APPROPRIATION. \$58,157,000

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

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

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

35 (b) Prior to completing the transfer in this subsection (2), the
36 department must ensure that provisions are made to accommodate
37 private and public utilities and any facilities that predate the
38 department's acquisition of the property, at no cost to those

1 entities. Prior to completing the transfer, the department shall also
2 ensure that provisions, by fair market assessment, are made to
3 accommodate other private and public utilities and any facilities
4 that have been legally allowed by permit or other instrument.

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

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

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

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

29 Motor Vehicle Account—State Appropriation \$646,000
30 TOTAL APPROPRIATION. \$646,000

31 The appropriation in this section is subject to the following
32 conditions and limitations: The economic partnerships program must
33 continue to explore retail partnerships at state-owned park and ride
34 facilities, as authorized in RCW 47.04.295.

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

37 Motor Vehicle Account—State Appropriation \$474,558,000

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

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

13 (1) \$6,170,000 of the motor vehicle account—state appropriation
14 is provided solely for utility fees assessed by local governments as
15 authorized under RCW 90.03.525 for the mitigation of stormwater
16 runoff from state highways.

17 (2) \$4,447,000 of the state route number 520 corridor account—
18 state appropriation is provided solely to maintain the state route
19 number 520 floating bridge. These funds must be used in accordance
20 with RCW 47.56.830(3).

21 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
22 appropriation is provided solely to maintain the new Tacoma Narrows
23 bridge. These funds must be used in accordance with RCW 47.56.830(3).

24 (4) \$1,370,000 of the Interstate 405 express toll lanes
25 operations account—state appropriation is provided solely to maintain
26 the express toll lane portion of Interstate 405 between Lynnwood and
27 Bellevue. These funds must be used in accordance with RCW
28 47.56.830(3).

29 (5) \$5,000,000 of the motor vehicle account—state appropriation
30 is provided solely for a contingency pool for snow and ice removal.
31 The department will notify the office of financial management and the
32 transportation committees of the legislature when they have spent the
33 base budget for snow and ice removal and will begin using the
34 contingency pool funding.

35 (6) \$1,025,000 of the motor vehicle account—state appropriation
36 is provided solely for the department to implement safety
37 improvements and debris clean up on department-owned rights-of-way in
38 the city of Seattle at levels above that being implemented as of
39 January 1, 2019. The department must contract out or hire a crew

1 dedicated solely to collecting and disposing of garbage, clearing
2 debris or hazardous material, and implementing safety improvements
3 where hazards exist to the traveling public, department employees, or
4 people encamped upon department-owned rights-of-way. The department
5 may request assistance from the Washington state patrol as necessary
6 in order for both agencies to provide enhanced safety-related
7 activities regarding the emergency hazards along state highway
8 rights-of-way in the Seattle area.

9 (7) The department must commence a pilot program for the
10 2019-2021 biennium at the four highest demand safety rest areas to
11 create and maintain an online calendar for volunteer groups to check
12 availability of weekends for the free coffee program. The calendar
13 must be updated at least weekly and show dates and times that are, or
14 are not, available to participate in the free coffee program. The
15 department must submit a report to the legislature on the ongoing
16 pilot by December 1, 2020, outlining the costs and benefits of the
17 online calendar pilot, and including surveys from the volunteer
18 groups and agency staff to determine its effectiveness.

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

21	Motor Vehicle Account—State Appropriation	\$68,302,000
22	Motor Vehicle Account—Federal Appropriation	\$2,050,000
23	Motor Vehicle Account—Private/Local Appropriation	\$250,000
24	TOTAL APPROPRIATION.	\$70,602,000

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

27 (1) \$6,000,000 of the motor vehicle account—state appropriation
28 is provided solely for low-cost enhancements. The department shall
29 give priority to low-cost enhancement projects that improve safety or
30 provide congestion relief. By December 15th of each odd-numbered
31 year, the department shall provide a report to the legislature
32 listing all low-cost enhancement projects completed in the prior
33 fiscal biennium.

34 (2) (a) During the 2019-2021 fiscal biennium, the department shall
35 continue a pilot program that expands private transportation
36 providers' access to high occupancy vehicle lanes. Under the pilot
37 program, when the department reserves a portion of a highway based on
38 the number of passengers in a vehicle, the following vehicles must be

1 authorized to use the reserved portion of the highway if the vehicle
2 has the capacity to carry eight or more passengers, regardless of the
3 number of passengers in the vehicle: (i) Auto transportation company
4 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
5 carrier vehicles regulated under chapter 81.70 RCW, except marked or
6 unmarked stretch limousines and stretch sport utility vehicles as
7 defined under department of licensing rules; (iii) private nonprofit
8 transportation provider vehicles regulated under chapter 81.66 RCW;
9 and (iv) private employer transportation service vehicles. For
10 purposes of this subsection, "private employer transportation
11 service" means regularly scheduled, fixed-route transportation
12 service that is offered by an employer for the benefit of its
13 employees. Nothing in this subsection is intended to authorize the
14 conversion of public infrastructure to private, for-profit purposes
15 or to otherwise create an entitlement or other claim by private users
16 to public infrastructure.

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

27 (c) The department shall expand the high occupancy vehicle lane
28 access pilot program to private, for hire vehicles regulated under
29 chapter 81.72 RCW that have been specially manufactured, designed, or
30 modified for the transportation of a person who has a mobility
31 disability and uses a wheelchair or other assistive device. Under the
32 pilot program, when the department reserves a portion of a highway
33 based on the number of passengers in a vehicle, wheelchair-accessible
34 taxicabs that are clearly and identifiably marked as such on all
35 sides of the vehicle are considered public transportation vehicles
36 and must be authorized to use the reserved portion of the highway.

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

1 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S**

3	Motor Vehicle Account—State Appropriation	\$37,040,000
4	Motor Vehicle Account—Federal Appropriation	\$1,380,000
5	Motor Vehicle Account—Local Appropriation	\$500,000
6	Multimodal Transportation Account—State	
7	Appropriation	\$1,129,000
8	TOTAL APPROPRIATION.	\$40,049,000

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

11 (1) \$2,000,000 of the motor vehicle account—state appropriation
12 is provided solely for a grant program that makes awards for the
13 following: (a) Support for nonprofit agencies, churches, and other
14 entities to help provide outreach to populations underrepresented in
15 the current apprenticeship programs; (b) preapprenticeship training;
16 and (c) child care, transportation, and other supports that are
17 needed to help women, veterans, and minorities enter and succeed in
18 apprenticeship. The department must report on grants that have been
19 awarded and the amount of funds disbursed by December 1st each year.

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

23 NEW SECTION. **Sec. 218. FOR THE DEPARTMENT OF TRANSPORTATION—**

24 **TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T**

25	Motor Vehicle Account—State Appropriation	\$30,409,000
26	Motor Vehicle Account—Federal Appropriation	\$29,485,000
27	Motor Vehicle Account—Local Appropriation.	\$800,000
28	Multimodal Transportation Account—State Appropriation . . .	\$710,000
29	Multimodal Transportation Account—Federal	
30	Appropriation	\$2,809,000
31	Multimodal Transportation Account—Private/Local	
32	Appropriation	\$100,000
33	TOTAL APPROPRIATION.	\$64,313,000

34 The appropriations in this section are subject to the following
35 conditions and limitations: \$130,000 of the motor vehicle account—
36 state appropriation is provided solely for completion of a corridor
37 study to identify potential improvements between exit 116 and exit 99

1 of Interstate 5. The study should further develop mid- and long-term
2 strategies from the corridor sketch, and identify potential US
3 101/I-5 interchange improvements, a strategic plan for the Nisqually
4 River bridges, regional congestion relief options, and ecosystem
5 benefits to the Nisqually River estuary for salmon productivity and
6 flood control.

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

9	Motor Vehicle Account—State Appropriation	\$62,275,000
10	Multimodal Transportation Account—State	
11	Appropriation	\$1,165,000
12	TOTAL APPROPRIATION.	\$63,440,000

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

15 (1) Prior to entering into any negotiated settlement of a claim
16 against the state for the department that exceeds five million
17 dollars, the department, in conjunction with the attorney general and
18 the department of enterprise services, shall notify the director of
19 the office of financial management and the transportation committees
20 of the legislature.

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

32 (3) 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 nonferry operations of the
36 department to the director of the office of financial management and
37 the transportation committees of the legislature. The report must
38 include information on: (a) The number of claims and settlements by

1 type; (b) the average claim and settlement by type; and (c) defense
2 costs associated with those claims and settlements.

3 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
4 **PUBLIC TRANSPORTATION—PROGRAM V**

5	State Vehicle Parking Account—State Appropriation	\$784,000
6	Regional Mobility Grant Program Account—State	
7	Appropriation	\$96,630,000
8	Rural Mobility Grant Program Account—State	
9	Appropriation	\$32,223,000
10	Multimodal Transportation Account—State	
11	Appropriation	\$103,666,000
12	Multimodal Transportation Account—Federal	
13	Appropriation	\$3,574,000
14	Multimodal Transportation Account—Local	
15	Appropriation	\$100,000
16	TOTAL APPROPRIATION.	\$236,977,000

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

19 (1) \$52,679,000 of the multimodal transportation account—state
20 appropriation is provided solely for a grant program for special
21 needs transportation provided by transit agencies and nonprofit
22 providers of transportation. Of this amount:

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

29 (b) \$40,679,000 of the multimodal transportation account—state
30 appropriation is provided solely for grants to transit agencies to
31 transport persons with special transportation needs. To receive a
32 grant, the transit agency must, to the greatest extent practicable,
33 have a maintenance of effort for special needs transportation that is
34 no less than the previous year's maintenance of effort for special
35 needs transportation. Grants for transit agencies must be prorated
36 based on the amount expended for demand response service and route
37 deviated service in calendar year 2017 as reported in the "Summary of
38 Public Transportation - 2017" published by the department of

1 transportation. No transit agency may receive more than thirty
2 percent of these distributions.

3 (2) \$32,223,000 of the rural mobility grant program account—state
4 appropriation is provided solely for grants to aid small cities in
5 rural areas as prescribed in RCW 47.66.100.

6 (3) (a) \$10,290,000 of the multimodal transportation account—state
7 appropriation is provided solely for a vanpool grant program for: (i)
8 Public transit agencies to add vanpools or replace vans; and (ii)
9 incentives for employers to increase employee vanpool use. The grant
10 program for public transit agencies will cover capital costs only;
11 operating costs for public transit agencies are not eligible for
12 funding under this grant program. Additional employees may not be
13 hired from the funds provided in this section for the vanpool grant
14 program, and supplanting of transit funds currently funding vanpools
15 is not allowed. The department shall encourage grant applicants and
16 recipients to leverage funds other than state funds.

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

19 (4) \$18,951,000 of the regional mobility grant program account—
20 state appropriation is reappropriated and provided solely for the
21 regional mobility grant projects identified in LEAP Transportation
22 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
23 Public Transportation Program (V).

24 (5) (a) \$77,679,000 of the regional mobility grant program account
25 —state appropriation is provided solely for the regional mobility
26 grant projects identified in LEAP Transportation Document 2019-2 ALL
27 PROJECTS as developed March 26, 2019, Program - Public Transportation
28 Program (V). The department shall review all projects receiving grant
29 awards under this program at least semiannually to determine whether
30 the projects are making satisfactory progress. Any project that has
31 been awarded funds, but does not report activity on the project
32 within one year of the grant award, must be reviewed by the
33 department to determine whether the grant should be terminated. The
34 department shall promptly close out grants when projects have been
35 completed, and any remaining funds must be used only to fund projects
36 identified in the LEAP transportation document referenced in this
37 subsection. The department shall provide annual status reports on
38 December 15, 2019, and December 15, 2020, to the office of financial
39 management and the transportation committees of the legislature

1 regarding the projects receiving the grants. It is the intent of the
2 legislature to appropriate funds through the regional mobility grant
3 program only for projects that will be completed on schedule. A
4 grantee may not receive more than twenty-five percent of the amount
5 appropriated in this subsection. Additionally, when allocating
6 funding for the 2021-2023 biennium, no more than thirty percent of
7 the total grant program may be awarded within one county. The
8 department shall not approve any increases or changes to the scope of
9 a project for the purpose of a grantee expending remaining funds on
10 an awarded grant.

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

25 (6) Funds provided for the commute trip reduction (CTR) program
26 may also be used for the growth and transportation efficiency center
27 program.

28 (7) \$7,670,000 of the multimodal transportation account—state
29 appropriation and \$784,000 of the state vehicle parking account—state
30 appropriation are provided solely for CTR grants and activities. Of
31 this amount:

32 (a) \$1,000,000 of the multimodal transportation account—state
33 appropriation is provided solely for the department to continue a
34 pilot transit pass incentive program. Businesses and nonprofit
35 organizations located in a county adjacent to Puget Sound with a
36 population of more than seven hundred thousand that have never
37 offered transit subsidies to employees are eligible to apply to the
38 program for a fifty percent rebate on the cost of employee transit
39 subsidies provided through the regional ORCA fare collection system.

1 No single business or nonprofit organization may receive more than
2 ten thousand dollars from the program.

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

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

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

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

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

37 (9) \$2,000,000 of the multimodal transportation account—state
38 appropriation is provided solely for transit coordination grants.

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

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

11 (i) King County Metro - RapidRide Expansion, Burien-Delridge
12 (G2000031);

13 (ii) King County Metro - Route 40 Northgate to Downtown
14 (G2000032);

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

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

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

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

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

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

28 **MARINE—PROGRAM X**

29	Puget Sound Ferry Operations Account—State	
30	Appropriation	\$537,896,000
31	Puget Sound Ferry Operations Account—Federal	
32	Appropriation	\$7,932,000
33	Puget Sound Ferry Operations Account—Private/Local	
34	Appropriation	\$121,000
35	Agency Financial Transaction Account—State	
36	Appropriation	\$4,733,000
37	TOTAL APPROPRIATION.	\$550,682,000

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

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

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

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

24 (4) The appropriations in this section assume implementation of
25 additional cost recovery mechanisms to recoup at least \$4,733,000 in
26 credit card and other financial transaction costs as part of ferry
27 fares beginning January 1, 2020. At the direction of the office of
28 financial management, the department must develop a method of
29 tracking the additional amount of credit card and other financial
30 cost-recovery revenues. In consultation with the office of financial
31 management, the department must notify the state treasurer of these
32 amounts and the state treasurer must deposit these revenues in the
33 agency financial transaction account created in section 718 of this
34 act on a quarterly basis.

35 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**
36 **RAIL—PROGRAM Y—OPERATING**
37 Multimodal Transportation Account—State
38 Appropriation \$81,839,000

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

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

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

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

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

31 (1) \$350,000 of the multimodal transportation account—state
32 appropriation is provided solely to allow the Puget Sound regional
33 council to study new passenger ferry service to better connect
34 communities throughout the twelve county Puget Sound region. The
35 study shall assess potential governance and funding structures, new
36 routes, identify future terminal locations, and provide
37 recommendations to accelerate the use of alternative fuels in the
38 passenger ferry fleet. Analysis of potential new routes shall include

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

10 (2) \$1,142,000 of the motor vehicle account—state appropriation
 11 is provided solely for the department, from amounts set aside out of
 12 statewide fuel taxes distributed to counties according to RCW
 13 46.68.120(3), to contract with the Washington state association of
 14 counties to identify county-owned fish passage barriers, with
 15 priority given to barriers that share the same stream system as
 16 state-owned fish passage barriers. The study must identify, map, and
 17 provide a preliminary assessment of county-owned barriers that need
 18 correction, and provide, where possible, preliminary costs estimates
 19 for each barrier correction. The study must provide recommendations
 20 on how to prioritize county-owned barriers within the same stream
 21 system of state-owned barriers in the current six-year construction
 22 plan to maximize state investment and make recommendations on how
 23 future state six-year construction plans should incorporate county-
 24 owned barriers. The work may also include updating local agency
 25 guidelines manual, including exploring alternatives within the local
 26 agency guidelines manual on county priorities and study the current
 27 state of county transportation funding, identify emerging issues, and
 28 identify potential future alternative transportation fuel funding
 29 sources to meet current and future needs.

30 **TRANSPORTATION AGENCIES—CAPITAL**

31 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
 32 **INVESTMENT BOARD**

33	Freight Mobility Investment Account—State	
34	Appropriation	\$20,314,000
35	Freight Mobility Multimodal Account—State	
36	Appropriation	\$23,160,000
37	TOTAL APPROPRIATION.	\$43,474,000

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

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

3 The appropriation in this section is subject to the following
4 conditions and limitations:

5 The entire appropriation in this section is provided solely for
6 the following projects:

- 7 (1) \$250,000 for emergency repairs;
- 8 (2) \$469,000 for roof replacements;
- 9 (3) \$350,000 for fuel tank decommissioning;
- 10 (4) \$759,000 for generator and electrical replacement;
- 11 (5) \$750,000 for water and fire suppression systems; and
- 12 (6) \$700,000 for academy training tank preservation
13 reappropriation.

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

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

21 Rural Arterial Trust Account—State Appropriation \$65,996,000

22 Motor Vehicle Account—State Appropriation \$1,456,000

23 County Arterial Preservation Account—State
24 Appropriation \$39,590,000

25 TOTAL APPROPRIATION. \$107,042,000

26 The appropriations in this section are subject to the following
27 conditions and limitations: \$500,000 of the rural arterial trust
28 account—state appropriation and \$500,000 of the county arterial
29 preservation account—state appropriation are provided solely for
30 deposit into the county road administration board emergency loan
31 revolving account created in chapter . . . (Senate Bill No. 5923)
32 (emergency loans), Laws of 2019. If chapter . . . (Senate Bill No.
33 5923), Laws of 2019 is not enacted by June 30, 2019, the amounts
34 provided in this section lapses.

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

36 Small City Pavement and Sidewalk Account—State
37 Appropriation \$5,900,000

1 Connecting Washington Account—State Appropriation \$42,497,000
 2 TOTAL APPROPRIATION. \$94,697,000

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

5 (1) \$42,497,000 of the connecting Washington account—state
 6 appropriation is provided solely for a new Olympic region maintenance
 7 and administration facility to be located on the department-owned
 8 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
 9 Washington.

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

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

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

19 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
 20 **IMPROVEMENTS—PROGRAM I**

21 Transportation Partnership Account—State
 22 Appropriation \$304,736,000
 23 Motor Vehicle Account—State Appropriation \$53,427,000
 24 Motor Vehicle Account—Federal Appropriation \$174,337,000
 25 Motor Vehicle Account—Private/Local Appropriation \$28,739,000
 26 Connecting Washington Account—State
 27 Appropriation \$2,137,381,000
 28 Special Category C Account—State Appropriation \$74,000,000
 29 Multimodal Transportation Account—State
 30 Appropriation \$5,408,000
 31 Alaskan Way Viaduct Replacement Project Account—State
 32 Appropriation \$77,951,000
 33 Transportation 2003 Account (Nickel Account)—State
 34 Appropriation \$21,819,000
 35 Interstate 405 Express Toll Lanes Operations Account—State
 36 Appropriation \$27,036,000
 37 Forward Washington Account—State Appropriation \$185,716,000
 38 TOTAL APPROPRIATION. \$3,090,550,000

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

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

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

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

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

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

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

1 (7) The Alaskan Way viaduct replacement project account—state
2 appropriation includes up to \$77,955,000 in proceeds from the sale of
3 bonds authorized in RCW 47.10.873.

4 (8) \$90,464,000 of the transportation partnership account—state
5 appropriation, \$7,006,000 of the motor vehicle account—private/local
6 appropriation, \$3,383,000 of the transportation 2003 account (nickel
7 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
8 replacement project account—state appropriation, and \$1,838,000 of
9 the multimodal transportation account—state appropriation are
10 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
11 (809936Z).

12 (9) \$3,000,000 of the multimodal transportation account—state
13 appropriation is provided solely for transit mitigation for the SR
14 99/Viaduct Project - Construction Mitigation project (809940B).

15 (10) \$164,000,000 of the connecting Washington account—state
16 appropriation is provided solely for the US 395 North Spokane
17 Corridor project (M00800R).

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

32 (12) \$395,822,000 of the connecting Washington account—state
33 appropriation and \$342,000 of the motor vehicle account—local
34 appropriation are provided solely for the SR 520 Seattle Corridor
35 Improvements - West End project (M00400R).

36 (13) It is the intent of the legislature that for the I-5 JBLM
37 Corridor Improvements project (M00100R), the department shall
38 actively pursue \$50,000,000 in federal funds to pay for this project
39 to supplant state funds in the future. \$50,000,000 in connecting

1 Washington account funding must be held in unallotted status during
2 the 2021-2023 fiscal biennium. These funds may only be used after the
3 department has provided notice to the office of financial management
4 that it has exhausted all efforts to secure federal funds from the
5 federal highway administration and the department of defense.

6 (14) \$265,100,000 of the connecting Washington account—state
7 appropriation is provided solely for the SR 167/SR 509 Puget Sound
8 Gateway project (M00600R).

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

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

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

25 (d) It is the legislature's intent that the department shall
26 construct a full single-point urban interchange at the junction of
27 state route number 161 (Meridian avenue) and state route number 167
28 and a full single-point urban interchange at the junction of state
29 route number 509 and 188th Street. If the department receives
30 additional funds from an outside source for this project after the
31 funding gap on the base project is closed, the funds must first be
32 applied toward the completion of these two full single-point urban
33 interchanges.

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

1 (16) \$950,000 of the transportation partnership account—state
2 appropriation is provided solely for the U.S. 2 Trestle IJR project
3 (L1000158).

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

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

25 (i) I-82 Yakima - Union Gap Economic Development Improvements
26 (T21100R);

27 (ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);
28 or

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

31 (b) At least ten business days before advancing a project
32 pursuant to this subsection, the department must notify the office of
33 financial management and the transportation committees of the
34 legislature. The advancement of a project may not hinder the delivery
35 of the projects for which the reappropriations are necessary for the
36 2021-2023 fiscal biennium.

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

- 1 (i) SR 14/I-205 to SE 164th Ave - Auxiliary Lanes (L2000102);
- 2 (ii) SR 305 Construction - Safety Improvements (N30500R);
- 3 (iii) SR 14/Bingen Overpass (L2220062);
- 4 (iv) I-405/NE 132nd Interchange - Totem Lake (L1000110);
- 5 (v) US Hwy 2 Safety (N00200R); or
- 6 (vi) US-12/Walla Walla Corridor Improvements (T20900R).

7 (d) To the extent practicable, the department shall use the
8 flexibility and authority granted in this section and in section 601
9 of this act to minimize the amount of reappropriations needed each
10 biennium.

11 (19) The legislature continues to prioritize the replacement of
12 the state's aging infrastructure and recognizes the importance of
13 reusing and recycling construction aggregate and recycled concrete
14 materials in our transportation system. To accomplish Washington
15 state's sustainability goals in transportation and in accordance with
16 RCW 70.95.805, the legislature reaffirms its determination that
17 recycled concrete aggregate and other transportation building
18 materials are natural resource construction materials that are too
19 valuable to be wasted and landfilled, and are a commodity as defined
20 in WAC 173-350-100.

21 Further, the legislature determines construction aggregate and
22 recycled concrete materials substantially meet widely recognized
23 international, national, and local standards and specifications
24 referenced in American society for testing and materials, American
25 concrete institute, Washington state department of transportation,
26 Seattle department of transportation, American public works
27 association, federal aviation administration, and federal highway
28 administration specifications, and are described as necessary and
29 desirable products for recycling and reuse by state and federal
30 agencies.

31 As these recyclable materials have well established markets, are
32 substantially a primary or secondary product of necessary
33 construction processes and production, and are managed as an item of
34 commercial value, construction aggregate and recycled concrete
35 materials are exempt from chapter 173-350 WAC.

36 (20) \$8,500,000 of the motor vehicle account—state appropriation
37 is provided solely for staffing of a project office to replace the
38 Interstate 5 bridge across the Columbia river (G2000088). The work of
39 this project office should include, but is not limited to, the
40 reevaluation of the purpose and need identified for the project

1 previously known as the Columbia river crossing, the reevaluation of
2 permits and development of a finance plan, the reengagement of key
3 stakeholders, and the reevaluation of scope, schedule, and budget for
4 a reinvigorated bistate effort for replacement of the Interstate 5
5 Columbia river bridge. When reevaluating the finance plan for the
6 project, the department shall assume that some costs of the new
7 facility may be covered by tolls. Within the amount provided in this
8 subsection, the department must implement chapter . . . (Engrossed
9 Substitute House Bill No. 1994) (projects of statewide significance),
10 Laws of 2019. The project office must also study the possible
11 different governance structures for a bridge authority that would
12 provide for the joint administration of the bridges over the Columbia
13 river between Oregon and Washington. As part of this study, the
14 project office must examine the feasibility and necessity of an
15 interstate compact in conjunction with the national center for
16 interstate compacts. The department shall reengage project
17 stakeholders, and reevaluate the purpose and need and environmental
18 permits by July 1, 2020. The department must have developed a finance
19 plan by December 1, 2020, and have made significant progress towards
20 beginning the supplemental environmental impact statement process by
21 June 30, 2021. The department shall provide a progress report on
22 these activities to the governor and the transportation committees of
23 the legislature by December 1, 2019, and a final report to the
24 governor and the transportation committees of the legislature by
25 December 1, 2020.

26 (21) \$6,823,000 of the motor vehicle account—state appropriation,
27 \$36,500,000 of the connecting Washington account—state appropriation,
28 \$44,961,000 of the motor vehicle account—federal appropriation, and
29 \$185,716,000 of the forward Washington account—state appropriation
30 are provided solely for the Fish Passage Barrier project (OBI4001)
31 with the intent of fully complying with the court injunction by 2030.
32 The department shall coordinate with the Brian Abbott fish passage
33 barrier removal board to use a watershed approach to maximize habitat
34 gain by replacing both state and local culverts.

35 (22) \$14,750,000 of the connecting Washington account—state
36 appropriation and \$8,900,000 of the motor vehicle account—local
37 appropriation are provided solely for the I-90/Barker to Harvard -
38 Improve Interchanges & Local Roads project (L2000122). The connecting
39 Washington appropriation may only be expended if the local

1 governments impacted by the project agree to cover any project costs
2 above the \$18,000,000 of state appropriation provided for the total
3 project in LEAP Transportation Document 2019-1 as developed March 26,
4 2019, Program - Highway Improvements (I).

5 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
6 **PRESERVATION—PROGRAM P**

7	Recreational Vehicle Account—State Appropriation	\$1,744,000
8	Transportation Partnership Account—State	
9	Appropriation	\$23,706,000
10	Motor Vehicle Account—State Appropriation	\$74,885,000
11	Motor Vehicle Account—Federal Appropriation	\$454,758,000
12	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation	\$544,000
15	Connecting Washington Account—State Appropriation	\$189,771,000
16	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
17	Transportation 2003 Account (Nickel Account)—State	
18	Appropriation	\$9,617,000
19	Alaskan Way Viaduct Replacement Project Account—State	
20	Appropriation.	\$10,000
21	Interstate 405 Express Toll Lanes Operations Account—State	
22	Appropriation.	\$2,393,000
23	TOTAL APPROPRIATION.	\$770,493,000

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

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

35 (2) Except as provided otherwise in this section, the entire
36 motor vehicle account—state appropriation and motor vehicle account—
37 federal appropriation are provided solely for the projects and
38 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS

1 as developed March 26, 2019, Program - Highway Preservation Program
2 (P). Any federal funds gained through efficiencies, adjustments to
3 the federal funds forecast, additional congressional action not
4 related to a specific project or purpose, or the federal funds
5 redistribution process must then be applied to highway and bridge
6 preservation activities.

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

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

28 (5) \$2,500,000 of the motor vehicle account—state appropriation
29 is provided solely for extraordinary costs incurred from litigation
30 awards, settlements, or dispute mitigation activities not eligible
31 for funding from the self-insurance fund. The amount provided in this
32 subsection must be held in unallotted status until the department
33 submits a request to the office of financial management that includes
34 documentation detailing litigation-related expenses. The office of
35 financial management may release the funds only when it determines
36 that all other funds designated for litigation awards, settlements,
37 and dispute mitigation activities have been exhausted. No funds
38 provided in this subsection may be expended on any legal fees related
39 to the SR 99/Alaskan Way viaduct replacement project.

1 (6) \$22,729,000 of the motor vehicle account—federal
2 appropriation and \$553,000 of the motor vehicle account—state
3 appropriation are provided solely for the preservation of
4 structurally deficient bridges or bridges that are at risk of
5 becoming structurally deficient (L1000068). These funds must be used
6 widely around the state of Washington. When practicable, the
7 department shall pursue design-build contracts for these bridge
8 projects to expedite delivery. The department shall provide a report
9 that identifies the progress of each project funded in this
10 subsection as part of its annual agency budget request.

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

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

22 (9) (a) For projects funded as part of the 2015 connecting
23 Washington transportation package listed on the LEAP transportation
24 document identified in subsection (1) of this section, if the
25 department expects to have substantial reappropriations for the
26 2021-2023 fiscal biennium, the department may, on a pilot basis,
27 apply funding from a project in this section with an appropriation
28 that cannot be used for the current fiscal biennium to advance the SR
29 4/Abernathy Creek Br - Replace Bridge project (400411A).

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

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

1 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL**

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

7 The appropriations in this section are subject to the following
8 conditions and limitations: The department shall set aside a
9 sufficient portion of the motor vehicle account—state appropriation
10 for federally selected competitive grants or congressional earmark
11 projects that require matching state funds. State funds set aside as
12 matching funds for federal projects must be accounted for in project
13 000005Q and remain in unallotted status until needed for those
14 federal projects.

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

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

17 Puget Sound Capital Construction Account—State
18 Appropriation \$115,475,000
19 Puget Sound Capital Construction Account—Federal
20 Appropriation \$141,750,000
21 Puget Sound Capital Construction Account—Private/Local
22 Appropriation \$350,000
23 Transportation Partnership Account—State
24 Appropriation \$4,936,000
25 Connecting Washington Account—State Appropriation . . . \$107,466,000
26 TOTAL APPROPRIATION. \$369,977,000

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

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

34 (2) \$1,461,000 of the Puget Sound capital construction account—
35 state appropriation, \$67,850,000 of the connecting Washington account
36 —state appropriation, are provided solely for the Mukilteo ferry
37 terminal (952515P). The office of financial management shall place

1 \$8,200,000 of the connecting Washington account—state appropriation,
2 provided solely for a risk reserve, in unallotted status. The office
3 of financial management may only release funds from the risk reserve
4 to the department upon sufficient evidence that risk has
5 materialized. To the extent practicable, the department shall avoid
6 the closure of, or disruption to, any existing public access walkways
7 in the vicinity of the terminal project during construction.

8 (3) \$73,089,000 of the Puget Sound capital construction account—
9 federal appropriation, \$39,589,000 of the connecting Washington
10 account—state appropriation, and \$8,778,000 of the Puget Sound
11 capital construction account—state appropriation are provided solely
12 for the Seattle Terminal Replacement project (900010L). The office of
13 financial management shall place \$6,500,000 of the connecting
14 Washington account—state appropriation, provided solely for a risk
15 reserve, in unallotted status. The office of financial management may
16 only release funds from the risk reserve to the department upon
17 sufficient evidence that risk has materialized.

18 (4) \$5,000,000 of the Puget Sound capital construction account—
19 state appropriation is provided solely for emergency capital repair
20 costs (999910K). Funds may only be spent after approval by the office
21 of financial management.

22 (5) \$2,300,000 of the Puget Sound capital construction account—
23 state appropriation is provided solely for the ORCA acceptance
24 project (L2000300). The ferry system shall work with Washington
25 technology solutions and the tolling division on the development of a
26 new, interoperable ticketing system.

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

38 (7) \$35,000,000 of the Puget Sound capital construction account—
39 state appropriation and \$6,500,000 of the Puget Sound capital

1 construction account—federal appropriation are provided solely for
2 the conversion of up to two Jumbo Mark II vessels to electric hybrid
3 propulsion (G2000084). The department shall seek additional funds for
4 the purposes of this subsection. The department may spend from the
5 Puget Sound capital construction account—state appropriation in this
6 section only as much as the department receives in Volkswagen
7 settlement funds for the purposes of this subsection.

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

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

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

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

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

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

1 transportation committees of the legislature and the office of
2 financial management on all FRIB loans issued.

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

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

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

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

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

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

1 (6) The department shall issue a call for projects for the
2 freight rail assistance program, and shall evaluate the applications
3 in a manner consistent with past practices as specified in section
4 309, chapter 367, Laws of 2011. By November 15, 2020, the department
5 shall submit a prioritized list of recommended projects to the office
6 of financial management and the transportation committees of the
7 legislature.

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

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

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

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

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

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

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

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

3	Highway Infrastructure Account—State Appropriation	\$793,000
4	Highway Infrastructure Account—Federal Appropriation	\$981,000
5	Transportation Partnership Account—State	
6	Appropriation	\$750,000
7	Highway Safety Account—State Appropriation	\$800,000
8	Motor Vehicle Account—State Appropriation	\$17,420,000
9	Motor Vehicle Account—Federal Appropriation	\$64,000,000
10	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
11	Connecting Washington Account—State Appropriation	\$172,454,000
12	Multimodal Transportation Account—State	
13	Appropriation	\$70,049,000
14	TOTAL APPROPRIATION.	\$348,747,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

27 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
28 **CAPITAL PROGRAM**

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

1 essential to completing the project; and (e) identifies contingency
2 amounts allocated to projects.

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

8 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
9 **CAPITAL PROGRAM**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
22 **PROJECT EXPENDITURES**

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

26 **TRANSFERS AND DISTRIBUTIONS**

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

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

1 Highway Bond Retirement Account—State
 2 Appropriation. \$1,291,628,000
 3 Ferry Bond Retirement Account—State Appropriation. . . . \$28,873,000
 4 Transportation Improvement Board Bond Retirement
 5 Account—State Appropriation. \$13,254,000
 6 Nondebt-Limit Reimbursable Bond Retirement
 7 Account—State Appropriation. \$25,967,000
 8 Toll Facility Bond Retirement Account—State
 9 Appropriation. \$86,493,000
 10 Transportation 2003 Account (Nickel Account)—State
 11 Appropriation. \$
 12 TOTAL APPROPRIATION. \$1,456,090,000

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

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

23 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**
 24 **FOR DISTRIBUTION**

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

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

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

32 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**
 33 **TRANSFERS**

1 Motor Vehicle Account—State Appropriation:
2 For motor vehicle fuel tax refunds and
3 transfers. \$220,426,000

4 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—ADMINISTRATIVE**
5 **TRANSFERS**

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

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

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

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

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

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

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

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

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

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

37 (11) Capital Vessel Replacement Account—State

1 Appropriation: For transfer to the Connecting
2 Washington Account—State. \$60,000,000
3 (12) Multimodal Transportation Account—State
4 Appropriation: For transfer to the Freight
5 Mobility Multimodal Account—State. \$8,511,000
6 (13) Multimodal Transportation Account—State
7 Appropriation: For transfer to the Puget Sound
8 Capital Construction Account—State. \$5,000,000
9 (14) Multimodal Transportation Account—State
10 Appropriation: For transfer to the Puget Sound
11 Ferry Operations Account—State. \$43,000,000
12 (15) Multimodal Transportation Account—State
13 Appropriation: For transfer to the Regional
14 Mobility Grant Program Account—State. \$27,679,000
15 (16) Multimodal Transportation Account—State
16 Appropriation: For transfer to the Rural
17 Mobility Grant Program Account—State. \$15,223,000
18 (17) Transportation 2003 Account (Nickel Account)—
19 State Appropriation: For transfer to the Motor
20 Vehicle Account—State. \$30,000,000
21 (18) Alaskan Way Viaduct Replacement Project
22 Account—State Appropriation: For transfer to the
23 Motor Vehicle Account—State. \$10,018,000
24 (19) (a) Transportation Partnership Account—State
25 Appropriation: For transfer to the Alaskan Way Viaduct
26 Replacement Project Account—State. \$77,955,000
27 (b) The amount transferred in this subsection represents that
28 portion of the up to \$200,000,000 in proceeds from the sale of bonds
29 authorized in RCW 47.10.873, intended to be sold through the
30 2021-2023 fiscal biennium, used only for construction of the SR 99/
31 Alaskan Way Viaduct Replacement project (809936Z), and that must be
32 repaid from the Alaskan Way viaduct replacement project account
33 consistent with RCW 47.56.864.
34 (20) Transportation 2003 Account (Nickel
35 Account)—State Appropriation: For transfer to the
36 Puget Sound Capital Construction Account—State. \$5,000,000
37 (21) Motor Vehicle Account—State Appropriation:
38 For transfer to the County Arterial Preservation
39 Account—State. \$4,844,000

1 (22) (a) General Fund Account—State Appropriation:
2 For transfer to the State Patrol Highway
3 Account—State. \$625,000

4 (b) The state treasurer shall transfer the funds only after
5 receiving notification from the Washington state patrol under section
6 207(7) of this act.

7 (23) Capital Vessel Replacement Account—State
8 Appropriation: For transfer to the Puget Sound
9 Capital Construction Account—State. \$13,000,000

10 (24) (a) Alaskan Way Viaduct Replacement Project
11 Account—State Appropriation: For transfer to the
12 Transportation Partnership Account—State. \$19,262,000

13 (b) The amount transferred in this subsection represents
14 repayment of debt service incurred for the construction of the SR 99/
15 Alaskan Way Viaduct Replacement Project (809936Z).

16 (25) (a) Motor Vehicle Account—State
17 Appropriation: For transfer to the Tacoma Narrows
18 Toll Bridge Account—State. \$8,953,000

19 (b) It is the intent of the legislature that this transfer
20 constitutes a loan under chapter 195, Laws of 2018, for the purpose
21 of minimizing the impact of toll increases. The legislature further
22 intends that initiation of repayment of all previous loans provided
23 to the Tacoma Narrows toll bridge account be deferred until fiscal
24 year 2031.

25 (26) Transportation Infrastructure Account—State
26 Appropriation: For transfer to the multimodal
27 Transportation Account—State. \$9,000,000

28 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—STATE REVENUES**
29 **FOR DISTRIBUTION**

30 Multimodal Transportation Account—State
31 Appropriation: For distribution to cities and
32 counties. \$26,786,000

33 Motor Vehicle Account—State Appropriation: For
34 distribution to cities and counties. \$23,438,000

35 TOTAL APPROPRIATION. \$50,224,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

35 **IMPLEMENTING PROVISIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
2 **ELEMENTS REPORTING**

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

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

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

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

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

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

34 (4) No fewer than ten days after the receipt of a scope change
35 request, the director of the office of financial management must
36 provide written notification to the department of any decision
37 regarding project scope changes, with copies submitted to the
38 transportation committees of the legislature.

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

NEW SECTION. Sec. 608. TOLL CREDITS

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

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

Highway Safety Account—State Appropriation	\$378,000
Highway Safety Account—Federal Appropriation.	\$8,000
Motorcycle Safety Education Account—State Appropriation.	\$5,000
Pilotage Account—State Appropriation.	\$1,122,000
Motor Vehicle Account—State Appropriation.	\$10,474,000
Multimodal Transportation Account—State Appropriation. . .	\$1,404,000
State Patrol Highway Account—State Appropriation.	\$3,936,000
Transportation Improvement Account—State Appropriation.	\$13,000
Department of Licensing Services Account—State Appropriation.	\$5,000
TOTAL APPROPRIATION.	\$17,345,000

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

MISCELLANEOUS 2019-2021 FISCAL BIENNIUM

NEW SECTION. Sec. 701. INFORMATION TECHNOLOGY OVERSIGHT

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

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

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

21 (i) Fund sources;

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

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

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

26 (v) Anticipated deliverables.

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

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

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

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

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

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

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

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

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

12 (i) Project changes each fiscal month;

13 (ii) Noting if the project has a completed market requirements
14 document;

15 (iii) Financial status of information technology projects under
16 oversight; and

17 (iv) Coordination with agencies.

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

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

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

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

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

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

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

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

39 (d) The agency must consult with the office of the state
40 treasurer during the competitive procurement process to evaluate

1 early in the process whether products and services to be solicited
2 and the responsive bids from a solicitation may be financed; and

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

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

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

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

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

27 **NEW SECTION. Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
28 **THROUGH FINANCIAL CONTRACTS**

29 (1) The department of transportation is authorized, subject to
30 the conditions in section 305(2) of this act, to enter into a
31 financing contract pursuant to chapter 39.94 RCW through the state
32 treasurer's lease-purchase program for the purposes indicated. The
33 department may use any funds, appropriated or nonappropriated, in not
34 more than the principal amounts indicated, plus financing expenses
35 and required reserves, if any. Expenditures made by the department of
36 transportation for the indicated purposes before the issue date of
37 the authorized financing contract and any certificates of
38 participation therein may be reimbursed from proceeds of the
39 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 **Sec. 703.** RCW 43.19.642 and 2017 c 313 s 703 are each amended to
8 read as follows:

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

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

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

26 (4) By December 1, 2009, the department of enterprise services
27 shall:

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

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

33 (5) During the (~~2015-2017 and~~) 2017-2019 and 2019-2021 fiscal
34 biennia, the Washington state ferries is required to use a minimum of
35 five percent biodiesel as compared to total volume of all diesel
36 purchases made by the Washington state ferries for the operation of
37 the Washington state ferries diesel-powered vessels, as long as the
38 price of a B5 or B10 biodiesel blend does not exceed the price of
39 conventional diesel fuel by five percent or more.

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

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

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

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

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

24 (a) Review the number of ignition interlock devices that are
25 required to be installed in the targeted county and the number of
26 ignition interlock devices actually installed;

27 (b) Work to identify those persons who are not complying with
28 ignition interlock requirements or are repeatedly violating ignition
29 interlock requirements; and

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

31 (5) As part of monitoring compliance, the Washington traffic
32 safety commission shall also track recidivism for violations of RCW
33 46.61.502 and 46.61.504 by persons required to have an ignition
34 interlock driver's license under RCW 46.20.385 and 46.20.720.

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

37 (1) The director shall forward all fees for vehicle registrations
38 under chapters 46.16A and 46.17 RCW, unless otherwise specified by
39 law, to the state treasurer with a proper identifying detailed

1 report. The state treasurer shall credit these moneys to the motor
2 vehicle fund created in RCW 46.68.070.

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

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

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

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

18 (3) During the 2015-2017 fiscal biennium, the legislature may
19 transfer from the state patrol highway account to the connecting
20 Washington account such amounts as reflect the excess fund balance of
21 the state patrol highway account.

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

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

28 There is hereby created in the state treasury a fund to be known
29 as the highway safety fund to the credit of which must be deposited
30 all moneys directed by law to be deposited therein. This fund must be
31 used for carrying out the provisions of law relating to driver
32 licensing, driver improvement, financial responsibility, cost of
33 furnishing abstracts of driving records and maintaining such case
34 records, and to carry out the purposes set forth in RCW 43.59.010,
35 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
36 fiscal biennia, the legislature may transfer from the highway safety
37 fund to the Puget Sound ferry operations account, the motor vehicle
38 fund, and the multimodal transportation account such amounts as
39 reflect the excess fund balance of the highway safety fund. During

1 the 2017-2019 and the 2019-2021 fiscal (~~(biennium)~~) biennia, the
2 legislature may direct the state treasurer to make transfers of
3 moneys in the highway safety fund to the multimodal transportation
4 account.

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

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

21 (2) During the 2015-2017 fiscal biennium, the legislature may
22 transfer from the transportation 2003 account (nickel account) to the
23 connecting Washington account such amounts as reflect the excess fund
24 balance of the transportation 2003 account (nickel account).

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

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

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

32 (1) The transportation partnership account is hereby created in
33 the state treasury. All distributions to the account from RCW
34 46.68.090 must be deposited into the account. Money in the account
35 may be spent only after appropriation. Expenditures from the account
36 must be used only for projects or improvements identified as 2005
37 transportation partnership projects or improvements in the omnibus

1 transportation appropriations act, including any principal and
2 interest on bonds authorized for the projects or improvements.

3 (2) The legislature finds that:

4 (a) Citizens demand and deserve accountability of transportation-
5 related programs and expenditures. Transportation-related programs
6 must continuously improve in quality, efficiency, and effectiveness
7 in order to increase public trust;

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

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

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

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

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

31 (4) Within the authorities and duties under chapter 43.09 RCW,
32 the state auditor shall establish criteria and protocols for
33 performance audits. Transportation-related agencies shall be audited
34 using criteria that include generally accepted government auditing
35 standards as well as legislative mandates and performance objectives
36 established by state agencies. Mandates include, but are not limited
37 to, agency strategies, timelines, program objectives, and mission and
38 goals as required in RCW 43.88.090.

39 (5) Within the authorities and duties under chapter 43.09 RCW,
40 the state auditor may conduct performance audits for transportation-

1 related agencies. The state auditor shall contract with private firms
2 to conduct the performance audits.

3 (6) The audits may include:

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

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

9 (c) Analysis of gaps and overlaps in programs and services and
10 recommendations for improving, dropping, blending, or separating
11 functions to correct gaps or overlaps;

12 (d) Analysis and recommendations for pooling information
13 technology systems used within the transportation-related agency, and
14 evaluation of information processing and telecommunications policy,
15 organization, and management;

16 (e) Analysis of the roles and functions of the transportation-
17 related agency, its programs, and its services and their compliance
18 with statutory authority and recommendations for eliminating or
19 changing those roles and functions and ensuring compliance with
20 statutory authority;

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

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

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

30 (i) Identification and recognition of best practices;

31 (j) Evaluation of planning, budgeting, and program evaluation
32 policies and practices;

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

34 (l) Evaluation of purchasing operations and management policies
35 and practices;

36 (m) Evaluation of organizational structure and staffing levels,
37 particularly in terms of the ratio of managers and supervisors to
38 nonmanagement personnel; and

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

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

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

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

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

36 The auditor may request status reports on specific audits or
37 findings.

38 (10) For the period from July 1, 2005, until June 30, 2007, the
39 amount of \$4,000,000 is appropriated from the transportation

1 partnership account to the state auditors office for the purposes of
2 subsections (2) through (9) of this section.

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

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

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

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

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

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

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

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

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

1 handle any other matters pertaining to the high occupancy toll lane
2 pilot project.

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

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

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

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

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

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

31 (a) Freeway efficiency and safety;

32 (b) Effectiveness for transit;

33 (c) Person and vehicle movements by mode;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15 (a) All moneys directed by law;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 **2017-2019 FISCAL BIENNIUM**

5 **TRANSPORTATION AGENCIES—OPERATING**

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

8 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

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

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

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

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

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

34 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

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

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

9 **FOR THE JOINT TRANSPORTATION COMMITTEE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

39 (iii) Identify future city funding needs;

40 (iv) Evaluate alternative sources of funding; and

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

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

5 (c) In conducting the study, the joint transportation committee
6 must consult with:

7 (i) City representatives;

8 (ii) A representative from the department of transportation local
9 programs division;

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

11 (iv) A representative from the department of transportation/
12 metropolitan planning organization/regional transportation planning
13 organization coordinating committee; and

14 (v) Others as appropriate.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

35 (b) Additionally, the application must be:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

30 (a) Information on the travel times and travel time reliability
31 (at a minimum, average and 90th percentile travel times) maintained
32 during peak and nonpeak periods in the express toll lanes and general
33 purpose lanes for both the entire corridor and commonly made trips in
34 the corridor including, but not limited to, northbound from Bellevue
35 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
36 state route number 522, Bellevue to Bothell (both NE 8th to state
37 route number 522 and NE 8th to state route number 527), and a trip
38 internal to the corridor (such as NE 85th to NE 160th) and similar
39 southbound trips;

1 (b) A month-to-month comparison of travel times and travel time
2 reliability for the entire corridor and commonly made trips in the
3 corridor as specified in (a) of this subsection since implementation
4 of the express toll lanes and, to the extent available, a comparison
5 to the travel times and travel time reliability prior to
6 implementation of the express toll lanes;

7 (c) Total express toll lane and total general purpose lane
8 traffic volumes, as well as per lane traffic volumes for each type of
9 lane (i) compared to total express toll lane and total general
10 purpose lane traffic volumes, as well as per lane traffic volumes for
11 each type of lane, on this segment of Interstate 405 prior to
12 implementation of the express toll lanes and (ii) compared to total
13 express toll lane and total general purpose lane traffic volumes, as
14 well as per lane traffic volumes for each type of lane, from month to
15 month since implementation of the express toll lanes; and

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

19 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
20 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
21 of the state route number 520 corridor account—state appropriation,
22 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
23 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
24 express toll lanes operations account—state appropriation, and
25 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
26 project account—state appropriation are provided solely for the
27 department to implement a new tolling customer service toll
28 collection system, and are subject to the conditions, limitations,
29 and review provided in section 701, chapter 313, Laws of 2017.

30 (a) The office of financial management shall place \$2,000,000 of
31 the amounts provided in this subsection in unallotted status, to be
32 distributed between the facilities using the account proportions in
33 this subsection. If the vendors selected as the successful bidders
34 for the new tolling customer service toll collection system or the
35 operator of the new system are different than the vendor as of
36 January 1, 2017, the office of financial management may release
37 portions of this amount as transition costs.

38 (b) The funds provided in this subsection from the Alaskan Way
39 viaduct replacement project account—state appropriation are provided

1 through a transfer from the motor vehicle account—state in section
2 408(26), chapter 313, Laws of 2017. These funds are a loan to the
3 Alaskan Way viaduct replacement project account—state, and the
4 legislature assumes that these funds will be reimbursed to the motor
5 vehicle account—state at a later date when the portion of state route
6 number 99 that is the deep bore tunnel is operational.

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

11 (i) Detailed information about the planned and actual scope,
12 schedule, and budget;

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

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

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

24 (7) The department shall make detailed quarterly reports to the
25 governor and the transportation committees of the legislature on the
26 following:

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

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

38 (c) The vendor-related costs of operating tolled facilities,
39 including the costs of the customer service center, cash collections

1 on the Tacoma Narrows bridge, electronic payment processing, and toll
2 collection equipment maintenance, renewal, and replacement.

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

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

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

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

10 (iv) Workload costs related to hearings;

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

12 (vi) Revenues generated from notices of civil penalty.

13 (8) (~~(\$13,179,000)~~) \$13,706,000 of the Interstate 405 express
14 toll lanes operations account—state appropriation is provided solely
15 for operational costs related to the express toll lane facility. The
16 office of financial management shall place \$6,808,000 of the amount
17 provided in this subsection in unallotted status. The office of
18 financial management may only release the funds to the department
19 upon the passage of a 2018 supplemental transportation budget.

20 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
21 have reached the end of its operational life. During the 2017-2019
22 fiscal biennium, the department plans to issue a request for
23 proposals as the first stage of a competitive procurement process
24 that will replace the toll equipment and select a new tolling
25 operator for the Tacoma Narrows Bridge. The request for proposals and
26 subsequent competitive procurement must incorporate elements that
27 prioritize the overall goal of lowering costs per transaction for the
28 facility, such as incentives for innovative approaches which result
29 in lower transactional costs, requests for efficiencies on the part
30 of the bidder that lower operational costs, and incorporation of
31 technologies such as self-serve credit card machines or other point-
32 of-payment technologies that lower costs or improve operational
33 efficiencies.

34 (10) (~~(\$5,583,000 of the Alaskan Way viaduct replacement project~~
35 ~~account—state appropriation is provided solely for the new state~~
36 ~~route number 99 tunnel toll facility's expected proportional share of~~
37 ~~collecting toll revenues, operating customer services, and~~
38 ~~maintaining toll collection systems for the last seven months of the~~
39 ~~biennium. Due to the uncertainty of the new state route number 99~~
40 ~~tunnel toll facility timeline, the legislature is holding the other~~

1 tolled facilities' administrative cost shares constant for this
 2 biennium. The legislature expects to see appropriate reductions to
 3 the other toll facility accounts once tolling on the new state route
 4 number 99 tunnel toll facility commences and any previously incurred
 5 costs for start-up of the new facility are charged back to the
 6 Alaskan Way viaduct replacement project account. The office of
 7 financial management shall closely monitor the application of the
 8 cost allocation model and ensure that the new state route number 99
 9 tunnel toll facility is adequately sharing costs and the other toll
 10 facility accounts are not being overspent or subsidizing the new
 11 state route number 99 tunnel toll facility.

12 ~~(11) \$1,849,000)~~ \$849,000 of the Alaskan Way viaduct replacement
 13 project account—state appropriation is provided solely for the costs
 14 associated with the sale of transponders for the opening of the new
 15 state route number 99 tunnel toll facility in Seattle. (~~The office
 16 of financial management shall place \$510,000 of the amount provided
 17 in this subsection in unallotted status. The office of financial
 18 management may only release the funds to the department if it
 19 determines the transponder inventory will otherwise not be sufficient
 20 for facility ramp up.)~~)

21 **Sec. 807.** 2018 c 297 s 210 (uncodified) is amended to read as
 22 follows:

23 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**

24 **C**

25	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
26	Motor Vehicle Account—State Appropriation	((\$87,865,000))
27		<u>\$87,880,000</u>
28	Puget Sound Ferry Operations Account—State	
29	Appropriation	\$263,000
30	Multimodal Transportation Account—State	
31	Appropriation	\$2,878,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation	\$1,460,000
34	TOTAL APPROPRIATION.	((\$93,926,000))
35		<u>\$93,941,000</u>

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

1 (1) \$9,588,000 of the motor vehicle account—state appropriation
 2 is provided solely for the development of the labor system
 3 replacement project and is subject to the conditions, limitations,
 4 and review provided in section 701, chapter 313, Laws of 2017. It is
 5 the intent of the legislature that if any portion of the labor system
 6 replacement project is leveraged in the future for the time, leave,
 7 and labor distribution of any other agencies, the motor vehicle
 8 account will be reimbursed proportionally for the development of the
 9 system since amounts expended from the motor vehicle account must be
 10 used exclusively for highway purposes in conformance with Article II,
 11 section 40 of the state Constitution. This must be accomplished
 12 through a loan arrangement with the current interest rate under the
 13 terms set by the office of the state treasurer at the time the system
 14 is deployed to additional agencies. If the motor vehicle account is
 15 not reimbursed for future use of the system, it is further the intent
 16 of the legislature that reductions will be made to central service
 17 agency charges accordingly.

18 (2) \$2,296,000 of the motor vehicle account—state appropriation
 19 is provided solely for the development of ferries network systems
 20 support.

21 (3) \$365,000 of the motor vehicle account—state appropriation is
 22 provided solely for the department to contract with a consultant to
 23 develop a plan, in consultation with the office of financial
 24 management, and cost estimate to modernize and migrate the
 25 department's business applications from an agency-based data center
 26 to the state data center or a cloud-based environment.

27 **Sec. 808.** 2018 c 297 s 211 (uncodified) is amended to read as
 28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
 30 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

31 Motor Vehicle Account—State Appropriation	(\$29,368,000)
32	<u>\$29,325,000</u>
33 State Route Number 520 Corridor Account—State	
34 Appropriation	\$34,000
35 TOTAL APPROPRIATION.	(\$29,402,000)
36	<u>\$29,359,000</u>

1 requirements and capacity impacts at primary airports; the need for
2 and feasibility of industry incentives; the potential for public-
3 private partnerships; impacts to revenues generated from aviation
4 fuel sales; educational requirements for maintaining electric or
5 hybrid-electric powered aircraft; homeland security checkpoint
6 requirements; public acceptance of the technology; a cost comparison
7 of fossil fuel and electric or hybrid-electric aircraft engines;
8 emission reduction potential; and policy changes needed to facilitate
9 electric or hybrid-electric powered aircraft use for commercial air
10 travel in Washington state.

11 (c) The work group must report its findings and recommendations
12 to the transportation committees of the legislature by June 30, 2019.

13 **Sec. 810.** 2018 c 297 s 213 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
16 **SUPPORT—PROGRAM H**

17	Motor Vehicle Account—State Appropriation	((\$56,408,000))
18		<u>\$56,407,000</u>
19	Motor Vehicle Account—Federal Appropriation	\$500,000
20	Multimodal Transportation Account—State Appropriation . . .	\$256,000
21	TOTAL APPROPRIATION.	((\$57,164,000))
22		<u>\$57,163,000</u>

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

25 (1) \$300,000 of the motor vehicle account—state appropriation is
26 provided solely for the completion of property value determinations
27 for surplus properties to be sold. The value determinations must be
28 completed by agency staff if available; otherwise, the agency may
29 contract out for these services. The real estate services division of
30 the department must recover the cost of its efforts from the sale of
31 surplus property. Proceeds for surplus property sales must fund
32 additional future sales, and the real estate services division shall
33 prioritize staff resources to meet revenue assumptions for surplus
34 property sales.

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

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

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

11 (b) Prior to completing the transfer in this subsection (2), the
12 department must ensure that provisions are made to accommodate
13 private and public utilities and any facilities that predate the
14 department's acquisition of the property, at no cost to those
15 entities. Prior to completing the transfer, the department shall also
16 ensure that provisions, by fair market assessment, are made to
17 accommodate other private and public utilities and any facilities
18 that have been legally allowed by permit or other instrument.

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

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

35 **Sec. 811.** 2018 c 297 s 214 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
38 **PROGRAM K**

39 Motor Vehicle Account—State Appropriation ((\$639,000))
Code Rev/AI:lel 115 S-3191.1/19

\$636,000

Electric Vehicle Charging Infrastructure

Account—State Appropriation. \$1,000,000

Multimodal Transportation Account—State

Appropriation. \$610,000

TOTAL APPROPRIATION. (~~(\$2,249,000)~~)

\$2,246,000

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

(1) \$35,000 of the multimodal transportation account—state appropriation is provided solely for the public-private partnerships program to conduct an outreach effort to assess interest in a public-private partnership to rebuild the Anacortes ferry terminal. The public-private partnerships program shall issue a request for letters of interest, similar to the request issued in 2009, in a public-private partnership to rebuild the Anacortes ferry terminal by combining the ferry terminal functions and structure with one or more commercial ventures, including, but not limited to, ventures to provide lodging, conference and meeting facilities, food service, shopping, or other retail operations. The public-private partnerships program shall notify the transportation committees of the legislature upon release of the request for letters of interest and shall provide the transportation committees of the legislature with a summary of the information collected once the letters of interest have been received.

(2) \$1,000,000 of the electric vehicle charging infrastructure account—state appropriation is provided solely for the purpose of capitalizing the Washington electric vehicle infrastructure bank as provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation revenue). The department may spend no more than one million dollars from the electric vehicle charging infrastructure account during the four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

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

(4) \$500,000 of the multimodal transportation account—state appropriation is provided solely to study public-private partnership alternatives for the financing and construction of an entry building located at Colman Dock.

1 (a) As part of the study, the public-private partnerships program
2 must work with the city of Seattle, Native American tribes, and local
3 community groups to evaluate the efficacy of contracting with a
4 private entity to participate in the construction of the Colman Dock
5 entry building. The study must:

6 (i) Identify and discuss options to construct the facility as
7 currently scoped;

8 (ii) Identify and discuss options, including rescoping the
9 current design of the facility for purposes of providing a project
10 that has the potential to increase economic development activities
11 along the Seattle waterfront area, such as through the inclusion of
12 office space and restaurants;

13 (iii) Consider concepts and options found in the design
14 development described in the 2013-2015 capital budget (chapter 19,
15 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
16 future public park;

17 (iv) Consider rooftop public access for panoramic views of the
18 Puget Sound and Olympic mountains; and

19 (v) Consider exhibits of the history and heritage of the
20 vicinity.

21 (b) By November 15, 2017, the public-private partnerships program
22 must provide a report to the governor and the transportation
23 committees of the legislature on the program's findings and
24 recommendations.

25 (5) \$75,000 of the multimodal transportation account—state
26 appropriation is provided solely for the department to contract with
27 the Puget Sound Clean Air Agency to conduct a study that identifies
28 and evaluates opportunities to facilitate low-income utilization of
29 electric vehicles. The study must include, but is not limited to,
30 development and evaluation of an electric vehicle car-sharing program
31 for low-income housing sites that is designed to maximize the use of
32 electric vehicles by residents of these sites, and that must consider
33 any infrastructure needs that will need to be met to support the use
34 of electric vehicles at these sites. The department must provide a
35 report detailing the findings of this study to the transportation
36 committees of the legislature by December 1, 2018.

37 **Sec. 812.** 2018 c 297 s 215 (uncodified) is amended to read as
38 follows:

39 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

1	Motor Vehicle Account—State Appropriation	((\$451,660,000))
2		<u>\$469,820,000</u>
3	Motor Vehicle Account—Federal Appropriation	\$7,000,000
4	State Route Number 520 Corridor Account—State	
5	Appropriation	\$4,447,000
6	Tacoma Narrows Toll Bridge Account—State	
7	Appropriation	\$1,233,000
8	Alaskan Way Viaduct Replacement Project	
9	Account—State Appropriation	((\$2,982,000))
10		<u>\$1,865,000</u>
11	TOTAL APPROPRIATION.	((\$467,322,000))
12		<u>\$484,365,000</u>

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

15 (1) ((~~\$8,000,000~~)) \$8,242,000 of the motor vehicle account—state
16 appropriation is provided solely for utility fees assessed by local
17 governments as authorized under RCW 90.03.525 for the mitigation of
18 stormwater runoff from state highways.

19 (2) \$4,447,000 of the state route number 520 corridor account—
20 state appropriation is provided solely to maintain the state route
21 number 520 floating bridge. These funds must be used in accordance
22 with RCW 47.56.830(3).

23 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
24 appropriation is provided solely to maintain the new Tacoma Narrows
25 bridge. These funds must be used in accordance with RCW 47.56.830(3).

26 (4) \$35,000 of the motor vehicle account—state appropriation is
27 provided solely for the department to submit a request for proposals
28 as part of a pilot project that explores the use of rotary auger
29 ditch cleaning and reshaping service technology in maintaining
30 roadside ditches for state highways. The pilot project must consist
31 of at least one technology test on each side of the Cascade mountain
32 range.

33 (5) \$631,000 of the motor vehicle account—state appropriation is
34 provided solely for the department to implement safety improvements
35 and debris clean up on department-owned rights-of-way in the city of
36 Seattle. Direct or contracted activities must include collecting and
37 disposing of garbage, clearing debris or hazardous material, and
38 implementing safety improvements. Funds may also be used to contract
39 with the city of Seattle to provide mutual services in rights-of-way

1 similar to contract agreements in the 2015-2017 fiscal biennium.
2 \$381,000 of the amount provided in this subsection is provided solely
3 for one-time equipment procurement needed to implement this
4 subsection.

5 (6) \$15,000,000 of the motor vehicle account—state appropriation
6 is provided solely for extraordinary snow and ice removal expenses
7 and related road repair expenses incurred during the winter of
8 2018-2019.

9 **Sec. 813.** 2018 c 297 s 216 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
12 **OPERATING**

13 Motor Vehicle Account—State Appropriation	((\$65,743,000))
	<u>\$65,711,000</u>
15 Motor Vehicle Account—Federal Appropriation	\$2,050,000
16 Motor Vehicle Account—Private/Local Appropriation	((\$250,000))
	<u>\$350,000</u>
18 TOTAL APPROPRIATION.	((\$68,043,000))
	<u>\$68,111,000</u>

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

22 (1) \$6,000,000 of the motor vehicle account—state appropriation
23 is provided solely for low-cost enhancements. The department shall
24 give priority to low-cost enhancement projects that improve safety or
25 provide congestion relief. By December 15th of each odd-numbered
26 year, the department shall provide a report to the legislature
27 listing all low-cost enhancement projects completed in the prior
28 fiscal biennium.

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

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

35 (4) \$50,000 of the motor vehicle account—state appropriation is
36 provided solely for the department to coordinate with the appropriate
37 local jurisdictions for development and implementation of a historic

1 route 10 signage program on Interstate 90 from the Columbia River to
2 the Idaho state border.

3 (5) (a) During the 2017-2019 fiscal biennium, the department shall
4 continue a pilot program that expands private transportation
5 providers' access to high occupancy vehicle lanes. Under the pilot
6 program, when the department reserves a portion of a highway based on
7 the number of passengers in a vehicle, the following vehicles must be
8 authorized to use the reserved portion of the highway if the vehicle
9 has the capacity to carry eight or more passengers, regardless of the
10 number of passengers in the vehicle: (i) Auto transportation company
11 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
12 carrier vehicles regulated under chapter 81.70 RCW, except marked or
13 unmarked stretch limousines and stretch sport utility vehicles as
14 defined under department of licensing rules; (iii) private nonprofit
15 transportation provider vehicles regulated under chapter 81.66 RCW;
16 and (iv) private employer transportation service vehicles. For
17 purposes of this subsection, "private employer transportation
18 service" means regularly scheduled, fixed-route transportation
19 service that is offered by an employer for the benefit of its
20 employees. Nothing in this subsection is intended to authorize the
21 conversion of public infrastructure to private, for-profit purposes
22 or to otherwise create an entitlement or other claim by private users
23 to public infrastructure.

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

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

1 taxicabs that are clearly and identifiably marked as such on all
2 sides of the vehicle are considered public transportation vehicles
3 and must be authorized to use the reserved portion of the highway.

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

8 **Sec. 814.** 2018 c 297 s 217 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
11 **SUPPORT—PROGRAM S**

12 Motor Vehicle Account—State Appropriation	(\$34,198,000)
13	<u>\$34,207,000</u>
14 Motor Vehicle Account—Federal Appropriation	\$1,656,000
15 Multimodal Transportation Account—State	
16 Appropriation	\$1,129,000
17 TOTAL APPROPRIATION.	(\$36,983,000)
18	<u>\$36,992,000</u>

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

21 (1) \$1,500,000 of the motor vehicle account—state appropriation
22 is provided solely for a grant program that makes awards for the
23 following: (a) Support for nonprofit agencies, churches, and other
24 entities to help provide outreach to populations underrepresented in
25 the current apprenticeship programs; (b) preapprenticeship training;
26 and (c) child care, transportation, and other supports that are
27 needed to help women, veterans, and minorities enter and succeed in
28 apprenticeship. The department must report on grants that have been
29 awarded and the amount of funds disbursed by December 1, 2017, and
30 annually thereafter.

31 (2) \$300,000 of the motor vehicle account—state appropriation is
32 provided solely for succession planning and leadership training. The
33 department shall report on the implementation of these activities to
34 the transportation committees of the legislature by December 31,
35 2018.

36 (3) From the revenues generated by the five dollar per studded
37 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
38 state appropriation is provided solely for the department, in

1 consultation with the appropriate local jurisdictions and relevant
 2 stakeholder groups, to establish a pilot media-based public
 3 information campaign regarding the damage of studded tire use on
 4 state and local roadways in Spokane county. The reason for the
 5 geographic selection of Spokane county for the pilot is based on the
 6 high utilization of studded tires in this jurisdiction. The public
 7 information campaign must primarily focus on making the consumer
 8 aware of the road deterioration, financial impact for taxpayers, the
 9 safety implications for other drivers, and, secondarily, the
 10 alternatives to studded tires. The pilot must begin by September 1,
 11 2018. By January 14, 2019, the department shall provide the
 12 transportation committees of the legislature an update on the pilot
 13 public information program. It is the intent of the legislature that
 14 the public information campaign will be a two-year pilot program with
 15 a report to the legislature upon completion of the pilot program.

16 **Sec. 815.** 2018 c 297 s 218 (uncodified) is amended to read as
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
 19 **AND RESEARCH—PROGRAM T**

20	Motor Vehicle Account—State Appropriation	((\$28,073,000))
21		<u>\$27,604,000</u>
22	Motor Vehicle Account—Federal Appropriation	\$39,782,000
23	Motor Vehicle Account—Local Appropriation.	\$100,000
24	Multimodal Transportation Account—State Appropriation . . .	\$711,000
25	Multimodal Transportation Account—Federal	
26	Appropriation	\$2,809,000
27	Multimodal Transportation Account—Private/Local	
28	Appropriation	\$100,000
29	TOTAL APPROPRIATION.	((\$71,575,000))
30		<u>\$71,106,000</u>

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

- 33 (1) The department shall investigate opportunities for a transit-
 34 oriented development pilot project at the existing Kingsgate park and
 35 ride at Interstate 405 and 132nd. The department must coordinate with
 36 the city of Kirkland and other key stakeholders to determine the
 37 feasibility and cost of transit-oriented development at Kingsgate. A

1 report on the process and outcomes is due to the transportation
2 committees of the legislature no later than December 1, 2017.

3 (2) \$100,000 of the motor vehicle account—state appropriation and
4 \$250,000 of the motor vehicle account—federal appropriation are
5 provided solely for a study that details a cost estimate for
6 replacing the westbound U.S. 2 trestle and recommends a series of
7 financing options to address that cost and to satisfy debt service
8 requirements.

9 In conducting the study, the department shall work in close
10 collaboration with a stakeholder group that includes, but is not
11 limited to, Snohomish county, the port of Everett, economic alliance
12 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
13 Snohomish, and Monroe, and affected transit agencies.

14 The department shall quantify both the cost of replacing the
15 westbound trestle structure and making mobility and capacity
16 improvements to maximize the use of the structure in the years
17 leading up to full replacement. Financing options that should be
18 examined and quantified include public-private partnerships, public-
19 public partnerships, a transportation benefit district tailored to
20 the specific incorporated and unincorporated area, loans and grants,
21 and other alternative financing measures available at the state or
22 federal level.

23 The department shall also evaluate ways in which the costs of
24 alternative financing can be debt financed.

25 The department shall complete the study and submit a final report
26 and recommendations to the transportation committees of the
27 legislature, including recommendations on statutory changes needed to
28 implement available financing options, by January 8, 2018.

29 (3) \$181,000 of the motor vehicle account—state appropriation is
30 provided solely for the department, in coordination with the
31 University of Washington department of mechanical engineering, to
32 study measures to reduce noise impacts from bridge expansion joints.
33 The study must examine testing methodologies and project timelines
34 and costs. A final report must be submitted to the transportation
35 committees of the legislature by October 15, 2018.

36 (4) \$200,000 of the motor vehicle account—state appropriation is
37 provided solely for implementation of a practical solutions study for
38 the state route number 162 and state route number 410 interchange,
39 based on the recommendations of the SR-162 Study/Design project

1 (L2000107). The study must include short, medium, and long-term phase
2 recommendations and must be submitted to the transportation
3 committees of the legislature by January 1, 2019.

4 (5) \$500,000 of the motor vehicle account—state appropriation is
5 provided solely for implementation of a state route number 518
6 corridor study to be conducted in partnership with the Port of
7 Seattle, Sound Transit and other regional entities. The department
8 must study practical solutions to address high vehicle volumes and
9 delays in the corridor including evaluation of solutions to the rapid
10 growth of traffic in the corridor and how that growth impacts access
11 to the Seattle-Tacoma international airport and the surrounding
12 communities. The study must be submitted to the transportation
13 committees of the legislature by June 30, 2019.

14 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
15 appropriation and \$50,000 of the motor vehicle account—local
16 appropriation are provided solely for implementation of a corridor
17 study to identify potential improvements between exit 116 and exit 99
18 of Interstate 5. The study should further develop mid- and long-term
19 strategies from the corridor sketch, and identify potential US
20 101/I-5 interchange improvements, a strategic plan for the Nisqually
21 River bridges, regional congestion relief options, and ecosystem
22 benefits to the Nisqually River estuary for salmon productivity and
23 flood control.

24 (7) Among the options studied as part of the SR 410 Corridor
25 Study, the department shall examine the mobility and safety benefits
26 of replacing or expanding the White River bridge between Enumclaw and
27 Buckley to four lanes and removing the trestle.

28 (8) Within existing resources, the department shall meet with
29 local stakeholders in south Pierce county and North Thurston county
30 to discuss potential solutions to traffic congestion; emergency
31 management concerns regarding routes away from natural disasters and
32 around incidents similar to the train derailment that occurred on
33 December 18, 2017; and what state transportation investments would
34 benefit the economic development of the area. The department shall
35 provide regular updates on its progress to the joint transportation
36 committee.

37 **Sec. 816.** 2018 c 297 s 219 (uncodified) is amended to read as
38 follows:

1 needs transportation provided by transit agencies and nonprofit
2 providers of transportation. Of this amount:

3 (a) \$12,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for grants to nonprofit providers of
5 special needs transportation. Grants for nonprofit providers must be
6 based on need, including the availability of other providers of
7 service in the area, efforts to coordinate trips among providers and
8 riders, and the cost effectiveness of trips provided. Of the amount
9 provided in this subsection (1)(a), \$25,000 of the multimodal
10 transportation account—state appropriation is provided solely for the
11 ecumenical christian helping hands organization for special needs
12 transportation services.

13 (b) \$40,679,000 of the multimodal transportation account—state
14 appropriation is provided solely for grants to transit agencies to
15 transport persons with special transportation needs. To receive a
16 grant, the transit agency must, to the greatest extent practicable,
17 have a maintenance of effort for special needs transportation that is
18 no less than the previous year's maintenance of effort for special
19 needs transportation. Grants for transit agencies must be prorated
20 based on the amount expended for demand response service and route
21 deviated service in calendar year 2015 as reported in the "Summary of
22 Public Transportation - 2015" published by the department of
23 transportation. No transit agency may receive more than thirty
24 percent of these distributions.

25 (2) \$32,223,000 of the rural mobility grant program account—state
26 appropriation is provided solely for grants to aid small cities in
27 rural areas as prescribed in RCW 47.66.100.

28 (3)(a) \$10,702,000 of the multimodal transportation account—state
29 appropriation is provided solely for a vanpool grant program for: (i)
30 Public transit agencies to add vanpools or replace vans; and (ii)
31 incentives for employers to increase employee vanpool use. The grant
32 program for public transit agencies will cover capital costs only;
33 operating costs for public transit agencies are not eligible for
34 funding under this grant program. Additional employees may not be
35 hired from the funds provided in this section for the vanpool grant
36 program, and supplanting of transit funds currently funding vanpools
37 is not allowed. The department shall encourage grant applicants and
38 recipients to leverage funds other than state funds.

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

3 (4) \$24,107,000 of the regional mobility grant program account—
4 state appropriation is reappropriated and provided solely for the
5 regional mobility grant projects identified in LEAP Transportation
6 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
7 ((2018)) 2019, Program - Public Transportation Program (V). Of the
8 amounts provided in this subsection, \$757,000 of the regional
9 mobility grant program account—state appropriation is reappropriated
10 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
11 Way Park and Ride (Project 20130101).

12 (5) (a) ((~~\$77,679,000~~)) \$57,762,000 of the regional mobility grant
13 program account—state appropriation is provided solely for the
14 regional mobility grant projects identified in LEAP Transportation
15 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
16 ((2018)) 2019, Program - Public Transportation Program (V). The
17 department shall review all projects receiving grant awards under
18 this program at least semiannually to determine whether the projects
19 are making satisfactory progress. Any project that has been awarded
20 funds, but does not report activity on the project within one year of
21 the grant award, must be reviewed by the department to determine
22 whether the grant should be terminated. The department shall promptly
23 close out grants when projects have been completed, and any remaining
24 funds must be used only to fund projects identified in the LEAP
25 transportation document referenced in this subsection. The department
26 shall provide annual status reports on December 15, 2017, and
27 December 15, 2018, to the office of financial management and the
28 transportation committees of the legislature regarding the projects
29 receiving the grants. It is the intent of the legislature to
30 appropriate funds through the regional mobility grant program only
31 for projects that will be completed on schedule. A grantee may not
32 receive more than twenty-five percent of the amount appropriated in
33 this subsection. The department shall not approve any increases or
34 changes to the scope of a project for the purpose of a grantee
35 expending remaining funds on an awarded grant.

36 (b) In order to be eligible to receive a grant under (a) of this
37 subsection during the 2017-2019 fiscal biennium, a transit agency
38 must establish a process for private transportation providers to
39 apply for the use of park and ride facilities. For purposes of this

1 subsection, (i) "private transportation provider" means: An auto
2 transportation company regulated under chapter 81.68 RCW; a passenger
3 charter carrier regulated under chapter 81.70 RCW, except marked or
4 unmarked stretch limousines and stretch sport utility vehicles as
5 defined under department of licensing rules; a private nonprofit
6 transportation provider regulated under chapter 81.66 RCW; or a
7 private employer transportation service provider; and (ii) "private
8 employer transportation service" means regularly scheduled, fixed-
9 route transportation service that is offered by an employer for the
10 benefit of its employees.

11 (6) Funds provided for the commute trip reduction (CTR) program
12 may also be used for the growth and transportation efficiency center
13 program.

14 (7) \$7,170,000 of the multimodal transportation account—state
15 appropriation and \$784,000 of the state vehicle parking account—state
16 appropriation are provided solely for CTR grants and activities. Of
17 this amount:

18 (a) \$500,000 of the multimodal transportation account—state
19 appropriation is provided solely for a voluntary pilot program to
20 expand public-private partnership CTR incentives to make measurable
21 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
22 be integrated into grant proposals. The department shall prioritize
23 grant proposals that focus on the Interstate 90, Interstate 5, state
24 route number 167, or Interstate 405 corridor. The department shall
25 offer competitive trip-reduction grants. The department shall report
26 to the transportation committees of the legislature by December 1,
27 2018, on the pilot program's impacts to the transportation system and
28 potential improvements to the CTR grant program.

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

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

5 (ii) The department shall report to the transportation committees
6 of the legislature on the impact of the program by June 30, 2019, and
7 may adopt rules to administer the program; and

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

14 (8) (~~(\$20,891,000)~~) \$13,233,000 of the multimodal transportation
15 account—state appropriation is provided solely for connecting
16 Washington transit projects identified in LEAP Transportation
17 Document (~~(2018)~~) 2019-2 ALL PROJECTS as developed March (~~(5)~~) 26,
18 (~~(2018)~~) 2019. It is the intent of the legislature that entities
19 identified to receive funding in the LEAP document referenced in this
20 subsection receive the amounts specified in the time frame specified
21 in that LEAP document. If an entity has already completed a project
22 in the LEAP document referenced in this subsection before the time
23 frame identified, the entity may substitute another transit project
24 or projects that cost a similar or lesser amount.

25 (9) \$2,000,000 of the multimodal transportation account—state
26 appropriation is provided solely for transit coordination grants.

27 (10) \$250,000 of the multimodal transportation account—state
28 appropriation is provided solely for King county for a pilot program
29 to provide certain students in the Highline and Lake Washington
30 school districts with an ORCA card during the summer. To be eligible
31 for an ORCA card under this program, a student must also be in high
32 school, be eligible for free and reduced-price lunches, and have a
33 job or other responsibility during the summer. King county must
34 provide a report to the department and the transportation committees
35 of legislature by December 15, 2018, regarding: The annual student
36 usage of the pilot program, available ridership data, the cost to
37 expand the program to other King county school districts, the cost to
38 expand the program to student populations other than high school or
39 eligible for free and reduced-price lunches, opportunities for

1 subsidized ORCA cards or local grant or matching funds, and any
2 additional information that would help determine if the pilot program
3 should be extended or expanded.

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

6 (12)(a) For projects funded as part of the 2015 connecting
7 Washington transportation package listed on the LEAP transportation
8 document identified in subsection (4) of this section, if the
9 department expects to have substantial reappropriations for the
10 2019-2021 fiscal biennium, the department may, on a pilot basis,
11 apply funding from a project with an appropriation that cannot be
12 used for the current fiscal biennium to advance one or more of the
13 following projects:

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

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

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

19 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

20 or

21 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
22 (G2000041).

23 (b) At least ten business days before advancing a project
24 pursuant to this subsection, the department must notify the office of
25 financial management and the transportation committees of the
26 legislature. The advancement of a project may not hinder the delivery
27 of the projects for which the reappropriations are necessary for the
28 2019-2021 fiscal biennium.

29 (13) \$300,000 of the multimodal transportation account—state
30 appropriation is provided solely for Pierce Transit to procure and
31 install digital transit information technology at various transit
32 centers, in order to provide transit riders with real-time arrival
33 and departure information.

34 (14) \$750,000 of the multimodal transportation account—state
35 appropriation is provided solely for the Intercity Transit Dash
36 shuttle program.

37 **Sec. 818.** 2018 c 297 s 221 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

2 Puget Sound Ferry Operations Account—State

3 Appropriation ((~~\$509,954,000~~))

4 \$516,503,000

5 Puget Sound Ferry Operations Account—Federal

6 Appropriation \$8,743,000

7 Puget Sound Ferry Operations Account—Private/Local

8 Appropriation \$121,000

9 TOTAL APPROPRIATION. ((~~\$518,818,000~~))

10 \$525,367,000

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

13 (1) The office of financial management budget instructions
14 require agencies to recast enacted budgets into activities. The
15 Washington state ferries shall include a greater level of detail in
16 its 2017-2019 supplemental and 2019-2021 omnibus transportation
17 appropriations act requests, as determined jointly by the office of
18 financial management, the Washington state ferries, and the
19 transportation committees of the legislature. This level of detail
20 must include the administrative functions in the operating as well as
21 capital programs.

22 (2) For the 2017-2019 fiscal biennium, the department may enter
23 into a distributor controlled fuel hedging program and other methods
24 of hedging approved by the fuel hedging committee.

25 (3) ((~~\$71,004,000~~)) \$73,587,000 of the Puget Sound ferry
26 operations account—state appropriation is provided solely for auto
27 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
28 reflect cost savings from a reduced biodiesel fuel requirement and,
29 therefore, is contingent upon the enactment of section 703 chapter
30 313, Laws of 2017. The amount provided in this subsection represents
31 the fuel budget for the purposes of calculating any ferry fare fuel
32 surcharge.

33 (4) \$30,000 of the Puget Sound ferry operations account—state
34 appropriation is provided solely for the marine division assistant
35 secretary's designee to the board of pilotage commissioners, who
36 serves as the board chair. As the agency chairing the board, the
37 department shall direct the board chair, in his or her capacity as
38 chair, to require that the report to the governor and chairs of the
39 transportation committees required under RCW 88.16.035(1)(f) be filed

1 by September 1, 2017, and annually thereafter, and that the report
2 include the continuation of policies and procedures necessary to
3 increase the diversity of pilots, trainees, and applicants, including
4 a diversity action plan. The diversity action plan must articulate a
5 comprehensive vision of the board's diversity goals and the steps it
6 will take to reach those goals.

7 (5) (~~(\$500,000)~~) \$1,000,000 of the Puget Sound ferry operations
8 account—state appropriation is provided solely for operating costs
9 related to moving vessels for emergency capital repairs. Funds may
10 only be spent after approval by the office of financial management.

11 (6) \$25,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for additional hours of traffic
13 control assistance by a uniformed officer at the Fauntleroy ferry
14 terminal.

15 (7) \$75,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for the department to contract with
17 the University of Washington to conduct an analysis of loading
18 procedures at the Fauntleroy ferry terminal. The department must
19 share the results of the analysis with the governor's office and the
20 transportation committees of the legislature by December 31, 2018.

21 **Sec. 819.** 2018 c 297 s 222 (uncodified) is amended to read as
22 follows:

23 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
24 Multimodal Transportation Account—State

25	Appropriation	((\$81,013,000))
26		<u>\$66,015,000</u>
27	Multimodal Transportation Account—Private/Local	
28	Appropriation	\$496,000
29	TOTAL APPROPRIATION.	((\$81,509,000))
30		<u>\$66,511,000</u>

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

33 (1) \$300,000 of the multimodal transportation account—state
34 appropriation is provided solely for a consultant study of ultra
35 high-speed ground transportation. "Ultra high-speed" means two
36 hundred fifty miles per hour or more. The study must identify the
37 costs and benefits of ultra high-speed ground transportation along a
38 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	Freight Mobility Multimodal Account—State	
13	Appropriation	((\$22,283,000))
14		<u>\$11,680,000</u>
15	Freight Mobility Multimodal Account—Private/Local	
16	Appropriation	\$1,320,000
17	TOTAL APPROPRIATION.	((\$51,360,000))
18		<u>\$35,571,000</u>

19 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
20 follows:

21 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

22	Rural Arterial Trust Account—State Appropriation	((\$63,186,000))
23		<u>\$45,186,000</u>
24	Motor Vehicle Account—State Appropriation	\$706,000
25	County Arterial Preservation Account—State	
26	Appropriation	\$38,434,000
27	TOTAL APPROPRIATION.	((\$102,326,000))
28		<u>\$84,326,000</u>

29 **Sec. 903.** 2018 c 297 s 304 (uncodified) is amended to read as
30 follows:

31 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

32	Small City Pavement and Sidewalk Account—State	
33	Appropriation	((\$5,780,000))
34		<u>\$3,880,000</u>

35 Transportation Improvement Account—State

1	Appropriation	((\$279,300,000))
2		<u>\$268,100,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation	\$14,670,000
5	TOTAL APPROPRIATION.	((\$299,750,000))
6		<u>\$286,650,000</u>

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

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

11 (2) \$9,687,000 of the transportation improvement account—state
12 appropriation is provided solely for:

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

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

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

18 **Sec. 904.** 2018 c 297 s 305 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
21 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

22	Motor Vehicle Account—State Appropriation	((\$10,070,000))
23		<u>\$8,434,000</u>
24	Connecting Washington Account—State Appropriation	((\$26,537,000))
25		<u>\$24,466,000</u>
26	Transportation Partnership Account—State	
27	Appropriation	\$17,000
28	TOTAL APPROPRIATION.	((\$36,624,000))
29		<u>\$32,917,000</u>

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

32 (1) ((~~\$17,237,000~~)) \$15,166,000 of the connecting Washington
33 account—state appropriation is provided solely for a new Olympic
34 region maintenance and administration facility to be located on the
35 department-owned site at the intersection of Marvin Road and 32nd
36 Avenue in Lacey, Washington.

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 in proceeds from the sale
15 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 (34) \$2,750,000 of the connecting Washington account—state
5 appropriation and \$500,000 of the motor vehicle account—state
6 appropriation are provided solely for the I-90/Barker to Harvard -
7 Improve Interchanges & Local Roads project (L2000122). The connecting
8 Washington appropriation may only be expended if the local
9 governments impacted by the project agree to cover any project costs
10 above the \$18,000,000 of state appropriation provided for the total
11 project in LEAP Transportation Document 2019-1 as developed March 26,
12 2019, Program - Highway Improvements (I).

13 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

16	Recreational Vehicle Account—State Appropriation	\$3,584,000
17	High-Occupancy Toll Lanes Operations Account—State	
18	Appropriation.	(\$161,000)
19		<u>\$1,000</u>
20	Transportation Partnership Account—State	
21	Appropriation	\$12,785,000
22	<u>Highway Safety Account—State Appropriation.</u>	<u>\$1,000</u>
23	Motor Vehicle Account—State Appropriation	(\$63,246,000)
24		<u>\$65,250,000</u>
25	Motor Vehicle Account—Federal Appropriation	(\$579,624,000)
26		<u>\$579,810,000</u>
27	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation	\$1,747,000
30	Connecting Washington Account—State Appropriation	(\$204,242,000)
31		<u>\$193,867,000</u>
32	Tacoma Narrows Toll Bridge Account—State Appropriation	(\$856,000)
33		<u>\$918,000</u>
34	Transportation 2003 Account (Nickel Account)—State	
35	Appropriation	\$57,849,000
36	TOTAL APPROPRIATION.	(\$935,833,000)
37		<u>\$927,551,000</u>

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

3 (1) Except as provided otherwise in this section, the entire
4 connecting Washington account—state appropriation and the entire
5 transportation partnership account—state appropriation are provided
6 solely for the projects and activities as listed by fund, project,
7 and amount in LEAP Transportation Document ((2018)) 2019-1 as
8 developed March ((5)) 26, ((2018)) 2019, Program - Highway
9 Preservation Program (P). However, limited transfers of specific
10 line-item project appropriations may occur between projects for those
11 amounts listed subject to the conditions and limitations in section
12 ((601 of this act)) 601 of this act, chapter . . ., Laws of 2019
13 (this act).

14 (2) Except as otherwise provided in this section, the entire
15 transportation 2003 account (nickel account)—state appropriation is
16 provided solely for the projects and activities as listed in LEAP
17 Transportation Document ((2018)) 2019-1 as developed March ((5)) 26,
18 ((2018)) 2019, Program - Highway Preservation Program (P).

19 (3) Except as provided otherwise in this section, the entire
20 motor vehicle account—state appropriation and motor vehicle account—
21 federal appropriation are provided solely for the projects and
22 activities listed in LEAP Transportation Document ((2018-2)) 2019-1
23 ALL PROJECTS as developed March ((5)) 26, ((2018)) 2019, Program -
24 Highway Preservation Program (P). Any federal funds gained through
25 efficiencies, adjustments to the federal funds forecast, additional
26 congressional action not related to a specific project or purpose, or
27 the federal funds redistribution process must then be applied to
28 highway and bridge preservation activities.

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

36 (5) The transportation 2003 account (nickel account)—state
37 appropriation includes up to \$29,553,000 in proceeds from the sale of
38 bonds authorized in RCW 47.10.861.

1 (6) The motor vehicle account—state appropriation includes up to
2 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
3 47.10.843.

4 (7) \$11,553,000 of the connecting Washington account—state
5 appropriation is provided solely for the land mobile radio upgrade
6 (G2000055) and is subject to the conditions, limitations, and review
7 provided in section 701, chapter 313, Laws of 2017. The land mobile
8 radio project is subject to technical oversight by the office of the
9 chief information officer. The department, in collaboration with the
10 office of the chief information officer, shall identify where
11 existing or proposed mobile radio technology investments should be
12 consolidated, identify when existing or proposed mobile radio
13 technology investments can be reused or leveraged to meet multiagency
14 needs, increase mobile radio interoperability between agencies, and
15 identify how redundant investments can be reduced over time. The
16 department shall also provide quarterly reports to the technology
17 services board on project progress.

18 (8) (~~(\$3,000,000)~~) \$5,000,000 of the motor vehicle account—state
19 appropriation is provided solely for extraordinary costs incurred
20 from litigation awards, settlements, or dispute mitigation activities
21 not eligible for funding from the self-insurance fund. The amount
22 provided in this subsection must be held in unallotted status until
23 the department submits a request to the office of financial
24 management that includes documentation detailing litigation-related
25 expenses. The office of financial management may release the funds
26 only when it determines that all other funds designated for
27 litigation awards, settlements, and dispute mitigation activities
28 have been exhausted. No funds provided in this subsection may be
29 expended on any legal fees related to the SR 99/Alaskan Way viaduct
30 replacement project.

31 (9) \$20,755,000 of the motor vehicle account—federal
32 appropriation and \$844,000 of the motor vehicle account—state
33 appropriation are provided solely for the preservation of
34 structurally deficient bridges or bridges that are at risk of
35 becoming structurally deficient. These funds must be used widely
36 around the state of Washington. When practicable, the department
37 shall pursue design-build contracts for these bridge projects to
38 expedite delivery. The department shall provide a report that

1 identifies the progress of each project funded in this subsection as
2 part of its annual agency budget request.

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

7 (11) (a) \$9,014,000 of the motor vehicle account—federal
8 appropriation and \$217,000 of the motor vehicle account—state
9 appropriation are provided solely for weigh station preservation
10 (0BP3006). These amounts must be held in unallotted status, except
11 that the director of the office of financial management may approve
12 allotment of the funds upon fulfillment of the conditions of (b) of
13 this subsection.

14 (b) The department and the Washington state patrol shall jointly
15 submit a prioritized list of weigh station projects to the office of
16 financial management by October 1, 2017. Projects submitted must
17 include estimated costs for preliminary engineering, rights-of-way,
18 and construction and must also consider the timing of any available
19 funding for weigh station projects.

20 (12) The department must consult with the Washington state patrol
21 and the office of financial management during the design phase of any
22 improvement or preservation project that could impact Washington
23 state patrol weigh station operations. During the design phase of any
24 such project, the department must estimate the cost of designing
25 around the affected weigh station's current operations, as well as
26 the cost of moving the affected weigh station.

27 (13) During the course of any planned resurfacing or other
28 preservation activity on state route number 26 between Colfax and
29 Othello in the 2017-2019 fiscal biennium, the department must add
30 dug-in reflectors.

31 (14) The department shall continue to monitor the test patch of
32 pavement that used electric arc furnace slag as an aggregate and
33 report back to the legislature by December 1, 2018, on its
34 comparative wear resistance, skid resistance, and feasibility for use
35 throughout the state in new pavement construction.

36 (15) 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
40 2019-2021 fiscal biennium, the department may, on a pilot basis,

1 apply funding from a project with an appropriation that cannot be
2 used for the current fiscal biennium to advance the US 12/Wildcat
3 Bridge Replacement project (L2000075). At least ten business days
4 before advancing the project pursuant to this subsection, the
5 department must notify the office of financial management and the
6 transportation committees of the legislature. The advancement of the
7 project may not hinder the delivery of the projects for which the
8 reappropriations are necessary for the 2019-2021 fiscal biennium.

9 (16) Within the connecting Washington account—state
10 appropriation, the department may transfer funds from Highway System
11 Preservation (L1100071) to other preservation projects listed in the
12 LEAP transportation document identified in subsection (1) of this
13 section, if it is determined necessary for completion of these high
14 priority preservation projects. The department's next budget
15 submittal after using this subsection must appropriately reflect the
16 transfer.

17 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
20 **CAPITAL**

21	Motor Vehicle Account—State Appropriation	((\$6,636,000))
22		<u>\$5,753,000</u>
23	Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
24		<u>\$5,578,000</u>
25	Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
26		<u>\$650,000</u>
27	TOTAL APPROPRIATION.	((\$12,851,000))
28		<u>\$11,981,000</u>

29 The appropriations in this section are subject to the following
30 conditions and limitations: The department shall set aside a
31 sufficient portion of the motor vehicle account—state appropriation
32 for federally selected competitive grants or congressional earmark
33 projects that require matching state funds. State funds set aside as
34 matching funds for federal projects must be accounted for in project
35 000005Q and remain in unallotted status until needed for those
36 federal projects.

1 efficient equipment and systems, and the most appropriate renewable
2 energy systems for the needs and location of the terminal. To the
3 extent practicable, the department shall avoid the closure of, or
4 disruption to, any existing public access walkways in the vicinity of
5 the terminal project during construction. Of the amounts provided in
6 this subsection, \$750,000 of the Puget Sound capital construction
7 account—state appropriation is provided solely for additional
8 photovoltaic panels for this project.

9 (3) \$94,671,000 of the Puget Sound capital construction account—
10 federal appropriation, \$46,919,000 of the connecting Washington
11 account—state appropriation, \$26,949,000 of the Puget Sound capital
12 construction account—private/local appropriation, \$2,734,000 of the
13 multimodal transportation account—state appropriation, \$511,000 of
14 the Puget Sound capital construction account—state appropriation, and
15 \$679,000 of the transportation 2003 (nickel account)—state
16 appropriation are provided solely for the Seattle Terminal
17 Replacement project (900010L).

18 (4) (~~(\$5,000,000)~~) \$7,100,000 of the Puget Sound capital
19 construction account—state appropriation is provided solely for
20 emergency capital repair costs (999910K). Funds may only be spent
21 after approval by the office of financial management.

22 (5) \$950,000 of the Puget Sound capital construction account—
23 state appropriation is provided solely for life extension of the
24 existing ticketing system and ORCA acceptance (998521A and 998521B).
25 The ferry system shall work with Washington technology solutions and
26 the tolling division on the development of a new, interoperable
27 ticketing system.

28 (6) (a) The department shall, in consultation with the office of
29 financial management, hire an independent planning consultant to
30 assist with overall scope development of a new ferry system long-
31 range plan, including incorporating the items listed in (b) of this
32 subsection. The independent planning consultant must have experience
33 in planning for other ferry systems.

34 (b) The department shall update the ferries division long-range
35 plan by January 1, 2019. In reviewing the changing needs of the users
36 of the ferry system and the associated funding opportunities and
37 challenges, the department must include, but is not limited to, the
38 following elements in the new long-range plan:

39 (i) Identify changes in the demographics of users of the system;

1 (ii) Review route timetables and propose adjustments that take
2 into consideration ridership volume, vessel load times, proposed and
3 current passenger-only ferry system ridership, and other operational
4 needs;

5 (iii) Review vessel needs by route and propose a vessel
6 replacement schedule, vessel retirement schedule, and estimated
7 number of vessels needed. This analysis should also articulate a
8 reserve vessel strategy;

9 (iv) Identify the characteristics most appropriate for
10 replacement vessels, such as passenger and car-carrying capacity,
11 while taking into consideration other cost-driving factors. These
12 factors should include:

13 (A) Anticipated crewing requirements;

14 (B) Fuel type;

15 (C) Other operating and maintenance costs;

16 (v) Review vessel dry dock needs, consider potential impacts of
17 the United States navy, and propose strategies to meet these needs;

18 (vi) Address the seismic vulnerability of the system and
19 articulate emergency preparedness plans;

20 (vii) Evaluate leased and state-owned property locations for the
21 ferry headquarters, to include an analysis of properties outside the
22 downtown area of Seattle;

23 (viii) Evaluate strategies that may help spread peak ridership,
24 such as time-of-day ticket pricing and expanding the reservation
25 system; and

26 (ix) Identify operational changes that may reduce costs, such as
27 nighttime tie-up locations.

28 (c) The department shall submit a status report on the long-range
29 plan update to the governor and the transportation committees of the
30 legislature by June 30, 2018, and a final report by January 1, 2019.

31 (7) \$600,000 of the Puget Sound capital construction account—
32 state appropriation is provided solely for development of a request
33 for proposal to convert the three ferry vessels in the Jumbo Mark II
34 class to hybrid electric propulsion and make associated necessary
35 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
36 terminals. The department is directed to explore capital project
37 financing options to include, but not be limited to, federal funding
38 opportunities, private or local contributions, application for
39 Volkswagen settlement funds, and energy-savings performance
40 contracting to be repaid in whole or in part by fuel-cost savings.

1 The department will report total capital cost estimates, optimal
2 construction schedule, annual capital and operating savings or costs,
3 and a recommended funding option to the governor and to the
4 transportation committees of the legislature by June 30, 2019.

5 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

8	Essential Rail Assistance Account—State Appropriation	((\$845,000))
9		<u>\$710,000</u>
10	Transportation Infrastructure Account—State	
11	Appropriation	((\$7,575,000))
12		<u>\$5,388,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation	((\$79,357,000))
15		<u>\$74,965,000</u>
16	Multimodal Transportation Account—Federal	
17	Appropriation	((\$59,814,000))
18		<u>\$43,175,000</u>
19	TOTAL APPROPRIATION.	((\$147,591,000))
20		<u>\$124,238,000</u>

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

23 (1) Except as provided otherwise in this section, the entire
24 appropriations in this section are provided solely for the projects
25 and activities as listed by project and amount in LEAP Transportation
26 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
27 ((2018)) 2019, Program - Rail Program (Y).

28 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
29 infrastructure account—state appropriation is provided solely for new
30 low-interest loans approved by the department through the freight
31 rail investment bank (FRIB) program. The department shall issue FRIB
32 program loans with a repayment period of no more than ten years, and
33 charge only so much interest as is necessary to recoup the
34 department's costs to administer the loans. The department shall
35 report annually to the transportation committees of the legislature
36 and the office of financial management on all FRIB loans issued.

37 (3) \$7,017,000 of the multimodal transportation account—state
38 appropriation and \$24,000 of the essential rail assistance account—

1 state appropriation are provided solely for new statewide emergent
2 freight rail assistance projects identified in the LEAP
3 transportation document referenced in subsection (1) of this section.

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

21 (5) (a) \$686,000 of the essential rail assistance account—state
22 appropriation, \$422,000 of the multimodal transportation account—
23 state appropriation, and \$21,000 of the transportation infrastructure
24 account—state appropriation are provided solely for the purpose of
25 the rehabilitation and maintenance of the Palouse river and Coulee
26 City railroad line (F01111B).

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

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

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

36 (6) The department shall issue a call for projects for the
37 freight rail assistance program, and shall evaluate the applications
38 in a manner consistent with past practices as specified in section
39 309, chapter 367, Laws of 2011. By November 15, 2018, the department

1 shall submit a prioritized list of recommended projects to the office
2 of financial management and the transportation committees of the
3 legislature.

4 (7) For projects funded as part of the 2015 connecting Washington
5 transportation package identified on the LEAP transportation document
6 identified in subsection (1) of this section, if the department
7 expects to have substantial reappropriations for the 2019-2021 fiscal
8 biennium, the department may, on a pilot basis, apply funding from a
9 project with an appropriation that cannot be used for the current
10 fiscal biennium to advance the South Kelso Railroad Crossing project
11 (L1000147). At least ten business days before advancing a project
12 pursuant to this subsection, the department must notify the office of
13 financial management and the transportation committees of the
14 legislature. The advancement of a project may not hinder the delivery
15 of the projects for which the reappropriations are necessary for the
16 2019-2021 fiscal biennium.

17 (8) It is the intent of the legislature to encourage the
18 department to pursue federal grant opportunities leveraging up to
19 \$6,696,000 in connecting Washington programmed funds to be used as a
20 state match to improve the state-owned Palouse river and Coulee City
21 system. The amount listed in this subsection is not a commitment for
22 future legislatures, but is the legislature's intent that future
23 legislatures will work to approve biennial appropriations up to a
24 state match share not to exceed \$6,696,000 of a grant award.

25 (9) \$5,606,000 of the multimodal transportation account—state
26 appropriation is provided solely as expenditure authority for any
27 insurance proceeds received by the state for Passenger Rail Equipment
28 Replacement (project 700010C). The department must use this
29 expenditure authority only to purchase new train sets that have been
30 competitively procured.

31 **Sec. 910.** 2018 c 297 s 311 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
34 **CAPITAL**

35 Highway Infrastructure Account—State Appropriation . . . (~~(\$1,083,000)~~)
36 \$583,000
37 Highway Infrastructure Account—Federal Appropriation \$488,000
38 Transportation Partnership Account—State

1	Appropriation	((\$2,321,000))
2		<u>\$1,571,000</u>
3	Highway Safety Account—State Appropriation	((\$4,287,000))
4		<u>\$3,487,000</u>
5	Motor Vehicle Account—State Appropriation	((\$28,659,000))
6		<u>\$17,239,000</u>
7	Motor Vehicle Account—Federal Appropriation	((\$71,614,000))
8		<u>\$64,414,000</u>
9	Motor Vehicle Account—Private/Local Appropriation	((\$18,000,000))
10		<u>\$7,500,000</u>
11	Connecting Washington Account—State Appropriation	((\$137,387,000))
12		<u>\$66,400,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation	((\$82,382,000))
15		<u>\$59,999,000</u>
16	TOTAL APPROPRIATION.	((\$346,221,000))
17		<u>\$221,681,000</u>

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

20 (1) Except as provided otherwise in this section, the entire
21 appropriations in this section are provided solely for the projects
22 and activities as listed by project and amount in LEAP Transportation
23 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
24 ((2018)) 2019, Program - Local Programs Program (Z).

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

28 (a) \$18,380,000 of the multimodal transportation account—state
29 appropriation is provided solely for newly selected pedestrian and
30 bicycle safety program projects. ((~~\$14,219,000~~)) \$11,949,000 of the
31 multimodal transportation account—state appropriation and
32 ((~~\$1,846,000~~)) \$1,096,000 of the transportation partnership account—
33 state appropriation are reappropriated for pedestrian and bicycle
34 safety program projects selected in the previous biennia (L2000188).

35 (b) \$11,400,000 of the motor vehicle account—federal
36 appropriation and \$7,750,000 of the multimodal transportation account
37 —state appropriation are provided solely for newly selected safe
38 routes to school projects. ((~~\$11,181,000~~)) \$10,281,000 of the motor
39 vehicle account—federal appropriation, ((~~\$1,394,000~~)) \$894,000 of the

1 multimodal transportation account—state appropriation, and
2 (~~(\$4,287,000)~~) \$3,487,000 of the highway safety account—state
3 appropriation are reappropriated for safe routes to school projects
4 selected in the previous biennia (L2000189). The department may
5 consider the special situations facing high-need areas, as defined by
6 schools or project areas in which the percentage of the children
7 eligible to receive free and reduced-price meals under the national
8 school lunch program is equal to, or greater than, the state average
9 as determined by the department, when evaluating project proposals
10 against established funding criteria while ensuring continued
11 compliance with federal eligibility requirements.

12 (3) The department shall submit a report to the transportation
13 committees of the legislature by December 1, 2017, and December 1,
14 2018, on the status of projects funded as part of the pedestrian
15 safety/safe routes to school grant program. The report must include,
16 but is not limited to, a list of projects selected and a brief
17 description of each project's status.

18 (4) (~~(\$32,984,000)~~) \$23,701,000 of the multimodal transportation
19 account—state appropriation is provided solely for bicycle and
20 pedestrian projects listed in the LEAP transportation document
21 referenced in subsection (1) of this section.

22 (5) \$43,800,000 of the motor vehicle account—federal
23 appropriation is provided solely for national highway freight network
24 projects identified on the project list submitted in accordance with
25 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
26 department shall validate the projects on the list. Only tier one
27 projects on the prioritized freight project list that are validated
28 by the department may receive funding under this subsection. The
29 department shall continue to work with the Washington state freight
30 advisory committee to improve project screening and validation to
31 support project prioritization and selection, including during the
32 freight mobility plan update in 2017. The department may compete for
33 funding under this program and shall provide an updated prioritized
34 freight project list when submitting its 2019-2021 budget request. To
35 the greatest extent practicable, the department shall follow the
36 Washington state freight advisory committee recommendation to
37 allocate ten percent of the funds in this subsection to multimodal
38 projects as permitted under the fixing America's surface
39 transportation (FAST) act.

1 (6) It is the expectation of the legislature that the department
2 will be administering a local railroad crossing safety grant program
3 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
4 Of the amounts identified in this subsection, a minimum of \$500,000
5 must be for railroad grade-crossing safety grants at locations where
6 multiple pedestrian or bicyclist fatalities have occurred in the
7 vicinity of a grade-crossing in the last five years.

8 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
9 account—state appropriation is provided solely for the Covington
10 Connector (L2000104). The amounts described in the LEAP
11 transportation document referenced in subsection (1) of this section
12 are not a commitment by future legislatures, but it is the
13 legislature's intent that future legislatures will work to approve
14 appropriations in the 2019-2021 fiscal biennium to reimburse the city
15 of Covington for approved work completed on the project up to the
16 full \$24,000,000 cost of this project.

17 (8) (a) For projects funded as part of the 2015 connecting
18 Washington transportation package listed on the LEAP transportation
19 document identified in subsection (1) of this section, if the
20 department expects to have substantial reappropriations for the
21 2019-2021 fiscal biennium, the department may, on a pilot basis,
22 apply funding from a project with an appropriation that cannot be
23 used for the current fiscal biennium to advance one or more of the
24 following projects:

- 25 (i) SR 502 Main Street Project/Widening (L2000065);
- 26 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 27 (iii) Issaquah-Fall City Road (L1000094);
- 28 (iv) Lewis Street Bridge (L2000066);
- 29 (v) Covington Connector (L2000104);
- 30 (vi) Orchard Street Connector (L2000120);
- 31 (vii) Harbour Reach Extension (L2000136);
- 32 (viii) Sammamish Bridge Corridor (L2000137);
- 33 (ix) Brady Road (L2000164);
- 34 (x) Thornton Road Overpass (L2000228);
- 35 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 36 (xii) Wilburton Reconnection Project (G2000006);
- 37 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 38 (xiv) Bay Street Pedestrian Project (G2000015); or
- 39 (xv) Cowiche Canyon Trail (G2000010).

1 (b) At least ten business days before advancing a project
2 pursuant to this subsection, the department must notify the office of
3 financial management and the transportation committees of the
4 legislature. The advancement of a project may not hinder the delivery
5 of the projects for which the reappropriations are necessary for the
6 2019-2021 fiscal biennium.

7 **TRANSFERS AND DISTRIBUTIONS**

8 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
9 follows:

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

14	Transportation Partnership Account—State	
15	Appropriation.	((\$4,646,000))
16		<u>\$2,046,000</u>
17	Motor Vehicle Account—State Appropriation.	((\$736,000))
18		<u>\$396,000</u>
19	Connecting Washington Account—State Appropriation. . .	((\$3,199,000))
20		<u>\$1,699,000</u>
21	Highway Bond Retirement Account—State	
22	Appropriation.	((\$1,229,874,000))
23		<u>\$1,279,604,000</u>
24	Ferry Bond Retirement Account—State Appropriation. .	((\$28,873,000))
25		<u>\$28,223,000</u>
26	Transportation Improvement Board Bond Retirement	
27	Account—State Appropriation.	\$13,254,000
28	Nondebt-Limit Reimbursable Bond Retirement	
29	Account—State Appropriation.	((\$26,391,000))
30		<u>\$25,991,000</u>
31	Toll Facility Bond Retirement Account—State	
32	Appropriation.	\$86,493,000
33	Transportation 2003 Account (Nickel Account)—State	
34	Appropriation.	((\$450,000))
35		<u>\$250,000</u>
36	TOTAL APPROPRIATION.	((\$1,393,916,000))
37		<u>\$1,437,956,000</u>

1 repaid from the Alaskan Way viaduct replacement project account
2 consistent with RCW 47.56.864.

3 ~~((22)(a))~~ (17) Motor Vehicle Account—State Appropriation:
4 For transfer to the Tacoma Narrows Toll Bridge
5 Account—State. \$5,000,000

6 ~~((b) The transfer in this subsection must be made in April 2019.
7 It is the intent of the legislature that this transfer is temporary,
8 for the purpose of minimizing the impact of toll increases, and an
9 equivalent reimbursing transfer is to occur in November 2019.~~

10 ~~(23))~~ (18) Motor Vehicle Account—State Appropriation:
11 For transfer to the County Arterial Preservation
12 Account—State. \$4,844,000

13 ~~((24)(a) General Fund Account—State Appropriation:
14 For transfer to the State Patrol Highway
15 Account—State. \$625,000~~

16 ~~(b))~~ (19) The state treasurer shall transfer the funds only
17 after receiving notification from the Washington state patrol under
18 section 207(6) ~~((of this act))~~, chapter 297, Laws of 2018.

19 ~~((25))~~ (20)(a) Motor Vehicle Account—State Appropriation:
20 For transfer to the Alaskan Way Viaduct Replacement
21 Project Account—State. ~~(\$11,337,000)~~
22 \$10,018,000

23 (b) The funds provided in (a) of this subsection are a loan to
24 the Alaskan Way viaduct replacement project account—state, and the
25 legislature assumes that these funds will be reimbursed to the motor
26 vehicle account—state at a later date when the portion of state route
27 number 99 that is a deep bore tunnel is operational.

28 ~~((26) Multimodal Transportation Account—State
29 Appropriation: For transfer to the Highway Safety
30 Account—State. \$7,000,000~~

31 ~~(27))~~ (21)(a) Alaskan Way Viaduct Replacement Project
32 Account—State Appropriation: For transfer to the
33 Transportation Partnership Account—State. ~~(\$2,400,000)~~
34 \$1,497,000

35 (b) The amount transferred in this subsection represents
36 repayment of debt service incurred for the construction of the SR 99/
37 Alaskan Way Viaduct Replacement Project (809936Z).

38 (22) Transportation 2003 Account (Nickel Account)
39 —State Appropriation: For transfer to the Motor

1 Vehicle Account—State. \$5,000,000

2 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

3 **Sec. 1101.** 2018 c 297 s 701 (uncodified) is amended to read as
4 follows:

5 **ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS**

6 (1) The department of transportation is authorized, subject to
7 the conditions in (~~section 305(3) of this act~~) section 305(3),
8 chapter 297, Laws of 2018, to enter into a financing contract
9 pursuant to chapter 39.94 RCW through the state treasurer's lease-
10 purchase program for the purposes indicated. The department may use
11 any funds, appropriated or nonappropriated, in not more than the
12 principal amounts indicated, plus financing expenses and required
13 reserves, if any. Expenditures made by the department of
14 transportation for the indicated purposes before the issue date of
15 the authorized financing contract and any certificates of
16 participation therein may be reimbursed from proceeds of the
17 financing contract and any certificates of participation therein to
18 the extent provided in the agency's financing plan approved by the
19 state finance committee.

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

24 NEW SECTION. **Sec. 1102.** The appropriations to the department of
25 transportation in chapter 297, Laws of 2018 and this act must be
26 expended for the programs and in the amounts specified in this act.
27 However, after May 1, 2019, unless specifically prohibited, the
28 department may transfer state appropriations for the 2017-2019 fiscal
29 biennium among operating programs after approval by the director of
30 the office of financial management. However, the department shall not
31 transfer state moneys that are provided solely for a specific
32 purpose. The department shall not transfer funds, and the director of
33 the office of financial management shall not approve the transfer,
34 unless the transfer is consistent with the objective of conserving,
35 to the maximum extent possible, the expenditure of state funds and
36 not federal funds. The director of the office of financial management
37 shall notify the appropriate transportation committees of the

1 legislature prior to approving any allotment modifications or
2 transfers under this section.

3 **MISCELLANEOUS**

4 NEW SECTION. **Sec. 1201.** If any provision of this act or its
5 application to any person or circumstance is held invalid, the
6 remainder of the act or the application of the provision to other
7 persons or circumstances is not affected.

8 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
9 preservation of the public peace, health, or safety, or support of
10 the state government and its existing public institutions, and takes
11 effect immediately.

(End of Bill)

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