
SUBSTITUTE SENATE BILL 5214

State of Washington

66th Legislature

2019 Regular Session

By Senate Transportation (originally sponsored by Senators Hobbs and Palumbo; by request of Office of Financial Management)

READ FIRST TIME 04/01/19.

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, 403-406, 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 subsection 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 The appropriations in this section are subject to the following
7 conditions and limitations: Within existing resources, the committee
8 shall conduct a comprehensive assessment of statewide transportation
9 needs and priorities, and existing and potential transportation
10 funding mechanisms to address those needs and priorities. The
11 assessment must include: (a) Recommendations on the critical state
12 and local transportation projects, programs, and services needed to
13 achieve an efficient, effective, statewide transportation system over
14 the next ten years; (b) a comprehensive menu of funding options for
15 the legislature to consider to address the identified transportation
16 system investments; and (c) an analysis of the economic impacts of a
17 range of future transportation investments. The assessment must be
18 submitted to the transportation committees of the legislature by June
19 30, 2020. Starting July 1, 2020, and concluding by December 31, 2020,
20 a committee-appointed commission or panel shall review the assessment
21 and make final recommendations to the legislature for consideration
22 during the 2021 legislative session on a realistic, achievable plan
23 for funding transportation programs, projects, and services over the
24 next ten years including a timeline for legislative action on funding
25 the identified transportation system needs shortfall.

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

27 Motor Vehicle Account—State Appropriation \$2,580,000

28 Multimodal Transportation Account—State Appropriation . . . \$112,000

29 TOTAL APPROPRIATION. \$2,692,000

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

32 (1) The commission may reconvene the road usage charge steering
33 committee, with the same membership described in chapter 297, Laws of
34 2018, solely to administer the conclusion of the road usage charge
35 pilot project, including the completion of a final assessment of the
36 project. Additionally, the commission is encouraged to coordinate
37 with the department of transportation to jointly pursue any funds,

1 federal or otherwise, that are, or might become, available to
2 continue an examination of a road usage charge.

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

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

9 Motor Vehicle Account—State Appropriation \$848,000

10 The appropriation in this section is subject to the following
11 conditions and limitations: \$59,000 of the motor vehicle account—
12 state appropriation is provided solely to implement a staff
13 transition plan based on the potential turnover of existing staff. If
14 the board determines that these funds are going to be needed, the
15 board shall notify the director of the office of financial management
16 and the transportation committees of the legislature.

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

18 State Patrol Highway Account—State Appropriation \$501,872,000
19 State Patrol Highway Account—Federal Appropriation . . . \$15,941,000
20 State Patrol Highway Account—Private/Local
21 Appropriation \$4,256,000
22 Highway Safety Account—State Appropriation \$1,173,000
23 Ignition Interlock Device Revolving Account—State
24 Appropriation \$7,010,000
25 Multimodal Transportation Account—State Appropriation . . . \$274,000
26 TOTAL APPROPRIATION. \$530,526,000

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

29 (1) Washington state patrol officers engaged in off-duty
30 uniformed employment providing traffic control services to the
31 department of transportation or other state agencies may use state
32 patrol vehicles for the purpose of that employment, subject to
33 guidelines adopted by the chief of the Washington state patrol. The
34 Washington state patrol must be reimbursed for the use of the vehicle
35 at the prevailing state employee rate for mileage and hours of usage,
36 subject to guidelines developed by the chief of the Washington state
37 patrol.

1 (2) \$510,000 of the ignition interlock device revolving account—
2 state appropriation is provided solely for the ignition interlock
3 program at the Washington state patrol to provide funding for two
4 staff to work and provide support for the program in working with
5 manufacturers, service centers, technicians, and participants in the
6 program.

7 (3) \$1,431,000 of the state patrol highway account—state
8 appropriation is provided solely to enter into an agreement for
9 upgraded land mobile software, hardware, and equipment.

10 (4) \$2,582,000 of the state patrol highway account—state
11 appropriation is provided solely for the replacement of radios and
12 other related equipment.

13 (5) \$343,000 of the state patrol highway account—state
14 appropriation is provided solely for aerial criminal investigation
15 tools, including software licensing and maintenance, and annual
16 certification.

17 (6) \$722,000 of the state patrol highway account—state
18 appropriation is provided solely for additional staff to address the
19 increase in the number of toxicology cases from impaired driving and
20 death investigations.

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

1 (8) \$18,000 of the state patrol highway account—state
2 appropriation is provided solely for the license investigation unit
3 to procure an additional license plate reader and related costs.

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

12 (10) \$4,210,000 of the state patrol highway account—state
13 appropriation is provided solely for a third arming and a third
14 trooper basic training class. The cadet class is expected to graduate
15 in June 2021.

16 (11) \$65,000 of the state patrol highway account—state
17 appropriation is provided solely for the implementation of
18 chapter . . . (Second Substitute Senate Bill No. 5497), Laws of 2019
19 (immigrants in the workplace). If chapter . . . (Second Substitute
20 Senate Bill No. 5497), Laws of 2019 is not enacted by June 30, 2019,
21 the amount provided in this subsection shall lapse.

22 (12) \$645,000 of the state patrol highway account—state
23 appropriation is provided solely for the coordination of a
24 comprehensive recruitment and retention effort aimed at achieving
25 authorized staffing levels in the field force and nonfield force
26 areas of the Washington state patrol. By October 1, 2019, the
27 Washington state patrol must report to the joint transportation
28 committee on its planned activities for recruitment and retention
29 with a specific timeline and targets for reaching authorized staffing
30 levels, and specific outcome and workforce composition goals. The
31 report may also include recommendations or options for additional
32 efforts aimed at reaching authorized staffing levels and related
33 outcomes. Beginning October 1, 2019, the Washington state patrol must
34 report on a quarterly basis on the use of these recruitment and
35 retention funds, the number of transportation funded staff vacancies
36 by major category, the number of applicants for each of the positions
37 by these categories, the composition of workforce, and other relevant
38 outcome measures. This information should include comparative
39 information with recent comparable months in prior years.

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

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

7 (5) The department shall continue to encourage the use of online
8 vehicle registration renewal reminders and minimize the number of
9 letters mailed by the department. Beginning January 1, 2020, and
10 semiannually thereafter, the department must report on the percentage
11 of different types of transactions performed online by region and the
12 estimated printing and postage costs saved from a fiscal year 2017
13 baseline from these efforts.

14 (6) \$24,028,000 of the highway safety account—state appropriation
15 is provided solely for costs necessary to accommodate increased
16 demand for enhanced drivers' licenses and enhanced identicards. The
17 department shall report on a quarterly basis on the use of these
18 funds, associated workload, and information with comparative
19 information with recent comparable months in prior years. The report
20 must include detailed statewide and by licensing service office
21 information on staffing levels, average monthly wait times, the
22 number of enhanced drivers' licenses and enhanced identicards issued/
23 renewed, and the number of primary drivers' licenses and identicards
24 issued/renewed. Within the amounts provided in this subsection, the
25 department shall implement efficiency measures to reduce the time for
26 licensing transactions and wait times including, but not limited to,
27 the installation of additional cameras at licensing service offices
28 that reduce bottlenecks and align with the "keep your customer"
29 initiative.

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

38 (8) \$100,000 of department of licensing service account—state
39 appropriation is provided solely for the department to convene a work

1 group to assess the current licensing services system and the
2 potential expansion of services that can be performed by subagents.

3 (a) The work group must consist of, but is not limited to, a
4 representative from the department, the department of transportation,
5 a county auditor, a county licensing manager, a subagent
6 representative who is a small office manager, a subagent
7 representative from eastern Washington, and a subagent representative
8 from western Washington.

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

17 (c) The work group must submit a report with its findings and
18 recommendations to the director of the office of financial management
19 and the transportation committees of the legislature by December 1,
20 2020.

21 (9) \$507,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter . . . (Substitute
23 Senate Bill No. 5419), Laws of 2019 (vehicle service fees). If
24 chapter . . . (Substitute Senate Bill No. 5419), Laws of 2019 is not
25 enacted by June 30, 2019, the amount provided in this subsection
26 shall lapse.

27 (10) \$62,000 of the highway safety account—state appropriation is
28 provided solely for the implementation of chapter . . . (Substitute
29 Senate Bill No. 5694), Laws of 2019 (commercial beekeeper drivers).
30 If chapter . . . (Substitute Senate Bill No. 5694), Laws of 2019 is
31 not enacted by June 30, 2019, the amount provided in this subsection
32 shall lapse.

33 (11) \$25,000 of the motor vehicle account—state appropriation is
34 provided solely for the implementation of chapter . . . (Substitute
35 Senate Bill No. 5919), Laws of 2019 (San Juan license plate). If
36 chapter . . . (Substitute Senate Bill No. 5919), Laws of 2019 is not
37 enacted by June 30, 2019, the amount provided in this subsection
38 shall lapse.

1 (12) \$24,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter . . . (Senate Bill
3 No. 5930), Laws of 2019 (Seattle Storm license plate). If
4 chapter . . . (Senate Bill No. 5930), Laws of 2019 is not enacted by
5 June 30, 2019, the amount provided in this subsection shall lapse.

6 (13) \$14,000 of the motor vehicle account—state appropriation is
7 provided solely for the implementation of chapter . . . (Substitute
8 Senate Bill No. 5591), Laws of 2019 (stolen vehicle check fee). If
9 chapter . . . (Substitute Senate Bill No. 5591), Laws of 2019 is not
10 enacted by June 30, 2019, the amount provided in this subsection
11 shall lapse.

12 (14) \$65,000 of the highway safety account—state appropriation is
13 provided solely for the implementation of chapter . . . (Second
14 Substitute Senate Bill No. 5497), Laws of 2019 (immigrants in the
15 workplace). If chapter . . . (Second Substitute Senate Bill No.
16 5497), Laws of 2019 is not enacted by June 30, 2019, the amount
17 provided in this subsection shall lapse.

18 (15) The appropriations in this section assume implementation of
19 additional cost recovery mechanisms to recoup at least \$11,903,000 in
20 credit card and other financial transaction costs as part of charges
21 imposed for driver and vehicle fee transactions beginning January 1,
22 2020. At the direction of the office of financial management, the
23 department must develop a method of tracking the additional amount of
24 credit card and other financial cost-recovery revenues. In
25 consultation with the office of financial management, the department
26 must notify the state treasurer of these amounts and the state
27 treasurer must deposit these revenues in the agency financial
28 transaction account created in section 718 of this act on a quarterly
29 basis.

30 (16) Within amounts provided in this section, the department,
31 shall convene a work group of relevant stakeholders, to make
32 recommendations on methods to assist former military members with
33 demonstrated comparable recent military experience transition into
34 civilian employment in commercial trucking and the construction
35 trades. The issues explored by the work group may include, but are
36 not limited to, expanding the allowed waivers under the federal motor
37 carrier safety administration regulations, the specific training
38 documents and military license information needed to demonstrate
39 comparable military experience, the options to ensure that the former

1 military drivers have the requisite knowledge and skills to safely
2 operate commercial motor vehicles, and options to expand the
3 transition and employment opportunities of former military drivers.
4 The work group shall submit a report with its findings and
5 recommendations to the transportation committees of the
6 legislature by December 1, 2019.

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

13 (a) The work group shall review the current problems relating to
14 illegal vehicle wrecking operations and efforts underway in other
15 west coast states to address the problems of illegal vehicle wrecking
16 operations, including tax evasion, environmental impacts, health
17 impacts, and facilitation of vehicle theft, and other related issues.

18 (b) The work group shall consider strategies for bringing illegal
19 vehicle wreckers into compliance through compliance assistance,
20 education and training, or other methods, including coordinated
21 enforcement and compliance activities, and recommendations for
22 statutory and administrative changes needed to better allow for
23 enforcement against illegal wrecking operations.

24 (c) By December 1, 2019, the department must submit a preliminary
25 progress report on the work group activities to the transportation
26 committees of the legislature. By August 1, 2020, the department must
27 submit a final report with potential legislation to the
28 transportation committees of the legislature.

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

31	High Occupancy Toll Lanes Operations Account—State	
32	Appropriation	\$4,034,000
33	Motor Vehicle Account—State Appropriation	\$513,000
34	State Route Number 520 Corridor Account—State	
35	Appropriation	\$47,020,000
36	State Route Number 520 Civil Penalties Account—State	
37	Appropriation	\$4,145,000
38	Tacoma Narrows Toll Bridge Account—State	

1	Appropriation	\$30,032,000
2	Alaskan Way Viaduct Replacement Project Account—State	
3	Appropriation.	\$19,999,000
4	Interstate 405 Express Toll Lanes Operations	
5	Account—State Appropriation	\$20,135,000
6	TOTAL APPROPRIATION.	\$125,878,000

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

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

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

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

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

1 to the travel times and travel time reliability prior to
2 implementation of the express toll lanes;

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

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

15 (3) (a) \$71,000 of the high occupancy toll lanes operations
16 account—state appropriation, \$1,238,000 of the state route number 520
17 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
18 toll bridge account—state appropriation, \$460,000 of the Interstate
19 405 express toll lanes operations account—state appropriation, and
20 \$699,000 of the Alaskan Way viaduct replacement project account—state
21 appropriation are provided solely for the department to finish
22 implementing a new tolling customer service toll collection system,
23 and are subject to the conditions, limitations, and review provided
24 in section 701 of this act.

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

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

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

1 (b) The nonvendor costs of administering toll operations,
2 including the costs of staffing the division, consultants and other
3 personal service contracts required for technical oversight and
4 management assistance, insurance, payments related to credit card
5 processing, transponder purchases and inventory management, facility
6 operations and maintenance, and other miscellaneous nonvendor costs;
7 and

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

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

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

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

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

19 (iv) Workload costs related to hearings;

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

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

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

25 (5) \$15,384,000 of the Interstate 405 express toll lanes
26 operations account—state appropriation is provided solely for
27 operational costs related to the express toll lane facility.

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

1 of-payment technologies that lower costs or improve operational
2 efficiencies.

3 (7) \$19,300,000 of the Alaskan Way viaduct replacement project
4 account—state appropriation is provided solely for the new state
5 route number 99 tunnel toll facility's expected share of collecting
6 toll revenues, operating customer services, and maintaining toll
7 collection systems. Due to the uncertainty of the new state route
8 number 99 tunnel toll facility actual toll transactions and revenue,
9 the legislature is holding the other tolled facilities'
10 administrative cost shares constant for this biennium. The
11 legislature expects to see appropriate reductions to the other toll
12 facility accounts once tolling on the new state route number 99
13 tunnel toll facility commences and any previously incurred costs for
14 start-up of the new facility are charged back to the Alaskan Way
15 viaduct replacement project account. The office of financial
16 management shall closely monitor the application of the cost
17 allocation model and ensure that the new state route number 99 tunnel
18 toll facility is adequately sharing costs and the other toll facility
19 accounts are not being overspent or subsidizing the new state route
20 number 99 tunnel toll facility.

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

23	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
24	Motor Vehicle Account—State Appropriation	\$93,832,000
25	Puget Sound Ferry Operations Account—State	
26	Appropriation	\$263,000
27	Multimodal Transportation Account—State	
28	Appropriation	\$2,878,000
29	Transportation 2003 Account (Nickel Account)—State	
30	Appropriation	\$1,460,000
31	TOTAL APPROPRIATION.	\$99,893,000

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

34 (1) \$11,717,000 of the motor vehicle account—state appropriation
35 is provided solely for the development of the labor system
36 replacement project and is subject to the conditions, limitations,
37 and review provided in section 701 of this act. It is the intent of
38 the legislature that if any portion of the labor system replacement

1 project is leveraged in the future for the time, leave, and labor
 2 distribution of any other agencies, the motor vehicle account will be
 3 reimbursed proportionally for the development of the system since
 4 amounts expended from the motor vehicle account must be used
 5 exclusively for highway purposes in conformance with Article II,
 6 section 40 of the state Constitution. This must be accomplished
 7 through a loan arrangement with the current interest rate under the
 8 terms set by the office of the state treasurer at the time the system
 9 is deployed to additional agencies. If the motor vehicle account is
 10 not reimbursed for future use of the system, it is further the intent
 11 of the legislature that reductions will be made to central service
 12 agency charges accordingly.

13 (2) \$198,000 of the motor vehicle account—state appropriation is
 14 provided solely for the department's cost related to the one
 15 Washington project.

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

32 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
 33 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
 34 **OPERATING**

35	Motor Vehicle Account—State Appropriation	\$32,569,000
36	State Route Number 520 Corridor Account—State	
37	Appropriation	\$34,000
38	TOTAL APPROPRIATION.	\$32,603,000

1 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **AVIATION—PROGRAM F**

3 Aeronautics Account—State Appropriation \$7,203,000
4 Aeronautics Account—Federal Appropriation \$2,542,000
5 Aeronautics Account—Private/Local Appropriation \$60,000
6 TOTAL APPROPRIATION. \$9,805,000

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

9 (1) \$2,751,000 of the aeronautics account—state appropriation is
10 provided solely for the airport aid grant program, which provides
11 competitive grants to public airports for pavement, safety, planning,
12 and security.

13 (2) \$134,000 of the aeronautics account—state appropriation is
14 provided solely for a 0.5 FTE planning position to support emerging
15 technologies. If chapter . . . (Substitute Senate Bill No. 5137)
16 (aircraft excise taxes), Laws of 2019 is not enacted by June 30,
17 2019, the amount provided in this subsection lapses.

18 NEW SECTION. **Sec. 213. FOR THE DEPARTMENT OF TRANSPORTATION—**

19 **PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H**

20 Motor Vehicle Account—State Appropriation \$57,399,000
21 Motor Vehicle Account—Federal Appropriation \$500,000
22 Multimodal Transportation Account—State Appropriation . . . \$258,000
23 TOTAL APPROPRIATION. \$58,157,000

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

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

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

4 (b) Prior to completing the transfer in this subsection (2), the
5 department must ensure that provisions are made to accommodate
6 private and public utilities and any facilities that predate the
7 department's acquisition of the property, at no cost to those
8 entities. Prior to completing the transfer, the department shall also
9 ensure that provisions, by fair market assessment, are made to
10 accommodate other private and public utilities and any facilities
11 that have been legally allowed by permit or other instrument.

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

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

28 (3) \$1,600,000 of the motor vehicle account—state appropriation
29 is provided solely for real estate services activities. Consistent
30 with RCW 47.12.120 and during the 2019-2021 biennium, when
31 initiating, extending, or renewing any rent or lease agreements with
32 a regional transit authority, consideration of value must be
33 equivalent to one hundred percent of economic or market rent.

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

36	Motor Vehicle Account—State Appropriation	\$646,000
37	TOTAL APPROPRIATION.	\$646,000

1 The appropriation in this section is subject to the following
2 conditions and limitations:

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

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

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

26	Motor Vehicle Account—State Appropriation	\$474,558,000
27	Motor Vehicle Account—Federal Appropriation	\$7,000,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation	\$4,447,000
30	Tacoma Narrows Toll Bridge Account—State	
31	Appropriation	\$1,549,000
32	Alaskan Way Viaduct Replacement Project	
33	Account—State Appropriation	\$8,998,000
34	Interstate 405 Express Toll Lanes Operations	
35	Account—State Appropriation.	\$1,370,000
36	TOTAL APPROPRIATION.	\$497,922,000

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

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

10 (2) \$4,447,000 of the state route number 520 corridor account—
11 state appropriation is provided solely to maintain the state route
12 number 520 floating bridge. These funds must be used in accordance
13 with RCW 47.56.830(3).

14 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
15 appropriation is provided solely to maintain the new Tacoma Narrows
16 bridge. These funds must be used in accordance with RCW 47.56.830(3).

17 (4) \$1,370,000 of the Interstate 405 express toll lanes
18 operations account—state appropriation is provided solely to maintain
19 the express toll lane portion of Interstate 405 between Lynnwood and
20 Bellevue. These funds must be used in accordance with RCW
21 47.56.830(3).

22 (5) \$5,000,000 of the motor vehicle account—state appropriation
23 is provided solely for a contingency pool for snow and ice removal.
24 The department will notify the office of financial management and the
25 transportation committees of the legislature when they have spent the
26 base budget for snow and ice removal and will begin using the
27 contingency pool funding.

28 (6) \$1,025,000 of the motor vehicle account—state appropriation
29 is provided solely for the department to implement safety
30 improvements and debris clean up on department-owned rights-of-way in
31 the city of Seattle at levels above that being implemented as of
32 January 1, 2019. The department must contract out or hire a crew
33 dedicated solely to collecting and disposing of garbage, clearing
34 debris or hazardous material, and implementing safety improvements
35 where hazards exist to the traveling public, department employees, or
36 people encamped upon department-owned rights-of-way. The department
37 may request assistance from the Washington state patrol as necessary
38 in order for both agencies to provide enhanced safety-related

1 activities regarding the emergency hazards along state highway
2 rights-of-way in the Seattle area.

3 (7) The department must commence a pilot program for the
4 2019-2021 biennium at the four highest demand safety rest areas to
5 create and maintain an online calendar for volunteer groups to check
6 availability of weekends for the free coffee program. The calendar
7 must be updated at least weekly and show dates and times that are, or
8 are not, available to participate in the free coffee program. The
9 department must submit a report to the legislature on the ongoing
10 pilot by December 1, 2020, outlining the costs and benefits of the
11 online calendar pilot, and including surveys from the volunteer
12 groups and agency staff to determine its effectiveness.

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

15	Motor Vehicle Account—State Appropriation	\$68,302,000
16	Motor Vehicle Account—Federal Appropriation	\$2,050,000
17	Motor Vehicle Account—Private/Local Appropriation	\$250,000
18	TOTAL APPROPRIATION.	\$70,602,000

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

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

28 (2)(a) During the 2019-2021 fiscal biennium, the department shall
29 continue a pilot program that expands private transportation
30 providers' access to high occupancy vehicle lanes. Under the pilot
31 program, when the department reserves a portion of a highway based on
32 the number of passengers in a vehicle, the following vehicles must be
33 authorized to use the reserved portion of the highway if the vehicle
34 has the capacity to carry eight or more passengers, regardless of the
35 number of passengers in the vehicle: (i) Auto transportation company
36 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
37 carrier vehicles regulated under chapter 81.70 RCW, except marked or
38 unmarked stretch limousines and stretch sport utility vehicles as

1 defined under department of licensing rules; (iii) private nonprofit
2 transportation provider vehicles regulated under chapter 81.66 RCW;
3 and (iv) private employer transportation service vehicles. For
4 purposes of this subsection, "private employer transportation
5 service" means regularly scheduled, fixed-route transportation
6 service that is offered by an employer for the benefit of its
7 employees. Nothing in this subsection is intended to authorize the
8 conversion of public infrastructure to private, for-profit purposes
9 or to otherwise create an entitlement or other claim by private users
10 to public infrastructure.

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

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

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

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

37	Motor Vehicle Account—State Appropriation	\$37,040,000
38	Motor Vehicle Account—Federal Appropriation	\$1,380,000

1	Motor Vehicle Account—Local Appropriation	\$500,000
2	Multimodal Transportation Account—State	
3	Appropriation	\$1,129,000
4	TOTAL APPROPRIATION.	\$40,049,000

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

7 (1) \$2,000,000 of the motor vehicle account—state appropriation
8 is provided solely for a grant program that makes awards for the
9 following: (a) Support for nonprofit agencies, churches, and other
10 entities to help provide outreach to populations underrepresented in
11 the current apprenticeship programs; (b) preapprenticeship training;
12 and (c) child care, transportation, and other supports that are
13 needed to help women, veterans, and minorities enter and succeed in
14 apprenticeship. The department must report on grants that have been
15 awarded and the amount of funds disbursed by December 1st each year.

16 (2) \$150,000 of the motor vehicle account—state appropriation is
17 provided solely for a user-centered and mobile-compatible web site
18 redesign using estimated web site ad revenues.

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

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

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

32 (1) \$130,000 of the motor vehicle account—state appropriation is
33 provided solely for completion of a corridor study to identify
34 potential improvements between exit 116 and exit 99 of Interstate 5.
35 The study should further develop mid- and long-term strategies from
36 the corridor sketch, and identify potential US 101/I-5 interchange
37 improvements, a strategic plan for the Nisqually River bridges,

1 regional congestion relief options, and ecosystem benefits to the
2 Nisqually River estuary for salmon productivity and flood control.

3 (2) The study on state route number 518 referenced in section
4 218(5), chapter 297, Laws of 2018 must be submitted to the
5 transportation committees of the legislature by November 30, 2019.

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

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

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

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

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

31 (3) Beginning October 1, 2019, and quarterly thereafter, the
32 department, in conjunction with the attorney general and the
33 department of enterprise services, shall provide a report with
34 judgments and settlements dealing with the nonferry operations of the
35 department to the director of the office of financial management and
36 the transportation committees of the legislature. The report must
37 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	\$103,341,000
12	Multimodal Transportation Account—Federal	
13	Appropriation	\$3,574,000
14	Multimodal Transportation Account—Local	
15	Appropriation	\$100,000
16	TOTAL APPROPRIATION.	\$236,652,000

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 (5) \$897,000 of the Puget sound ferry operations account—state
36 appropriation is provided solely for increased staffing at Washington
37 ferry terminals to meet increased workload and customer expectations.
38 Within the amount provided in this subsection, the department shall
39 contract with the Washington state patrol for additional traffic

1 control assistance at the Kingston ferry terminal during peak ferry
2 travel times, with a particular focus on Sundays and holiday
3 weekends. Traffic control methods should include, but not be limited
4 to, holding traffic on the shoulder at Lindvog Road until space opens
5 for cars at the tollbooths and dock, and management of traffic on
6 Highway 104 in order to ensure Kingston residents and business owners
7 have access to businesses, roads, and driveways.

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

10	Multimodal Transportation Account—State	
11	Appropriation	\$81,839,000
12	Multimodal Transportation Account—Private/Local	
13	Appropriation	\$1,671,000
14	Multimodal Transportation Account—Federal	
15	Appropriation	\$500,000
16	TOTAL APPROPRIATION.	\$84,010,000

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

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

31 (b) The corridor authority development must abide by the
32 memorandum of understanding signed by the governor of Washington and
33 the premier of the province of British Columbia in October of 2018.
34 The corridor authority development shall strengthen regional
35 collaboration and analyze and develop a bistate and binational
36 structure that addresses, but is not limited to: Ultra high-speed
37 corridor governance, general powers, operating structure, legal
38 instruments, and contracting requirements. It must also build on the

1 results of the 2018 Washington state ultra high-speed ground
2 transportation business case analysis. The corridor authority
3 development must conduct outreach and preliminary environmental
4 review. It must include a robust community engagement process to
5 refine the alignment for communities and businesses relevant to the
6 ultra high-speed corridor between Portland, Oregon and Vancouver,
7 British Columbia. It must also develop recommendations towards
8 establishing the appropriate level of authorization to advance the
9 development, including environmental analysis of an ultra high-speed
10 ground transportation corridor.

11 (c) By June 30, 2020, the department shall provide to the
12 governor and the transportation committees of the legislature an
13 assessment of current laws in Washington, Oregon, and British
14 Columbia related to an ultra high-speed ground transportation
15 corridor, identify any laws, regulations, or agreements that need to
16 be modified or passed in order to proceed with developing an ultra
17 high-speed corridor, and summarize the results from the community
18 engagement process. As applicable, the assessment should also be sent
19 to the executive and legislative branches of government in the state
20 of Oregon and appropriate government bodies in the province of
21 British Columbia.

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

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

35	Motor Vehicle Account—State Appropriation	\$11,713,000
36	Motor Vehicle Account—Federal Appropriation	\$2,567,000
37	Multiuse Roadway Safety Account—State Appropriation	\$132,000
38	Multimodal Transportation Account—State	

1	Appropriation	\$350,000
2	TOTAL APPROPRIATION.	\$14,762,000

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

5 (1) \$350,000 of the multimodal transportation account—state
6 appropriation is provided solely to allow the Puget Sound regional
7 council to study new passenger ferry service to better connect
8 communities throughout the twelve county Puget Sound region. The
9 study shall assess potential governance and funding structures, new
10 routes, identify future terminal locations, and provide
11 recommendations to accelerate the use of alternative fuels in the
12 passenger ferry fleet. Analysis of potential new routes shall include
13 Seattle to Olympia. The study shall identify future passenger only
14 demand throughout Western Washington, analyze potential routes and
15 terminal locations on Puget Sound, Lake Washington, and Lake Union
16 with an emphasis on preserving waterfront opportunities in public
17 ownership and opportunities for partnership. The study shall estimate
18 capital and operating costs for routes and terminals. The study shall
19 include early and continuous outreach with all interested
20 stakeholders and a report to the legislature and all interested
21 parties by January 31, 2021.

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

1 identify potential future alternative transportation fuel funding
2 sources to meet current and future needs.

3 **TRANSPORTATION AGENCIES—CAPITAL**

4 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
5 **INVESTMENT BOARD**

6	Freight Mobility Investment Account—State	
7	Appropriation	\$20,314,000
8	Freight Mobility Multimodal Account—State	
9	Appropriation	\$23,160,000
10	Motor Vehicle Account—Federal Appropriation	\$2,250,000
11	Freight Mobility Multimodal Account—Private/Local	
12	Appropriation	\$1,320,000
13	TOTAL APPROPRIATION.	\$47,044,000

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

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

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

18 The entire appropriation in this section is provided solely for
19 the following projects:

- 20 (1) \$250,000 for emergency repairs;
- 21 (2) \$469,000 for roof replacements;
- 22 (3) \$350,000 for fuel tank decommissioning;
- 23 (4) \$759,000 for generator and electrical replacement;
- 24 (5) \$750,000 for water and fire suppression systems; and
- 25 (6) \$700,000 for academy training tank preservation
26 reappropriation.

27 The Washington state patrol may transfer funds between projects
28 specified in this section to address cash flow requirements. If a
29 project specified in this section is completed for less than the
30 amount provided, the remainder may be transferred to another project
31 specified in this section not to exceed the total appropriation
32 provided in this section.

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

34	Rural Arterial Trust Account—State Appropriation	\$65,996,000
35	Motor Vehicle Account—State Appropriation	\$1,456,000

1	County Arterial Preservation Account—State	
2	Appropriation	\$39,590,000
3	TOTAL APPROPRIATION.	\$107,042,000

4 The appropriations in this section are subject to the following
5 conditions and limitations: \$500,000 of the rural arterial trust
6 account—state appropriation and \$500,000 of the county arterial
7 preservation account—state appropriation are provided solely for
8 deposit into the county road administration board emergency loan
9 revolving account created in chapter . . . (Senate Bill No. 5923)
10 (emergency loans), Laws of 2019. If chapter . . . (Senate Bill No.
11 5923), Laws of 2019 is not enacted by June 30, 2019, the amounts
12 provided in this section lapses.

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

14	Small City Pavement and Sidewalk Account—State	
15	Appropriation	\$5,900,000
16	Transportation Improvement Account—State	
17	Appropriation	\$225,500,000
18	Multimodal Transportation Account—State	
19	Appropriation	\$14,670,000
20	TOTAL APPROPRIATION.	\$246,070,000

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

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

25 (2) \$9,687,000 of the transportation improvement account—state
26 appropriation is provided solely for:

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

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

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

32 (3) To maximize the efficiency of the state funds provided in
33 this section and the safety of the bike and pedestrian users of the U
34 District Gateway Bridge (G2000005) and the Sprague Avenue
35 improvements (8-3-165(089)-1) projects funded in this act, any new
36 approval for grants or allocations for projects during the 2019-2021
37 biennium for the city of Spokane is contingent upon the city
38 developing an infrastructure plan to provide an east-west safe

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

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

12 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
13 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
14 **CAPITAL**

15 Motor Vehicle Account—State Appropriation	\$52,200,000
16 Connecting Washington Account—State Appropriation	\$42,497,000
17 TOTAL APPROPRIATION.	\$94,697,000

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

20 (1) \$42,497,000 of the connecting Washington account—state
21 appropriation is provided solely for a new Olympic region maintenance
22 and administration facility to be located on the department-owned
23 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
24 Washington.

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

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

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

34 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
35 **IMPROVEMENTS—PROGRAM I**

36 Transportation Partnership Account—State	
37 Appropriation	\$304,736,000

1	Motor Vehicle Account—State Appropriation	\$53,427,000
2	Motor Vehicle Account—Federal Appropriation	\$174,337,000
3	Motor Vehicle Account—Private/Local Appropriation	\$28,739,000
4	Connecting Washington Account—State	
5	Appropriation	\$2,137,381,000
6	Special Category C Account—State Appropriation	\$74,000,000
7	Multimodal Transportation Account—State	
8	Appropriation	\$5,408,000
9	Alaskan Way Viaduct Replacement Project Account—State	
10	Appropriation	\$77,951,000
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	\$21,819,000
13	Interstate 405 Express Toll Lanes Operations Account—State	
14	Appropriation	\$27,036,000
15	Forward Washington Account—State Appropriation	\$185,716,000
16	TOTAL APPROPRIATION.	\$3,090,550,000

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

19 (1) Except as provided otherwise in this section, the entire
20 connecting Washington account—state appropriation and the entire
21 transportation partnership account—state appropriation are provided
22 solely for the projects and activities as listed by fund, project,
23 and amount in LEAP Transportation Document 2019-1 as developed March
24 26, 2019, Program - Highway Improvements Program (I). However,
25 limited transfers of specific line-item project appropriations may
26 occur between projects for those amounts listed subject to the
27 conditions and limitations in section 601 of this act.

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

38 (3) Within the motor vehicle account—state appropriation and
39 motor vehicle account—federal appropriation, the department may

1 transfer funds between programs I and P, except for funds that are
2 otherwise restricted in this act. The department shall submit a
3 report on fiscal year funds transferred in the prior fiscal year
4 using this subsection as part of the department's annual budget
5 submittal.

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

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

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

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

18 (8) \$90,464,000 of the transportation partnership account—state
19 appropriation, \$7,006,000 of the motor vehicle account—private/local
20 appropriation, \$3,383,000 of the transportation 2003 account (nickel
21 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
22 replacement project account—state appropriation, and \$1,838,000 of
23 the multimodal transportation account—state appropriation are
24 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
25 (809936Z).

26 (9) \$3,000,000 of the multimodal transportation account—state
27 appropriation is provided solely for transit mitigation for the SR
28 99/Viaduct Project - Construction Mitigation project (809940B).

29 (10) \$164,000,000 of the connecting Washington account—state
30 appropriation is provided solely for the US 395 North Spokane
31 Corridor project (M00800R).

32 (11) \$22,195,000 of the transportation partnership account—state
33 appropriation, \$12,805,000 of the transportation 2003 account (nickel
34 account)—state appropriation, and \$27,000,000 of the Interstate 405
35 express toll lanes operations account—state appropriation are
36 provided solely for the I-405/SR 522 to I-5 Capacity Improvements
37 project (L2000234) for activities related to adding capacity on
38 Interstate 405 between state route number 522 and Interstate 5, with
39 the goals of increasing vehicle throughput and aligning project

1 completion with the implementation of bus rapid transit in the
2 vicinity of the project. The transportation partnership account—state
3 appropriation and transportation 2003 account (nickel account)—state
4 appropriation are a transfer or a reappropriation of a transfer from
5 the I-405/Kirkland Vicinity Stage 2 - Widening project (8BI1002) due
6 to savings.

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

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

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

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

32 (13) It is the intent of the legislature that for the I-5 JBLM
33 Corridor Improvements project (M00100R), the department shall
34 actively pursue \$50,000,000 in federal funds to pay for this project
35 to supplant state funds in the future. \$50,000,000 in connecting
36 Washington account funding must be held in unallotted status during
37 the 2021-2023 fiscal biennium. These funds may only be used after the
38 department has provided notice to the office of financial management

1 that it has exhausted all efforts to secure federal funds from the
2 federal highway administration and the department of defense.

3 (14) \$265,100,000 of the connecting Washington account—state
4 appropriation is provided solely for the SR 167/SR 509 Puget Sound
5 Gateway project (M00600R).

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

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

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

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

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

38 (16) \$950,000 of the transportation partnership account—state
39 appropriation is provided solely for the U.S. 2 Trestle IJR project
40 (L1000158).

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

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

22 (i) I-82 Yakima - Union Gap Economic Development Improvements
23 (T21100R);

24 (ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);
25 or

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

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

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

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

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

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

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

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

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

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

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

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

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

33 (20) \$8,500,000 of the motor vehicle account—state appropriation
34 is provided solely for staffing of a project office to replace the
35 Interstate 5 bridge across the Columbia river (G2000088). The work of
36 this project office should include, but is not limited to, the
37 reevaluation of the purpose and need identified for the project
38 previously known as the Columbia river crossing, the reevaluation of
39 permits and development of a finance plan, the reengagement of key
40 stakeholders, and the reevaluation of scope, schedule, and budget for

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

23 (21) \$6,823,000 of the motor vehicle account—state appropriation,
24 \$36,500,000 of the connecting Washington account—state appropriation,
25 \$44,961,000 of the motor vehicle account—federal appropriation, and
26 \$185,716,000 of the forward Washington account—state appropriation
27 are provided solely for the Fish Passage Barrier project (OBI4001)
28 with the intent of fully complying with the court injunction by 2030.
29 The department shall coordinate with the Brian Abbott fish passage
30 barrier removal board to use a watershed approach to maximize habitat
31 gain by replacing both state and local culverts.

32 (22) \$14,750,000 of the connecting Washington account—state
33 appropriation and \$8,900,000 of the motor vehicle account—local
34 appropriation are provided solely for the I-90/Barker to Harvard -
35 Improve Interchanges & Local Roads project (L2000122). The connecting
36 Washington appropriation may only be expended if the city of Liberty
37 Lake agrees to cover any project costs above the \$18,000,000 of state
38 appropriation provided for the total project in LEAP Transportation

1 Document 2019-1 as developed March 26, 2019, Program - Highway
2 Improvements (I).

3 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
4 **PRESERVATION—PROGRAM P**

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

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

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

33 (2) Except as provided otherwise in this section, the entire
34 motor vehicle account—state appropriation and motor vehicle account—
35 federal appropriation are provided solely for the projects and
36 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
37 as developed March 26, 2019, Program - Highway Preservation Program
38 (P). Any federal funds gained through efficiencies, adjustments to

1 the federal funds forecast, additional congressional action not
2 related to a specific project or purpose, or the federal funds
3 redistribution process must then be applied to highway and bridge
4 preservation activities.

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

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

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

38 (6) \$22,729,000 of the motor vehicle account—federal
39 appropriation and \$553,000 of the motor vehicle account—state

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

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

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

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

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

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

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

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

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

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

15	Puget Sound Capital Construction Account—State	
16	Appropriation	\$115,475,000
17	Puget Sound Capital Construction Account—Federal	
18	Appropriation	\$141,750,000
19	Puget Sound Capital Construction Account—Private/Local	
20	Appropriation	\$350,000
21	Transportation Partnership Account—State	
22	Appropriation	\$4,936,000
23	Connecting Washington Account—State Appropriation . . .	\$206,466,000
24	TOTAL APPROPRIATION.	\$468,977,000

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

32 (2) \$1,461,000 of the Puget Sound capital construction account—
33 state appropriation, \$67,850,000 of the connecting Washington account
34 —state appropriation, are provided solely for the Mukilteo ferry
35 terminal (952515P). The office of financial management shall place
36 \$8,200,000 of the connecting Washington account—state appropriation,
37 provided solely for a risk reserve, in unallotted status. The office

1 of financial management may only release funds from the risk reserve
2 to the department upon sufficient evidence that risk has
3 materialized. To the extent practicable, the department shall avoid
4 the closure of, or disruption to, any existing public access walkways
5 in the vicinity of the terminal project during construction.

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

16 (4) \$5,000,000 of the Puget Sound capital construction account—
17 state appropriation is provided solely for emergency capital repair
18 costs (999910K). Funds may only be spent after approval by the office
19 of financial management.

20 (5) \$2,300,000 of the Puget Sound capital construction account—
21 state appropriation is provided solely for the ORCA acceptance
22 project (L2000300). The ferry system shall work with Washington
23 technology solutions and the tolling division on the development of a
24 new, interoperable ticketing system.

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

36 (7) \$35,000,000 of the Puget Sound capital construction account—
37 state appropriation and \$6,500,000 of the Puget Sound capital
38 construction account—federal appropriation are provided solely for
39 the conversion of up to two Jumbo Mark II vessels to electric hybrid

1 propulsion (G2000084). The department shall seek additional funds for
2 the purposes of this subsection. The department may spend from the
3 Puget Sound capital construction account—state appropriation in this
4 section only as much as the department receives in Volkswagen
5 settlement funds for the purposes of this subsection.

6 (8) \$600,000 of the Puget Sound capital construction account—
7 state appropriation is provided solely for a request for proposals
8 for a new maintenance management system (project L2000301) and is
9 subject to the conditions, limitations, and review provided in
10 section 701 of this act.

11 (9) \$99,000,000 of the connecting Washington account—state
12 appropriation is provided solely for the acquisition of a 144-car
13 hybrid-electric vessel. It is the intent of the legislature to
14 provide an additional \$88,000,000 in funding in the 2021-23 biennium.
15 If chapter . . . (Substitute Senate Bill No. 5992), Laws of 2019
16 (ferry funding) is not enacted by June 30, 2019, the amount provided
17 in this subsection lapses.

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

20	Essential Rail Assistance Account—State Appropriation . . .	\$500,000
21	Transportation Infrastructure Account—State	
22	Appropriation	\$7,554,000
23	Multimodal Transportation Account—State	
24	Appropriation	\$83,191,000
25	Multimodal Transportation Account—Federal	
26	Appropriation	\$8,302,000
27	Multimodal Transportation Account—Local	
28	Appropriation	\$336,000
29	TOTAL APPROPRIATION.	\$99,883,000

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

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

37 (2) \$7,136,000 of the transportation infrastructure account—state
38 appropriation is provided solely for new low-interest loans approved

1 by the department through the freight rail investment bank (FRIB)
2 program. The department shall issue FRIB program loans with a
3 repayment period of no more than ten years, and charge only so much
4 interest as is necessary to recoup the department's costs to
5 administer the loans. The department shall report annually to the
6 transportation committees of the legislature and the office of
7 financial management on all FRIB loans issued.

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

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

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

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

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

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

5 (6) The department shall issue a call for projects for the
6 freight rail assistance program, and shall evaluate the applications
7 in a manner consistent with past practices as specified in section
8 309, chapter 367, Laws of 2011. By November 15, 2020, the department
9 shall submit a prioritized list of recommended projects to the office
10 of financial management and the transportation committees of the
11 legislature.

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

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

23 (9)(a) For projects funded as part of the 2015 connecting
24 Washington transportation package listed on the LEAP transportation
25 document identified in subsection (1) of this section, if the
26 department expects to have substantial reappropriations for the
27 2021-2023 fiscal biennium, the department may, on a pilot basis,
28 apply funding from a project in this section with an appropriation
29 that cannot be used for the current fiscal biennium to advance the
30 South Kelso Railroad Crossing project (L1000147).

31 (b) At least ten business days before advancing the 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 the project may not hinder the
35 delivery of the projects for which the reappropriations are necessary
36 for the 2021-2023 fiscal biennium.

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

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

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

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

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

20 (1) Except as provided otherwise in this section, the entire
21 appropriations in this section are provided solely for the projects
22 and activities as listed by project and amount in LEAP Transportation
23 Document 2019-2 ALL PROJECTS as developed March 26, 2019, Program -
24 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. \$5,940,000 of the multimodal
31 transportation account—state appropriation and \$750,000 of the
32 transportation partnership account—state appropriation are
33 reappropriated for pedestrian and bicycle safety program projects
34 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

1 routes to school projects. \$6,690,000 of the motor vehicle account—
2 federal appropriation, \$2,320,000 of the multimodal transportation
3 account—state appropriation, and \$800,000 of the highway safety
4 account—state appropriation are reappropriated for safe routes to
5 school projects selected in the previous biennia (L2000189). The
6 department may consider the special situations facing high-need
7 areas, as defined by schools or project areas in which the percentage
8 of the children eligible to receive free and reduced-price meals
9 under the national school lunch program is equal to, or greater than,
10 the state average as determined by the department, when evaluating
11 project proposals against established funding criteria while ensuring
12 continued compliance with federal eligibility requirements.

13 (3) The department shall submit a report to the transportation
14 committees of the legislature by December 1, 2019, and December 1,
15 2020, on the status of projects funded as part of the pedestrian
16 safety/safe routes to school grant program. The report must include,
17 but is not limited to, a list of projects selected and a brief
18 description of each project's status.

19 (4) \$28,319,000 of the multimodal transportation account—state
20 appropriation is provided solely for bicycle and pedestrian projects
21 listed in the LEAP transportation document referenced in subsection
22 (1) of this section.

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

32 (6) (a) For projects funded as part of the 2015 connecting
33 Washington transportation package listed on the LEAP transportation
34 document identified in subsection (1) of this section, if the
35 department expects to have substantial reappropriations for the
36 2021-2023 fiscal biennium, the department may, on a pilot basis,
37 apply funding from a project in this section with an appropriation
38 that cannot be used for the current fiscal biennium to advance one or
39 more of the following projects:

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

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

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

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

32 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
33 **CAPITAL PROGRAM**

34 (1) As part of its annual budget submittal, the department of
35 transportation shall provide an update to the report provided to the
36 legislature in the prior fiscal year that: (a) Compares the original
37 project cost estimates approved in the 2003, 2005, and 2015 revenue
38 package project lists to the completed cost of the project, or the
39 most recent legislatively approved budget and total project costs for

1 projects not yet completed; (b) identifies highway projects that may
2 be reduced in scope and still achieve a functional benefit; (c)
3 identifies highway projects that have experienced scope increases and
4 that can be reduced in scope; (d) identifies highway projects that
5 have lost significant local or regional contributions that were
6 essential to completing the project; and (e) identifies contingency
7 amounts allocated to projects.

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

13 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
14 **CAPITAL PROGRAM**

15 On a quarterly basis, the department of transportation shall
16 provide to the office of financial management and the legislative
17 transportation committees the following reports for all capital
18 programs:

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

20 (a) A TEIS version containing actual capital expenditures for all
21 projects consistent with the structure of the most recently enacted
22 budget;

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

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

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

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

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

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

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

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

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

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

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

14 (a) Identify the estimated advertisement date for all projects
15 consistent with the structure of the most recently enacted
16 transportation budget that are going to advertisement during the
17 current fiscal biennium;

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

22 (c) Identify the estimated cost of completion for all projects
23 consistent with the structure of the most recently enacted
24 transportation budget that are going to advertisement during the
25 current fiscal biennium.

26 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
27 **PROJECT EXPENDITURES**

28 To the greatest extent practicable, the department of
29 transportation shall expend federal funds received for capital
30 project expenditures before state funds.

31 **TRANSFERS AND DISTRIBUTIONS**

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

36 Special Category C Account—State Appropriation. \$340,000

1	Multimodal Transportation Account—State Appropriation. . . .	\$40,000
2	Transportation Partnership Account—State Appropriation. . .	\$1,181,000
3	Motor Vehicle Account—State Appropriation.	\$736,000
4	Connecting Washington Account—State Appropriation.	\$7,578,000
5	Highway Bond Retirement Account—State	
6	Appropriation.	\$1,291,628,000
7	Ferry Bond Retirement Account—State Appropriation.	\$28,873,000
8	Transportation Improvement Board Bond Retirement	
9	Account—State Appropriation.	\$13,254,000
10	Nondebt-Limit Reimbursable Bond Retirement	
11	Account—State Appropriation.	\$25,967,000
12	Toll Facility Bond Retirement Account—State	
13	Appropriation.	\$86,493,000
14	Transportation 2003 Account (Nickel Account)—State	
15	Appropriation.	\$
16	TOTAL APPROPRIATION.	\$1,456,090,000

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

20	Multimodal Transportation Account—State Appropriation.	\$8,000
21	Transportation Partnership Account—State	
22	Appropriation.	\$236,000
23	Motor Vehicle Account—State Appropriation.	\$147,000
24	Connecting Washington Account—State Appropriation.	\$1,516,000
25	Special Category C Account—State Appropriation.	\$68,000
26	TOTAL APPROPRIATION.	\$1,975,000

27 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**
28 **FOR DISTRIBUTION**

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

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

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

1 statutory transfers. \$2,188,945,000

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

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

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

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

12 (2) Transportation Partnership Account—State
13 Appropriation: For transfer to the Motor Vehicle
14 Account—State. \$80,000,000

15 (3) Motor Vehicle Account—State Appropriation:
16 For transfer to the State Patrol Highway
17 Account—State. \$6,000,000

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

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

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

27 (7) Motor Vehicle Account—State Appropriation:
28 For transfer to the Transportation Improvement
29 Account—State. \$9,688,000

30 (8) Highway Safety Account—State Appropriation:
31 For transfer to the State Patrol Highway
32 Account—State. \$44,000,000

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

36 (10) State Route Number 520 Civil Penalties

1 Account—State Appropriation: For transfer to
 2 the State Route Number 520 Corridor
 3 Account—State. \$1,434,000
 4 (11) Capital Vessel Replacement Account—State
 5 Appropriation: For transfer to the Connecting
 6 Washington Account—State. \$60,000,000
 7 (12) Multimodal Transportation Account—State
 8 Appropriation: For transfer to the Freight
 9 Mobility Multimodal Account—State. \$8,511,000
 10 (13) Multimodal Transportation Account—State
 11 Appropriation: For transfer to the Puget Sound
 12 Capital Construction Account—State. \$5,000,000
 13 (14) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Puget Sound
 15 Ferry Operations Account—State. \$43,000,000
 16 (15) Multimodal Transportation Account—State
 17 Appropriation: For transfer to the Regional
 18 Mobility Grant Program Account—State. \$27,679,000
 19 (16) Multimodal Transportation Account—State
 20 Appropriation: For transfer to the Rural
 21 Mobility Grant Program Account—State. \$15,223,000
 22 (17) Transportation 2003 Account (Nickel Account)—
 23 State Appropriation: For transfer to the Motor
 24 Vehicle Account—State. \$30,000,000
 25 (18) (a) Alaskan Way Viaduct Replacement Project
 26 Account—State Appropriation: For transfer to the
 27 Motor Vehicle Account—State. \$10,018,000
 28 (b) The transfer identified in this subsection is provided solely
 29 to repay in full the motor vehicle account—state appropriation loan
 30 from section 1005(21) of this act.
 31 (19) (a) Transportation Partnership Account—State
 32 Appropriation: For transfer to the Alaskan Way Viaduct
 33 Replacement Project Account—State. \$77,951,000
 34 (b) The amount transferred in this subsection represents that
 35 portion of the up to \$200,000,000 in proceeds from the sale of bonds
 36 authorized in RCW 47.10.873, intended to be sold through the
 37 2021-2023 fiscal biennium, used only for construction of the SR 99/
 38 Alaskan Way Viaduct Replacement project (809936Z), and that must be

1 repaid from the Alaskan Way viaduct replacement project account
2 consistent with RCW 47.56.864.

3 (20) Transportation 2003 Account (Nickel
4 Account)—State Appropriation: For transfer to the
5 Puget Sound Capital Construction Account—State. \$5,000,000

6 (21) Motor Vehicle Account—State Appropriation:
7 For transfer to the County Arterial Preservation
8 Account—State. \$4,844,000

9 (22) (a) General Fund Account—State Appropriation:
10 For transfer to the State Patrol Highway
11 Account—State. \$625,000

12 (b) The state treasurer shall transfer the funds only after
13 receiving notification from the Washington state patrol under section
14 207(7) of this act.

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

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

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

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

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

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

36 (27) Multimodal Transportation Account—State
37 Appropriation: For transfer to the Pilotage Account—State
38 Appropriation. \$2,000,000

1 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—STATE REVENUES**
 2 **FOR DISTRIBUTION**

3	Multimodal Transportation Account—State	
4	Appropriation: For distribution to cities and	
5	counties.	\$26,786,000
6	Motor Vehicle Account—State Appropriation: For	
7	distribution to cities and counties.	\$23,438,000
8	TOTAL APPROPRIATION.	\$50,224,000

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

12	Toll Facility Bond Retirement Account—Federal	
13	Appropriation	\$199,901,000
14	Toll Facility Bond Retirement Account—State	
15	Appropriation	\$25,372,000
16	TOTAL APPROPRIATION.	\$225,273,000

17 **COMPENSATION**

18 NEW SECTION. **Sec. 501. GENERAL STATE EMPLOYEE COMPENSATION**
 19 **ADJUSTMENTS**

20 Except as otherwise provided in sections 502 through 518 of this
 21 act, state employee compensation adjustments will be provided in
 22 accordance with funding adjustments provided in the 2019-2021 omnibus
 23 appropriations act.

24 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS NOT**
 25 **IMPAIRED**

26 Nothing in this act prohibits the expenditure of any funds by an
 27 agency or institution of the state for benefits guaranteed by any
 28 collective bargaining agreement in effect on the effective date of
 29 this section.

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

31 Sections 504 through 518 of this act represent the results of the
 32 2019-2021 collective bargaining process required under chapters
 33 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
 34 agreements contained in sections 504 through 518 of this act are

1 described in general terms. Only major economic terms are included in
2 the descriptions. These descriptions do not contain the complete
3 contents of the agreements. The collective bargaining agreements
4 contained in sections 504 through 518 of this act may also be funded
5 by expenditures from nonappropriated accounts. If positions are
6 funded with lidded grants or dedicated fund sources with insufficient
7 revenue, additional funding from other sources is not provided.

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

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

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

20 An agreement has been reached between the governor and the ferry
21 agents, supervisors, and project administrators association pursuant
22 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
23 provided for a three percent general wage increase effective July 1,
24 2019, and a three percent general wage increase effective July 1,
25 2020. The agreement also includes and funding is provided for an
26 increase in the drug and alcohol sampling certification and a new
27 scheduling committee with two employee representatives.

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

30 An agreement has been reached between the governor and the
31 service employees international union local 6 pursuant to chapter
32 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
33 a nine percent general wage increase effective July 1, 2019, and a
34 three percent general wage increase effective July 1, 2020. The
35 agreement also includes and funding is provided for an increase in
36 the shift premium rate.

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

3 An agreement has been reached between the governor and the
4 Pacific Northwest regional council of carpenters through an interest
5 arbitration award pursuant to chapter 47.64 RCW for the 2019-2021
6 fiscal biennium. Funding is provided for the awarded four percent
7 general wage increase effective July 1, 2019, and a four percent
8 general wage increase effective July 1, 2020.

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

11 An agreement has been reached between the governor and the Puget
12 Sound metal trades council pursuant to chapter 47.64 RCW for the
13 2019-2021 fiscal biennium. Funding is provided for a four percent
14 general wage increase effective July 1, 2019, and a four percent
15 general wage increase effective July 1, 2020.

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

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

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

29 An agreement has been reached between the governor and the marine
30 engineers' beneficial association licensed engineer officers through
31 an interest arbitration award pursuant to chapter 47.64 RCW for the
32 2019-2021 fiscal biennium. Funding is provided for the awarded three
33 and one-half percent general wage increase effective July 1, 2019,
34 and a three and one-half percent general wage increase effective July
35 1, 2020. The agreement also includes and funding is provided for

1 related watch turnover rate increases tied to salary increases and
2 reimbursement for safety-toed work boots.

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

5 An agreement has been reached between the governor and the marine
6 engineers' beneficial association port engineers pursuant to chapter
7 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
8 an initial salary structure and for a one percent general wage
9 increase effective July 1, 2019, and a three percent general wage
10 increase effective July 1, 2020. The agreement also includes and
11 funding is provided for payment of a daily rate when required to be
12 on duty outside normal working hours, a minimum pay for call outs,
13 and reimbursement for safety shoes.

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

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

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

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

28 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
29 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
30 **SUPERVISORS**

31 An agreement has been reached between the governor and the
32 masters, mates, and pilots - watch center supervisors pursuant to
33 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
34 provided for a three percent general wage increase effective July 1,
35 2019, and two percent general wage increase effective July 1, 2020.

1 The agreement also includes and funding is provided for call back and
2 an increase in relief pay.

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

5 An agreement has been reached between the governor and the
6 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW
7 through an interest arbitration award for the 2019-2021 fiscal
8 biennium. Funding is provided for the awarded three percent general
9 wage increase effective July 1, 2019, a three percent general wage
10 increase effective July 1, 2020, and a two percent general wage
11 increase effective January 1, 2021. The agreement also includes and
12 funding is provided for salary adjustments for targeted job
13 classifications in the shoregang series, increased holiday pay and
14 increased premium pay for use of selected power tools.

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

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

25 NEW SECTION. **Sec. 517. COLLECTIVE BARGAINING AGREEMENT—WSP**
26 **TROOPERS ASSOCIATION**

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

33 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—WSP**
34 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

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

7 **IMPLEMENTING PROVISIONS**

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

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

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

30 (b) Transfers from a project may not be made as a result of the
31 reduction of the scope of a project or be made to support increases
32 in the scope of a project;

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

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

1 (e) Transfers may not be made while the legislature is in
2 session;

3 (f) Transfers to a project may not be made with funds designated
4 as attributable to practical design savings as described in RCW
5 47.01.480;

6 (g) Each transfer between projects may only occur if the director
7 of the office of financial management finds that any resulting change
8 will not hinder the completion of the projects as approved by the
9 legislature. Until the legislature reconvenes to consider the 2020
10 supplemental omnibus transportation appropriations act, any
11 unexpended 2017-2019 appropriation balance as approved by the office
12 of financial management, in consultation with the legislative staff
13 of the house of representatives and senate transportation committees,
14 may be considered when transferring funds between projects; and

15 (h) Transfers between projects may be made by the department of
16 transportation without the formal written approval provided under
17 this subsection (1), provided that the transfer amount does not
18 exceed two hundred fifty thousand dollars or ten percent of the total
19 project, whichever is less. These transfers must be reported
20 quarterly to the director of the office of financial management and
21 the chairs of the house of representatives and senate transportation
22 committees.

23 (2) The department of transportation must submit quarterly all
24 transfers authorized under this section in the transportation
25 executive information system. The office of financial management must
26 maintain a legislative baseline project list identified in the LEAP
27 transportation documents referenced in this act, and update that
28 project list with all authorized transfers under this section.

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

32 (4) Before approval, the office of financial management shall
33 work with legislative staff of the house of representatives and
34 senate transportation committees to review the requested transfers in
35 a timely manner.

36 (5) No fewer than ten days after the receipt of a project
37 transfer request, the director of the office of financial management
38 must provide written notification to the department of any decision
39 regarding project transfers, with copies submitted to the
40 transportation committees of the legislature.

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

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

5 To the extent that any appropriation authorizes expenditures of
6 state funds from the motor vehicle account, special category C
7 account, Tacoma Narrows toll bridge account, transportation 2003
8 account (nickel account), transportation partnership account,
9 transportation improvement account, Puget Sound capital construction
10 account, multimodal transportation account, state route number 520
11 corridor account, connecting Washington account, or other
12 transportation capital project account in the state treasury for a
13 state transportation program that is specified to be funded with
14 proceeds from the sale of bonds authorized in chapter 47.10 RCW, the
15 legislature declares that any such expenditures made before the issue
16 date of the applicable transportation bonds for that state
17 transportation program are intended to be reimbursed from proceeds of
18 those transportation bonds in a maximum amount equal to the amount of
19 such appropriation.

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

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

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

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

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

32 (b) Identifies, for each project, the amount of cost savings or
33 increases in funding that have been identified as compared to the
34 2017 enacted omnibus transportation appropriations act.

35 (2) As part of the agency request for capital programs, the
36 department shall load reappropriations separately from funds that

1 were assumed to be required for the 2019-2021 fiscal biennium into
2 budgeting systems.

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

4 (1) The department of transportation shall post on its web site
5 every report that is due from the department to the legislature
6 during the 2019-2021 fiscal biennium on one web page. The department
7 must post both completed reports and planned reports on a single web
8 page.

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

12 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
13 **ELEMENTS REPORTING**

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

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

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

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

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

5 (3) Before approval, the office of financial management shall
6 work with legislative staff of the house of representatives and
7 senate transportation committees to review the requested project
8 scope changes.

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

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

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

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

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

28	Highway Safety Account—State Appropriation	\$378,000
29	Highway Safety Account—Federal Appropriation.	\$8,000
30	Motorcycle Safety Education Account—State	
31	Appropriation.	\$5,000
32	Pilotage Account—State Appropriation.	\$1,122,000
33	Motor Vehicle Account—State Appropriation.	\$10,474,000
34	Multimodal Transportation Account—State Appropriation. . .	\$1,404,000
35	State Patrol Highway Account—State Appropriation.	\$3,936,000
36	Transportation Improvement Account—State	
37	Appropriation.	\$13,000

1 (3) (a) Each project must have an investment plan that includes:
2 (i) An organizational chart of the project management team that
3 identifies team members and their roles and responsibilities;
4 (ii) The office of the state chief information officer staff
5 assigned to the project;
6 (iii) An implementation schedule covering activities, critical
7 milestones, and deliverables at each stage of the project for the
8 life of the project at each agency affected by the project;
9 (iv) Performance measures used to determine that the project is
10 on time, within budget, and meeting expectations for quality of work
11 product;
12 (v) Ongoing maintenance and operations cost of the project post
13 implementation and close out delineated by agency staffing,
14 contracted staffing, and service level agreements; and
15 (vi) Financial budget coding to include at least discrete program
16 index and subobject codes.
17 (4) Projects with estimated costs greater than one hundred
18 million dollars from initiation to completion and implementation may
19 be divided into discrete subprojects as determined by the office of
20 the state chief information officer. Each subproject must have a
21 technology budget and investment plan as provided in this section.
22 (5) (a) The office of the state chief information officer shall
23 maintain an information technology project dashboard that provides
24 updated information each fiscal month on projects subject to this
25 section:
26 (i) Project changes each fiscal month;
27 (ii) Noting if the project has a completed market requirements
28 document;
29 (iii) Financial status of information technology projects under
30 oversight; and
31 (iv) Coordination with agencies.
32 (b) The dashboard must retain a roll up of the entire project
33 cost, including all subprojects, that can be displayed the subproject
34 detail.
35 (6) If the project affects more than one agency:
36 (a) A separate technology budget and investment plan must be
37 prepared for each agency; and
38 (b) The dashboard must contain a statewide project technology
39 budget roll up that includes each affected agency at the subproject
40 level.

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

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

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

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

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

17 (e) The agency must consult with the contracting division of the
18 department of enterprise services for a review of all contracts and
19 agreements related to the project's information technology
20 procurements.

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

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

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

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

1 NEW SECTION. **Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
2 **THROUGH FINANCIAL CONTRACTS**

3 (1) The department of transportation is authorized, subject to
4 the conditions in section 305(2) of this act, to enter into a
5 financing contract pursuant to chapter 39.94 RCW through the state
6 treasurer's lease-purchase program for the purposes indicated. The
7 department may use any funds, appropriated or nonappropriated, in not
8 more than the principal amounts indicated, plus financing expenses
9 and required reserves, if any. Expenditures made by the department of
10 transportation for the indicated purposes before the issue date of
11 the authorized financing contract and any certificates of
12 participation therein may be reimbursed from proceeds of the
13 financing contract and any certificates of participation therein to
14 the extent provided in the agency's financing plan approved by the
15 state finance committee.

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

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

22 (1) Effective June 1, 2006, for agencies complying with the
23 ultra-low sulfur diesel mandate of the United States environmental
24 protection agency for on-highway diesel fuel, agencies shall use
25 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
26 provided that the use of a lubricity additive is warranted and that
27 the use of biodiesel is comparable in performance and cost with other
28 available lubricity additives. The amount of biodiesel added to the
29 ultra-low sulfur diesel fuel shall be not less than two percent.

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

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

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

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

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

8 (5) During the (~~(2015-2017 and)~~) 2017-2019 and 2019-2021 fiscal
9 biennia, the Washington state ferries is required to use a minimum of
10 five percent biodiesel as compared to total volume of all diesel
11 purchases made by the Washington state ferries for the operation of
12 the Washington state ferries diesel-powered vessels, as long as the
13 price of a B5 or B10 biodiesel blend does not exceed the price of
14 conventional diesel fuel by five percent or more.

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

17 (1) The ignition interlock device revolving account program is
18 created within the department to assist in covering the monetary
19 costs of installing, removing, and leasing an ignition interlock
20 device, and applicable licensing, for indigent persons who are
21 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
22 ignition interlock device in all vehicles owned or operated by the
23 person. For purposes of this subsection, "indigent" has the same
24 meaning as in RCW 10.101.010, as determined by the department. During
25 the (~~(2017-2019)~~) 2019-2021 fiscal biennium, the ignition interlock
26 device revolving account program also includes ignition interlock
27 enforcement work conducted by the Washington state patrol.

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

32 (3) The department, the state patrol, and the Washington traffic
33 safety commission shall coordinate to establish a compliance pilot
34 program that will target at least one county from eastern Washington
35 and one county from western Washington, as determined by the
36 department, state patrol, and Washington traffic safety commission.

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

1 (a) Review the number of ignition interlock devices that are
2 required to be installed in the targeted county and the number of
3 ignition interlock devices actually installed;

4 (b) Work to identify those persons who are not complying with
5 ignition interlock requirements or are repeatedly violating ignition
6 interlock requirements; and

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

8 (5) As part of monitoring compliance, the Washington traffic
9 safety commission shall also track recidivism for violations of RCW
10 46.61.502 and 46.61.504 by persons required to have an ignition
11 interlock driver's license under RCW 46.20.385 and 46.20.720.

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

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

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

21 (a) \$23.60 of each initial or renewal vehicle license fee must be
22 deposited in the state patrol highway account in the motor vehicle
23 fund, hereby created. Vehicle license fees, renewal vehicle license
24 fees, and all other funds in the state patrol highway account must be
25 for the sole use of the Washington state patrol for highway
26 activities of the Washington state patrol, subject to proper
27 appropriations and reappropriations.

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

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

34 (3) During the 2015-2017 fiscal biennium, the legislature may
35 transfer from the state patrol highway account to the connecting
36 Washington account such amounts as reflect the excess fund balance of
37 the state patrol highway account.

38 (4) During the 2017-2019 and the 2019-2021 fiscal (~~biennium~~)
39 biennia, the legislature may direct the state treasurer to make

1 transfers of moneys in the state patrol highway account to the
2 connecting Washington account.

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

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

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

23 (1) The transportation 2003 account (nickel account) is hereby
24 created in the motor vehicle fund. Money in the account may be spent
25 only after appropriation. Expenditures from the account must be used
26 only for projects or improvements identified as transportation 2003
27 projects or improvements in the omnibus transportation budget and to
28 pay the principal and interest on the bonds authorized for
29 transportation 2003 projects or improvements. Upon completion of the
30 projects or improvements identified as transportation 2003 projects
31 or improvements, moneys deposited in this account must only be used
32 to pay the principal and interest on the bonds authorized for
33 transportation 2003 projects or improvements, and any funds in the
34 account in excess of the amount necessary to make the principal and
35 interest payments may be used for maintenance on the completed
36 projects or improvements.

37 (2) During the 2015-2017 fiscal biennium, the legislature may
38 transfer from the transportation 2003 account (nickel account) to the

1 connecting Washington account such amounts as reflect the excess fund
2 balance of the transportation 2003 account (nickel account).

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

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

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

10 (1) The transportation partnership account is hereby created in
11 the state treasury. All distributions to the account from RCW
12 46.68.090 must be deposited into the account. Money in the account
13 may be spent only after appropriation. Expenditures from the account
14 must be used only for projects or improvements identified as 2005
15 transportation partnership projects or improvements in the omnibus
16 transportation appropriations act, including any principal and
17 interest on bonds authorized for the projects or improvements.

18 (2) The legislature finds that:

19 (a) Citizens demand and deserve accountability of transportation-
20 related programs and expenditures. Transportation-related programs
21 must continuously improve in quality, efficiency, and effectiveness
22 in order to increase public trust;

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

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

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

31 (a) "Performance audit" means an objective and systematic
32 assessment of a state agency or agencies or any of their programs,
33 functions, or activities by the state auditor or designee in order to
34 help improve agency efficiency, effectiveness, and accountability.
35 Performance audits include economy and efficiency audits and program
36 audits.

37 (b) "Transportation-related agency" means any state agency,
38 board, or commission that receives funding primarily for
39 transportation-related purposes. At a minimum, the department of

1 transportation, the transportation improvement board or its successor
2 entity, the county road administration board or its successor entity,
3 and the traffic safety commission are considered transportation-
4 related agencies. The Washington state patrol and the department of
5 licensing shall not be considered transportation-related agencies
6 under chapter 314, Laws of 2005.

7 (4) Within the authorities and duties under chapter 43.09 RCW,
8 the state auditor shall establish criteria and protocols for
9 performance audits. Transportation-related agencies shall be audited
10 using criteria that include generally accepted government auditing
11 standards as well as legislative mandates and performance objectives
12 established by state agencies. Mandates include, but are not limited
13 to, agency strategies, timelines, program objectives, and mission and
14 goals as required in RCW 43.88.090.

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

19 (6) The audits may include:

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

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

25 (c) Analysis of gaps and overlaps in programs and services and
26 recommendations for improving, dropping, blending, or separating
27 functions to correct gaps or overlaps;

28 (d) Analysis and recommendations for pooling information
29 technology systems used within the transportation-related agency, and
30 evaluation of information processing and telecommunications policy,
31 organization, and management;

32 (e) Analysis of the roles and functions of the transportation-
33 related agency, its programs, and its services and their compliance
34 with statutory authority and recommendations for eliminating or
35 changing those roles and functions and ensuring compliance with
36 statutory authority;

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

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

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

6 (i) Identification and recognition of best practices;

7 (j) Evaluation of planning, budgeting, and program evaluation
8 policies and practices;

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

10 (l) Evaluation of purchasing operations and management policies
11 and practices;

12 (m) Evaluation of organizational structure and staffing levels,
13 particularly in terms of the ratio of managers and supervisors to
14 nonmanagement personnel; and

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

18 (7) Within the authorities and duties under chapter 43.09 RCW,
19 the state auditor must provide the preliminary performance audit
20 reports to the audited state agency for comment. The auditor also may
21 seek input on the preliminary report from other appropriate
22 officials. Comments must be received within thirty days after receipt
23 of the preliminary performance audit report unless a different time
24 period is approved by the state auditor. The final performance audit
25 report shall include the objectives, scope, and methodology; the
26 audit results, including findings and recommendations; the agency's
27 response and conclusions; and identification of best practices.

28 (8) The state auditor shall provide final performance audit
29 reports to the citizens of Washington, the governor, the joint
30 legislative audit and review committee, the appropriate legislative
31 committees, and other appropriate officials. Final performance audit
32 reports shall be posted on the internet.

33 (9) The audited transportation-related agency is responsible for
34 follow-up and corrective action on all performance audit findings and
35 recommendations. The audited agency's plan for addressing each audit
36 finding and recommendation shall be included in the final audit
37 report. The plan shall provide the name of the contact person
38 responsible for each action, the action planned, and the anticipated
39 completion date. If the audited agency does not agree with the audit

1 findings and recommendations or believes action is not required, then
2 the action plan shall include an explanation and specific reasons.

3 The office of financial management shall require periodic
4 progress reports from the audited agency until all resolution has
5 occurred. The office of financial management is responsible for
6 achieving audit resolution. The office of financial management shall
7 annually report by December 31st the status of performance audit
8 resolution to the appropriate legislative committees and the state
9 auditor. The legislature shall consider the performance audit results
10 in connection with the state budget process.

11 The auditor may request status reports on specific audits or
12 findings.

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

17 (11) During the 2015-2017 fiscal biennium, the legislature may
18 transfer from the transportation partnership account to the
19 connecting Washington account such amounts as reflect the excess fund
20 balance of the transportation partnership account.

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

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

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

31 (2) Beginning September 2011, by the last day of September,
32 December, March, and June of each year, the state treasurer shall
33 transfer from the multimodal transportation account to the rural
34 mobility grant program account two million five hundred thousand
35 dollars.

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

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

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

7 (1) The department may provide for the establishment,
8 construction, and operation of a pilot project of high occupancy toll
9 lanes on state route 167 high occupancy vehicle lanes within King
10 county. The department may issue, buy, and redeem bonds, and deposit
11 and expend them; secure and remit financial and other assistance in
12 the construction of high occupancy toll lanes, carry insurance, and
13 handle any other matters pertaining to the high occupancy toll lane
14 pilot project.

15 (2) Tolls for high occupancy toll lanes will be established as
16 follows:

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

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

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

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

38 (3) The department shall monitor the state route 167 high
39 occupancy toll lane pilot project and shall annually report to the

1 transportation commission and the legislature on operations and
2 findings. At a minimum, the department shall provide facility use
3 data and review the impacts on:

4 (a) Freeway efficiency and safety;

5 (b) Effectiveness for transit;

6 (c) Person and vehicle movements by mode;

7 (d) Ability to finance improvements and transportation services
8 through tolls; and

9 (e) The impacts on all highway users. The department shall
10 analyze aggregate use data and conduct, as needed, separate surveys
11 to assess usage of the facility in relation to geographic,
12 socioeconomic, and demographic information within the corridor in
13 order to ascertain actual and perceived questions of equitable use of
14 the facility.

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

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

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

24 (b) If high occupancy vehicle tolls are being collected on June
25 30, (~~2019~~) 2021.

26 (6) The department of transportation shall adopt rules that allow
27 automatic vehicle identification transponders used for electronic
28 toll collection to be compatible with other electronic payment
29 devices or transponders from the Washington state ferry system, other
30 public transportation systems, or other toll collection systems to
31 the extent that technology permits.

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

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

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

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

3 A special account to be known as the state route number 520 civil
4 penalties account is created in the state treasury. All state route
5 number 520 bridge replacement and HOV program civil penalties
6 generated from the nonpayment of tolls on the state route number 520
7 corridor must be deposited into the account, as provided under RCW
8 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
9 appropriation. Expenditures from the account may be used to fund any
10 project within the state route number 520 bridge replacement and HOV
11 program, including mitigation. During the 2013-2015 and 2015-2017
12 fiscal biennia, the legislature may transfer from the state route
13 number 520 civil penalties account to the state route number 520
14 corridor account such amounts as reflect the excess fund balance of
15 the state route number 520 civil penalties account. Funds transferred
16 must be used solely for capital expenditures for the state route
17 number 520 bridge replacement and HOV project. During the 2017-2019
18 and the 2019-2021 fiscal (~~biennium~~) biennia, the legislature may
19 direct the state treasurer to make transfers of moneys in the state
20 route number 520 civil penalties account to the state route number
21 520 corridor account.

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

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

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

27 (a) All moneys directed by law;

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

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

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

32 (4) Expenditures from the account may be used only for the
33 maintenance, administration, and operation of the Washington state
34 ferry system.

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

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

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

7 (1) The allocation of costs between the employer and members of
8 the Washington state patrol retirement system shall be made only
9 after the application of any minimum total contribution rate that may
10 be in effect for the system under subsection (4) of this section. For
11 benefit improvements effective on or after July 1, 2007, costs shall
12 be shared equally by members and the employer, and any cap on member
13 contributions shall be adjusted accordingly. The member contribution
14 rate shall be based on the adjusted total contribution rate described
15 in subsection (2) of this section. Beginning July 1, 2007, the
16 required member contribution rate for members of the Washington state
17 patrol retirement system shall be the lesser of the following: (a)
18 One-half of the adjusted total contribution rate for the system; or
19 (b) seven percent, plus fifty percent of the contribution rate
20 increase caused by any benefit improvements effective on or after
21 July 1, 2007.

22 (2) The employer shall continue to pay for all costs attributable
23 to distributions under RCW 43.43.270(2) for survivors of members who
24 became disabled under RCW 43.43.040(2) prior to July 1, 2006, until
25 such costs are fully paid. In order to avoid charging members for
26 these costs, the total required contribution rate shall be adjusted
27 to exclude these costs. The result of the adjustment shall be the
28 adjusted total contribution rate that is to be used to calculate the
29 required member contribution rate.

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

33 (4) Beginning July 1, 2009, a minimum total contribution rate is
34 established for the Washington state patrol retirement system. The
35 total Washington state patrol retirement system contribution rate may
36 exceed, but may not drop below, the established minimum total
37 contribution rate. From July 1, 2009, through June 30, 2011, the
38 minimum total contribution rate shall equal the total contribution
39 rate required to fund fifty percent of the Washington state patrol

1 retirement system's normal cost as calculated under the entry age
2 normal cost method. Beginning July 1, 2011, the minimum total
3 contribution rate shall equal the total contribution rate required to
4 fund seventy percent of the Washington state patrol retirement
5 system's normal cost as calculated under the entry age normal cost
6 method. This minimum rate, when applicable, shall be collected in
7 addition to any contribution rate required to amortize any unfunded
8 costs attributable to distributions under RCW 43.43.270(2) for
9 survivors of members who became disabled under RCW 43.43.040(2) prior
10 to July 1, 2006.

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

16 (6) The legislature recognizes the short-term volatility of
17 projected employer contribution rates for the Washington state patrol
18 retirement system and intends to phase-in the increase in
19 contribution rates from the 2017-2019 biennium to the 2019-2021
20 biennium over three successive biennia. The phase-in shall be
21 calculated by the state actuary and shall not result in an expected
22 funding shortfall when measured over the entire phase-in period.
23 Consistent with this intent, the legislature revises the basic
24 employer contribution rate for the Washington state patrol retirement
25 system from 22.13 percent to 17.5 percent during the 2019-2021
26 biennium. By June 30, 2020, the state actuary shall calculate and
27 report to the council the expected change to the basic employer
28 contribution rates for the 2021-2023 and 2023-2025 biennia that
29 continue this phase-in.

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

32 The department of licensing technology improvement and data
33 management account is created in the highway safety fund. All
34 receipts from fees collected under RCW 46.12.630(5) must be deposited
35 into the account. Expenditures from the account may be used only for
36 investments in technology and data management at the department.
37 During the 2019-2021 biennium, the account may also be used for
38 responding to public records requests. Moneys in the account may be
39 spent only after appropriation.

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

3 The license plate technology account is created in the state
4 treasury. All receipts collected under RCW 46.17.015 must be
5 deposited into this account. Expenditures from this account must
6 support current and future license plate technology and systems
7 integration upgrades for both the department and correctional
8 industries. Moneys in the account may be spent only after
9 appropriation. Additionally, the moneys in this account may be used
10 to reimburse the motor vehicle account for any appropriation made to
11 implement the digital license plate system. During the 2011-2013 and
12 2013-2015 fiscal biennia, the legislature may transfer from the
13 license plate technology account to the highway safety account [fund]
14 such amounts as reflect the excess fund balance of the license plate
15 technology account. During the 2019-2021 biennium, the account may
16 also be used for the maintenance of recently modernized information
17 technology systems for vehicle registrations.

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

20 The department of licensing services account is created in the
21 motor vehicle fund. All receipts from service fees received under RCW
22 46.17.025 must be deposited into the account. Moneys in the account
23 may be spent only after appropriation. Expenditures from the account
24 may be used only for:

- 25 (1) Information and service delivery systems for the department;
26 (2) Reimbursement of county licensing activities; and
27 (3) County auditor or other agent and subagent support including,
28 but not limited to, the replacement of department-owned equipment in
29 the possession of county auditors or other agents and subagents
30 appointed by the director. During the 2011-2013 fiscal biennium, the
31 legislature may transfer from the department of licensing services
32 account such amounts as reflect the excess fund balance of the
33 account. During the 2019-2021 biennium, the account may also be used
34 for supporting the operations of licensing service offices.

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

- 37 (1) A law enforcement officer has the authority to issue a notice
38 of traffic infraction:

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

3 (b) When the officer is acting upon the request of a law
4 enforcement officer in whose presence the traffic infraction was
5 committed;

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

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

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

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

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

19 (3) If any motor vehicle without a driver is found parked,
20 standing, or stopped in violation of this title or an equivalent
21 administrative regulation or local law, ordinance, regulation, or
22 resolution, the officer finding the vehicle shall take its
23 registration number and may take any other information displayed on
24 the vehicle which may identify its user, and shall conspicuously
25 affix to the vehicle a notice of traffic infraction.

26 (4) In the case of failure to redeem an abandoned vehicle under
27 RCW 46.55.120, upon receiving a complaint by a registered tow truck
28 operator that has incurred costs in removing, storing, and disposing
29 of an abandoned vehicle, an officer of the law enforcement agency
30 responsible for directing the removal of the vehicle shall send a
31 notice of infraction by certified mail to the last known address of
32 the person responsible under RCW 46.55.105. The notice must be
33 entitled "Littering—Abandoned Vehicle" and give notice of the
34 monetary penalty. The officer shall append to the notice of
35 infraction, on a form prescribed by the department of licensing, a
36 notice indicating the amount of costs incurred as a result of
37 removing, storing, and disposing of the abandoned vehicle, less any
38 amount realized at auction, and a statement that monetary penalties
39 for the infraction will not be considered as having been paid until
40 the monetary penalty payable under this chapter has been paid and the

1 court is satisfied that the person has made restitution in the amount
2 of the deficiency remaining after disposal of the vehicle.

3 NEW SECTION. **Sec. 718.** (1) The agency financial transaction
4 account is created in the state treasury. Designated receipts from
5 cost-recovery charges for credit card and other financial transaction
6 fees pursuant to this act must be deposited into the account. Moneys
7 in the account may be spent only after appropriation. Expenditures
8 from the account may be used only for paying credit card and
9 financial transaction fees, and other related costs incurred by state
10 agencies.

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

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

15 **2017-2019 FISCAL BIENNIUM**

16 **TRANSPORTATION AGENCIES—OPERATING**

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

19 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

20	Highway Safety Account—State Appropriation	\$4,329,000
21	Highway Safety Account—Federal Appropriation	(\$22,205,000)
22		<u>\$25,005,000</u>
23	Highway Safety Account—Private/Local Appropriation	\$118,000
24	School Zone Safety Account—State Appropriation	\$850,000
25	TOTAL APPROPRIATION.	(\$27,502,000)
26		<u>\$30,302,000</u>

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

29 (1) \$100,000 of the highway safety account—state appropriation is
30 provided solely for the implementation of chapter 324, Laws of 2017
31 (bicyclist safety advisory council).

32 (2) \$1,000,000 of the highway safety account—state appropriation
33 is provided solely for the implementation of section 13(4), chapter
34 336, Laws of 2017 (impaired driving). The funding is provided for

1 grants to organizations that seek to reduce driving under the
2 influence of drugs and alcohol and for administering the program.
3 \$108,806 of the amount provided in this subsection is for the
4 commission to cover the costs associated with administering the grant
5 program. The funding provided in this subsection is contingent on the
6 availability of funds raised by the fee, described in section 13(4),
7 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
8 costs of administering the program.

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

11 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

12 Rural Arterial Trust Account—State Appropriation	\$1,056,000
13 Motor Vehicle Account—State Appropriation	((2,720,000))
14	<u>\$2,791,000</u>
15 County Arterial Preservation Account—State	
16 Appropriation	\$1,592,000
17 TOTAL APPROPRIATION.	((5,368,000))
18	<u>\$5,439,000</u>

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

21 **FOR THE JOINT TRANSPORTATION COMMITTEE**

22 ((Highway Safety Account—State Appropriation.	\$150,000))
23 Motor Vehicle Account—State Appropriation	\$2,030,000
24 Multimodal Transportation Account—State	
25 Appropriation.	\$1,570,000
26 TOTAL APPROPRIATION.	((3,750,000))
27	<u>\$3,600,000</u>

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

30 (1)(a) \$200,000 of the multimodal transportation account—state
31 appropriation is for a consultant study of marine pilotage in
32 Washington state, with a goal of recommending best practices for: An
33 analytically-driven pilotage tariff and fee setting process;
34 determination of the total number of pilots and pilot workload; pilot
35 recruitment, training, review, and selection, with a focus on
36 increasing pilot diversity; and selection of governance structures

1 for the oversight and management of pilotage activities. The study
2 must include the following:

3 (i) (A) An examination of current practices of the board of
4 pilotage related to: Pilotage tariff and fee setting, including a
5 review of the development and composition of fees, their relationship
6 to tariffs and pilotage district expenditures, and an analysis of
7 pilot benefits; the setting of the total number of pilots and pilot
8 workload distribution; pilot candidate recruitment and training;
9 pilot review and selection processes; and reporting to comply with
10 statutory requirements;

11 (B) An examination of the current oversight, administrative
12 practices, and governance of the board of pilotage commissioners and
13 the two pilotage districts, including board composition analysis, the
14 possible role of the legislative appropriations process, and options
15 for insurance liability coverage for the board of pilotage
16 commissioners;

17 (ii) A comparison of current practices identified under this
18 subsection (1)(a) to best practices in marine pilotage elsewhere in
19 the United States, including both state licensed pilotage and federal
20 pilotage systems with independent contractor, public employee, or
21 private employee pilots; and a comparison to marine pilotage
22 activities outside of the United States, to the extent these marine
23 pilotage activities can inform the evaluation process and identify
24 additional best practices that could be implemented in Washington
25 state;

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

29 (iv) An evaluation of the extent to which the best practices
30 examined can be implemented and would be effective in Washington
31 state; and

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

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

37 (2) \$160,000 of the motor vehicle account—state appropriation is
38 for the joint transportation committee to contract with the
39 University of Minnesota to independently analyze and assess traffic
40 data for the express toll lanes and general purpose lanes of the

1 Interstate 405 tolled corridor, including in terms of the performance
2 measures described in RCW 47.56.880, and to develop and recommend
3 near-term and longer-term strategies for the improvement of traffic
4 performance in this corridor. A report summarizing the results of the
5 traffic data assessment and providing recommended strategies is due
6 to the transportation committees of the legislature by January 8,
7 2018.

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

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

13 (ii) Evaluate the current and projected future capacity of the
14 air cargo system;

15 (iii) Identify underutilized capacity;

16 (iv) Identify and describe what market forces may determine
17 demand for cargo service at different facilities and what role the
18 shippers and cargo service providers play in determining how cargo is
19 moved in the state;

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

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

26 (A) Evaluate air, land, and surface transportation constraints,
27 including intermodal constraints, to accommodate current demand and
28 future growth;

29 (B) Evaluate impediments to addressing those constraints;

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

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

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

37 (c) The study must provide recommendations regarding:

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

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

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

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

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

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

14 (4) \$100,000 of the motor vehicle account—state appropriation is
15 for the joint transportation committee to conduct an assessment of
16 the current roles and responsibilities of the transportation
17 commission. The purpose of the assessment is to review the current
18 membership, functions, powers, and duties of the transportation
19 commission beyond those granted to the transportation commission as
20 the tolling authority under RCW 47.56.850, for the adoption of ferry
21 fares and pricing policies under RCW 47.60.315, or for work related
22 to the road usage charge pilot project as directed by the
23 legislature. When conducting the assessment, the joint transportation
24 committee must consult with the transportation commission and the
25 office of financial management.

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

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

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

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

35 (iv) The transportation commission's current roles and
36 responsibilities relating to transportation planning, transportation
37 policy development, and other functions; and

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

1 (b) A report of the assessment findings and recommendations is
2 due to the transportation committees of the legislature by December
3 31, 2017.

4 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
5 from the cities' statewide fuel tax distributions under RCW
6 46.68.110(2), is for the joint transportation committee to conduct a
7 study to assess the current state of city transportation funding,
8 identify emerging issues, and recommend funding sources to meet
9 current and future needs. As part of the study, the joint
10 transportation committee shall:

11 (i) Identify current city transportation funding
12 responsibilities, sources, and gaps;

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

15 (iii) Identify future city funding needs;

16 (iv) Evaluate alternative sources of funding; and

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

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

21 (c) In conducting the study, the joint transportation committee
22 must consult with:

23 (i) City representatives;

24 (ii) A representative from the department of transportation local
25 programs division;

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

27 (iv) A representative from the department of transportation/
28 metropolitan planning organization/regional transportation planning
29 organization coordinating committee; and

30 (v) Others as appropriate.

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

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

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

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

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

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

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

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

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

16 (vii) A list of potential state, federal, or local revenue
17 sources that public transportation agencies could access or implement
18 in order to meet agencies' capital needs. These revenue sources may
19 be either currently available sources or sources that would need
20 legislative authorization.

21 (b) The Washington state transit association and the Washington
22 state department of transportation shall provide technical support to
23 the study.

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

27 (7) \$255,000 of the multimodal transportation account—state
28 appropriation is for the joint transportation committee to conduct a
29 study regarding the regulation of transportation network companies
30 within the state of Washington. In conducting the study, the joint
31 transportation committee must consult with relevant representatives
32 of the department of licensing, the utilities and transportation
33 commission, the Washington state patrol, local governments involved
34 in the regulation of transportation network companies, entities
35 providing transportation network services, and other relevant
36 stakeholders. The study must include a review of the regulatory
37 framework used by local jurisdictions within Washington state and in
38 other states, an evaluation of the most effective public safety
39 aspects of a regulatory framework, including among other aspects, the
40 type of required background checks, and an assessment of the most

1 effective and efficient state and local regulatory structure for
2 regulation of transportation network companies. The joint
3 transportation committee must issue a report of its findings and
4 recommendations to the house and senate transportation committees by
5 January 14, 2019.

6 (8) \$300,000 of the multimodal transportation account—state
7 appropriation is for the joint transportation committee to conduct a
8 study regarding the regulation of taxi and for hire services
9 regulated by state, local governments, and port districts. The study
10 must compare state and local regulations in the state of Washington
11 that govern these private passenger transportation services and may
12 include recommendations for improving the consistency or overall
13 effectiveness and competitive fairness of the current regulatory
14 frameworks. In conducting the study, the joint transportation
15 committee shall consult with the department of licensing, the
16 utilities and transportation commission, the Washington state patrol,
17 appropriate local entities engaged in the regulation of commercial
18 passenger transportation services, and other relevant stakeholders.
19 The joint transportation committee must issue a report of its
20 findings and recommendations to the house and senate transportation
21 committees by January 14, 2019.

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

30 (b) This review must consist of an assessment of possible
31 approaches for developing a method by which to set state standards
32 for:

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

37 (ii) Medical waiver requirements for intrastate nonexcepted
38 commercial driver's license holders and applicants, which must be set
39 in a manner consistent with the requirements of 49 C.F.R. Sec.
40 350.341(h) (2).

1 (c) The review must include consideration and evaluation of the
2 relevant practices, laws, and regulations of other states. The review
3 must also ensure that recommendations made are consistent with
4 federal law and do not jeopardize federal funding, and that they
5 incorporate relevant safety considerations.

6 (d) The joint transportation committee must consult with the
7 department of licensing, the Washington state patrol, the traffic
8 safety commission, the state department of health, and stakeholders
9 who rely on the state's commercial driver's license medical
10 certification process.

11 (e) The joint transportation committee must issue a report of its
12 findings and recommendations, including an indication of statutory
13 changes needed to implement the recommendations, to the
14 transportation committees of the legislature and the governor by
15 January 14, 2019.

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

18 **FOR THE WASHINGTON STATE PATROL**

19 State Patrol Highway Account—State Appropriation . . .	(\$490,359,000)
	<u>\$472,475,000</u>
21 State Patrol Highway Account—Federal Appropriation . . .	\$14,571,000
22 State Patrol Highway Account—Private/Local	
23 Appropriation	\$4,011,000
24 Highway Safety Account—State Appropriation	\$1,074,000
25 Ignition Interlock Device Revolving Account—State	
26 Appropriation	\$510,000
27 Multimodal Transportation Account—State Appropriation . . .	\$276,000
28 TOTAL APPROPRIATION.	(\$510,801,000)
29	<u>\$492,917,000</u>

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

32 (1) Washington state patrol officers engaged in off-duty
33 uniformed employment providing traffic control services to the
34 department of transportation or other state agencies may use state
35 patrol vehicles for the purpose of that employment, subject to
36 guidelines adopted by the chief of the Washington state patrol. The
37 Washington state patrol must be reimbursed for the use of the vehicle
38 at the prevailing state employee rate for mileage and hours of usage,

1 subject to guidelines developed by the chief of the Washington state
2 patrol.

3 (2) \$510,000 of the ignition interlock device revolving account—
4 state appropriation is provided solely for the ignition interlock
5 program at the Washington state patrol to provide funding for two
6 staff to work and provide support for the program in working with
7 manufacturers, service centers, technicians, and participants in the
8 program.

9 (3) \$1,000,000 of the state patrol highway account—state
10 appropriation is provided solely for ongoing support, system updates,
11 maintenance, and an independent assessment of the P25 digital land
12 mobile radio system. Of the amount provided in this subsection,
13 \$400,000 must be used for the independent assessment of the P25
14 digital land mobile radio system. The independent assessment must
15 identify implementation issues and coverage gaps and recommend
16 strategies to address these issues and gaps. The assessment must be
17 submitted to the governor and the transportation committees of the
18 legislature by September 1, 2018. To the extent practicable, the
19 Washington state patrol shall begin implementing recommendations
20 before the completion of the independent assessment.

21 (4) The Washington state patrol and the department of
22 transportation shall jointly submit a prioritized list of weigh
23 station projects to the office of financial management by October 1,
24 2017. Projects submitted must include estimated costs for preliminary
25 engineering, rights-of-way, and construction and must also consider
26 the timing of any available funding for weigh station projects.

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

35 (6) \$580,000 of the state patrol highway account—state
36 appropriation is provided solely for the operation of and
37 administrative support to the license investigation unit to enforce
38 vehicle registration laws in southwestern Washington. The Washington
39 state patrol, in consultation with the department of revenue, shall

1 maintain a running estimate of sales and use taxes remitted to the
2 state pursuant to activity conducted by the license investigation
3 unit. At the end of the calendar quarter in which it is estimated
4 that more than \$625,000 in taxes have been remitted to the state
5 since the effective date of this section, the Washington state patrol
6 shall notify the state treasurer and the state treasurer shall
7 transfer funds pursuant to section 408(25), chapter 313, Laws of
8 2017.

9 (7) \$600,000 of the state patrol highway account—state
10 appropriation is provided solely for the implementation of chapter
11 181, Laws of 2017 (WSPRS salary definition).

12 (8) \$4,354,000 of the state patrol highway account—state
13 appropriation is provided solely for an additional cadet class,
14 consisting of the 35th arming class and 111th trooper basic training
15 class, in the 2017-2019 fiscal biennium.

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

18 **FOR THE DEPARTMENT OF LICENSING**

19	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
20	Motorcycle Safety Education Account—State	
21	Appropriation	(\$4,607,000)
22		<u>\$4,773,000</u>
23	State Wildlife Account—State Appropriation	(\$888,000)
24		<u>\$538,000</u>
25	Highway Safety Account—State Appropriation	(\$254,301,000)
26		<u>\$250,800,000</u>
27	Highway Safety Account—Federal Appropriation	\$3,215,000
28	Motor Vehicle Account—State Appropriation	(\$83,871,000)
29		<u>\$82,456,000</u>
30	Motor Vehicle Account—Federal Appropriation	\$329,000
31	Motor Vehicle Account—Private/Local Appropriation	(\$5,224,000)
32		<u>\$5,709,000</u>
33	Ignition Interlock Device Revolving Account—State	
34	Appropriation	(\$5,261,000)
35		<u>\$5,932,000</u>
36	Department of Licensing Services Account—State	
37	Appropriation	\$6,903,000
38	License Plate Technology Account—State	

1	Appropriation	\$3,000,000
2	Abandoned Recreational Vehicle Account—State	
3	Appropriation.	((\$172,000))
4		<u>\$312,000</u>
5	((Driver Licensing Technology Support Account—State	
6	Appropriation.	\$150,000))
7	TOTAL APPROPRIATION.	((\$367,955,000))
8		<u>\$364,001,000</u>

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

11 ((~~(2)~~)) (1) \$20,810,000 of the highway safety account—state
12 appropriation and \$3,000,000 of the license plate technology account—
13 state appropriation are provided solely for business and technology
14 modernization. The department and the state chief information officer
15 or his or her designee must provide a joint project status report to
16 the transportation committees of the legislature on at least a
17 calendar quarter basis. The report must include, but is not limited
18 to: Detailed information about the planned and actual scope,
19 schedule, and budget; status of key vendor and other project
20 deliverables; and a description of significant changes to planned
21 deliverables or system functions over the life of the project.
22 Project staff will periodically brief the committees or the
23 committees' staff on system security and data protection measures.

24 ((~~(3)~~)) (2) The department when modernizing its computer systems
25 must place personal and company data elements in separate data fields
26 to allow the department to select discrete data elements when
27 providing information or data to persons or entities outside the
28 department. This requirement must be included as part of the systems
29 design in the department's business and technology modernization.
30 Pursuant to the restrictions in federal and state law, a person's
31 photo, social security number, or medical information must not be
32 made available through public disclosure or data being provided under
33 RCW 46.12.630 or 46.12.635.

34 ((~~(4)~~)) (3) \$4,471,000 of the highway safety account—state
35 appropriation is provided solely for costs necessary to accommodate
36 increased demand for enhanced drivers' licenses and enhanced
37 identicards. The office of financial management shall place the
38 entire amount provided in this subsection in unallotted status. The
39 office of financial management may release portions of the funds when

1 it determines that average wait times have increased by more than two
2 minutes based on wait time and volume data provided by the department
3 compared to average wait times and volume during the month of
4 December 2016. The department and the office of financial management
5 shall evaluate the use of these funds on a monthly basis and
6 periodically report to the transportation committees of the
7 legislature on average wait times and volume data for enhanced
8 drivers' licenses and enhanced identicards.

9 ~~((+5))~~ (4) The department shall continue to encourage the use of
10 online vehicle registration renewal reminders and minimize the number
11 of letters mailed by the department. To further this goal, the
12 department shall develop a pilot program to replace first-class mail,
13 letter-form renewal reminders with postcard renewal reminders. The
14 goal of the pilot program is to realize substantial savings on
15 printing and postage costs. The pilot program must include customers
16 who performed their last renewal online and still receive a paper
17 renewal notice. The appropriations in this section reflect savings in
18 postage and printing costs of at least \$250,000 in the 2017-2019
19 fiscal biennium.

20 ~~((+6))~~ (5) \$550,000 of the highway safety account—state
21 appropriation is provided solely for communication and outreach
22 activities necessary to inform the public of federally acceptable
23 identification options including, but not limited to, enhanced
24 drivers' licenses and enhanced identicards. The department shall
25 develop and implement an outreach plan that includes informational
26 material that can be effectively communicated to all communities and
27 populations in Washington. At least thirty-five percent of this
28 appropriation must be used by the department for outreach efforts to
29 communities that would not otherwise be served by traditional media
30 outlets.

31 ~~((+7))~~ (6) \$19,000 of the highway safety account—state
32 appropriation is provided solely for the implementation of chapter
33 334, Laws of 2017 (distracted driving).

34 ~~((+8))~~ (7) \$57,000 of the motor vehicle account—state
35 appropriation is provided solely for the implementation of chapter
36 11, Laws of 2017 (aviation license plate).

37 ~~((+9))~~ (8) \$572,000 of the highway safety account—state
38 appropriation is provided solely for the implementation of chapter
39 197, Laws of 2017 (driver education uniformity).

1 ~~((10))~~ (9) \$39,000 of the motor vehicle account—state
2 appropriation is provided solely for the implementation of chapter
3 25, Laws of 2017 (Fred Hutch license plate).

4 ~~((11))~~ (10) \$104,000 of the ignition interlock device revolving
5 account—state appropriation is provided solely for the implementation
6 of chapter 336, Laws of 2017 (impaired driving).

7 ~~((12))~~ (11) \$500,000 of the highway safety account—state
8 appropriation is provided solely for the implementation of chapter
9 206, Laws of 2017 (foster youth/driving).

10 ~~((13))~~ (12) \$61,000 of the highway safety account—state
11 appropriation is provided solely for the implementation of chapter
12 310, Laws of 2017 (REAL ID compliance).

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

19 (b) The work group shall report on the current problems relating
20 to abandoned recreational vehicles and develop policy options for
21 procedures relating to the transportation, recycling, and disposal of
22 abandoned recreational vehicles, as well as other potentially related
23 issues. As a result of its discussions, the work group shall also
24 produce draft legislation. The final report and draft legislation are
25 due to the standing transportation committees of the legislature on
26 December 1, 2017.

27 ~~((15))~~ (14) \$30,000 of the highway safety account—state
28 appropriation is provided solely for the implementation of chapter
29 122, Laws of 2017 (reduced-cost identicards).

30 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
31 appropriation is provided solely for the implementation of chapter
32 218, Laws of 2017 (registration enforcement).

33 ~~((17))~~ (16) \$30,000 of the highway safety account—state
34 appropriation is provided solely for the implementation of chapter
35 43, Laws of 2017 (tow truck notices).

36 ~~((18))~~ (17) \$230,000 of the highway safety account—state
37 appropriation is provided solely for developing an application
38 program interface service. This work must result in a mobile browser

1 based application for use on tablet devices at licensing services
2 offices.

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

5 (i) Prescreening customers and directing them to the most
6 efficient service line;

7 (ii) Performing any transaction within the department's online
8 services;

9 (iii) Answering customer questions regarding license status and
10 reinstatement; and

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

13 (b) Additionally, the application must be:

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

17 (ii) Scalable to add other features to mobile devices to expedite
18 customer service.

19 (~~((20) \$27,796,000))~~ (18) \$23,596,000 of the highway safety
20 account—state appropriation is provided solely for costs necessary to
21 accommodate increased demand for enhanced drivers' licenses and
22 enhanced identicards. The department shall report on a quarterly
23 basis on the use of these funds, associated workload, and information
24 with comparative information with recent comparable months in prior
25 years. The report will include detailed statewide and by licensing
26 service office information on staffing levels, average monthly wait
27 times, the number of enhanced drivers' licenses and enhanced
28 identicards issued/renewed, and the number of primary drivers'
29 licenses and identicards issued/renewed. Within the amounts provided
30 in this subsection, the department shall implement efficiency
31 measures to reduce the time for licensing transactions and wait
32 times, including, but not limited to, the installation of additional
33 cameras at licensing service offices that reduce bottlenecks and
34 align with the keep your customer initiative.

35 (~~((21))~~) (19) \$45,000 of the highway safety account—state
36 appropriation is provided solely for the implementation of chapter
37 (~~((. . . (Second Substitute House Bill No. 1513)))~~) 109, Laws of 2018
38 (enhancing youth voter registration). If chapter (~~((. . . (Second
39 Substitute House Bill No. 1513)))~~) 109, Laws of 2018 is not enacted by
40 June 30, 2018, the amount provided in this subsection lapses.

1 ~~((23))~~ (20) \$70,000 of the highway safety account—state
2 appropriation is provided solely for the implementation of chapter
3 ~~((~~Engrossed Second Substitute House Bill No. 2595~~))~~ 110, Laws
4 of 2018 (procedures in order to automatically register citizens to
5 vote). If chapter ~~((~~Engrossed Second Substitute House Bill No.~~~~
6 ~~2595~~)) 110, Laws of 2018 is not enacted by June 30, 2018, the amount
7 provided in this subsection lapses.

8 ~~((24))~~ (21) \$26,000 of the highway safety account—state
9 appropriation is provided solely for the implementation of chapter
10 ~~((~~Substitute House Bill No. 2612~~))~~ 135, Laws of 2018 (tow
11 truck operators). If chapter ~~((~~Substitute House Bill No.~~~~
12 ~~2612~~)) 135, Laws of 2018 is not enacted by June 30, 2018, the amount
13 provided in this subsection lapses.

14 ~~((27))~~ (22) \$34,000 of the motor vehicle account—state
15 appropriation is provided solely for the implementation of chapter
16 ~~((~~Substitute Senate Bill No. 5746~~))~~ 67, Laws of 2018
17 (concerning the association of Washington generals). If chapter
18 ~~((~~Substitute Senate Bill No. 5746~~))~~ 67, Laws of 2018 is not
19 enacted by June 30, 2018, the amount provided in this subsection
20 lapses.

21 ~~((31))~~ (23) \$17,000 of the highway safety account—state
22 appropriation is provided solely for the implementation of chapter
23 ~~((~~Substitute Senate Bill No. 6155~~))~~ 192, Laws of 2018 (bone
24 marrow donation information). If chapter ~~((~~Substitute Senate~~~~
25 ~~Bill No. 6155~~)) 192, Laws of 2018 is not enacted by June 30, 2018,
26 the amount provided in this subsection lapses.

27 ~~((32))~~ (24) \$172,000 of the abandoned recreational vehicle
28 disposal account—state appropriation is provided solely for the
29 implementation of chapter ~~((~~Substitute Senate Bill No. 6437~~))~~
30 287, Laws of 2018 (disposal of recreational vehicles abandoned on
31 public property). If chapter ~~((~~Substitute Senate Bill No.~~~~
32 ~~6437~~)) 287, Laws of 2018 is not enacted by June 30, 2018, the amount
33 provided in this subsection lapses.

34 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
35 appropriation is provided solely for the implementation of chapter
36 ~~((~~Substitute Senate Bill No. 6438~~))~~ 79, Laws of 2018
37 (clarifying the collection process for existing vehicle service
38 transactions). If chapter ~~((~~Substitute Senate Bill No. 6438~~))~~

1 79, Laws of 2018 is not enacted by June 30, 2018, the amount provided
2 in this subsection lapses.

3 ~~((34))~~ (26) The department shall within the department's
4 appropriations, conduct a study to evaluate options and potential
5 methods for allowing digital license plates. The report must include
6 information on the durability and legibility of digital license
7 plates in different weather conditions, costs, data security, tolling
8 and vehicle fees, protection of personal and vehicle information, and
9 other implementation issues. This will include an evaluation of how
10 the digital license plates can contain tamper-resistant and antitheft
11 features, but can continue to display the unique license plate number
12 assigned to the vehicle at all times. The department of licensing
13 must consult with the Washington state patrol, the department of
14 transportation, and other appropriate entities in conducting the
15 study. The department of licensing must present a report to the
16 standing transportation committees of the legislature by January 1,
17 2019.

18 ~~((35))~~ (27) \$200,000 of the highway safety account—state
19 appropriation is provided solely for the department to implement
20 employee training and other activities related to improving the
21 protection of private information and increasing racial and cultural
22 awareness by employees in administering licensing responsibilities.

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

25 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
26 **—PROGRAM B**

27	High Occupancy Toll Lanes Operations Account—State	
28	Appropriation	((\$4,462,000))
29		<u>\$4,391,000</u>
30	Motor Vehicle Account—State Appropriation	\$513,000
31	State Route Number 520 Corridor Account—State	
32	Appropriation	((\$57,123,000))
33		<u>\$55,885,000</u>
34	State Route Number 520 Civil Penalties Account—State	
35	Appropriation	\$4,129,000
36	Tacoma Narrows Toll Bridge Account—State	
37	Appropriation	((\$33,618,000))
38		<u>\$33,086,000</u>

1	Interstate 405 Express Toll Lanes Operations	
2	Account—State Appropriation	((\$21,757,000))
3		<u>\$21,297,000</u>
4	Alaskan Way Viaduct Replacement Project Account—State	
5	Appropriation.	((\$13,938,000))
6		<u>\$6,656,000</u>
7	TOTAL APPROPRIATION.	((\$135,540,000))
8		<u>\$125,957,000</u>

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

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

22 (2) \$3,100,000 of the Interstate 405 express toll lanes
23 operations account—state appropriation, \$1,498,000 of the state route
24 number 520 corridor account—state appropriation, and \$1,802,000 of
25 the high occupancy toll lanes operations account—state appropriation
26 are provided solely for the operation and maintenance of roadside
27 toll collection systems.

28 (3) ((~~\$4,131,000~~)) \$4,129,000 of the state route number 520 civil
29 penalties account—state appropriation, \$2,192,000 of the Tacoma
30 Narrows toll bridge account—state appropriation, and \$1,191,000 of
31 the Interstate 405 express toll lanes operations account—state
32 appropriation are provided solely for expenditures related to the
33 toll adjudication process.

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

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

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

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

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

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

34 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
35 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
36 of the state route number 520 corridor account—state appropriation,
37 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
38 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
39 express toll lanes operations account—state appropriation, and

1 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
2 project account—state appropriation are provided solely for the
3 department to implement a new tolling customer service toll
4 collection system, and are subject to the conditions, limitations,
5 and review provided in section 701, chapter 313, Laws of 2017.

6 (a) The office of financial management shall place \$2,000,000 of
7 the amounts provided in this subsection in unallotted status, to be
8 distributed between the facilities using the account proportions in
9 this subsection. If the vendors selected as the successful bidders
10 for the new tolling customer service toll collection system or the
11 operator of the new system are different than the vendor as of
12 January 1, 2017, the office of financial management may release
13 portions of this amount as transition costs.

14 (b) The funds provided in this subsection from the Alaskan Way
15 viaduct replacement project account—state appropriation are provided
16 through a transfer from the motor vehicle account—state in section
17 408(26), chapter 313, Laws of 2017. These funds are a loan to the
18 Alaskan Way viaduct replacement project account—state, and the
19 legislature assumes that these funds will be reimbursed to the motor
20 vehicle account—state at a later date when the portion of state route
21 number 99 that is the deep bore tunnel is operational.

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

26 (i) Detailed information about the planned and actual scope,
27 schedule, and budget;

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

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

31 (d) The department shall continue to work with the office of
32 financial management, office of the chief information officer, and
33 the transportation committees of the legislature on the project
34 management plan that includes a provision for independent
35 verification and validation of contract deliverables from the
36 successful bidder and a provision for quality assurance that includes
37 reporting independently to the office of the chief information
38 officer on an ongoing basis during system implementation.

1 (7) The department shall make detailed quarterly reports to the
2 governor and the transportation committees of the legislature on the
3 following:

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

8 (b) The nonvendor costs of administering toll operations,
9 including the costs of staffing the division, consultants and other
10 personal service contracts required for technical oversight and
11 management assistance, insurance, payments related to credit card
12 processing, transponder purchases and inventory management, facility
13 operations and maintenance, and other miscellaneous nonvendor costs;
14 and

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

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

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

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

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

26 (iv) Workload costs related to hearings;

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

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

29 (8) (~~(\$13,179,000)~~) \$13,180,000 of the Interstate 405 express
30 toll lanes operations account—state appropriation is provided solely
31 for operational costs related to the express toll lane facility. The
32 office of financial management shall place \$6,808,000 of the amount
33 provided in this subsection in unallotted status. The office of
34 financial management may only release the funds to the department
35 upon the passage of a 2018 supplemental transportation budget.

36 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
37 have reached the end of its operational life. During the 2017-2019
38 fiscal biennium, the department plans to issue a request for
39 proposals as the first stage of a competitive procurement process
40 that will replace the toll equipment and select a new tolling

1 operator for the Tacoma Narrows Bridge. The request for proposals and
2 subsequent competitive procurement must incorporate elements that
3 prioritize the overall goal of lowering costs per transaction for the
4 facility, such as incentives for innovative approaches which result
5 in lower transactional costs, requests for efficiencies on the part
6 of the bidder that lower operational costs, and incorporation of
7 technologies such as self-serve credit card machines or other point-
8 of-payment technologies that lower costs or improve operational
9 efficiencies.

10 ~~(10) ((\$5,583,000 of the Alaskan Way viaduct replacement project~~
11 ~~account state appropriation is provided solely for the new state~~
12 ~~route number 99 tunnel toll facility's expected proportional share of~~
13 ~~collecting toll revenues, operating customer services, and~~
14 ~~maintaining toll collection systems for the last seven months of the~~
15 ~~biennium. Due to the uncertainty of the new state route number 99~~
16 ~~tunnel toll facility timeline, the legislature is holding the other~~
17 ~~tolled facilities' administrative cost shares constant for this~~
18 ~~biennium. The legislature expects to see appropriate reductions to~~
19 ~~the other toll facility accounts once tolling on the new state route~~
20 ~~number 99 tunnel toll facility commences and any previously incurred~~
21 ~~costs for start-up of the new facility are charged back to the~~
22 ~~Alaskan Way viaduct replacement project account. The office of~~
23 ~~financial management shall closely monitor the application of the~~
24 ~~cost allocation model and ensure that the new state route number 99~~
25 ~~tunnel toll facility is adequately sharing costs and the other toll~~
26 ~~facility accounts are not being overspent or subsidizing the new~~
27 ~~state route number 99 tunnel toll facility.~~

28 ~~(11) \$1,849,000))~~ \$849,000 of the Alaskan Way viaduct replacement
29 project account—state appropriation is provided solely for the costs
30 associated with the sale of transponders for the opening of the new
31 state route number 99 tunnel toll facility in Seattle. ~~((The office~~
32 ~~of financial management shall place \$510,000 of the amount provided~~
33 ~~in this subsection in unallotted status. The office of financial~~
34 ~~management may only release the funds to the department if it~~
35 ~~determines the transponder inventory will otherwise not be sufficient~~
36 ~~for facility ramp up.))~~

37 **Sec. 807.** 2018 c 297 s 210 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**

2 **C**

3 Transportation Partnership Account—State Appropriation . . \$1,460,000
4 Motor Vehicle Account—State Appropriation (~~(\$87,865,000)~~)
5 \$87,880,000
6 Puget Sound Ferry Operations Account—State
7 Appropriation \$263,000
8 Multimodal Transportation Account—State
9 Appropriation \$2,878,000
10 Transportation 2003 Account (Nickel Account)—State
11 Appropriation \$1,460,000
12 TOTAL APPROPRIATION. (~~(\$93,926,000)~~)
13 \$93,941,000

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

16 (1) \$9,588,000 of the motor vehicle account—state appropriation
17 is provided solely for the development of the labor system
18 replacement project and is subject to the conditions, limitations,
19 and review provided in section 701, chapter 313, Laws of 2017. It is
20 the intent of the legislature that if any portion of the labor system
21 replacement project is leveraged in the future for the time, leave,
22 and labor distribution of any other agencies, the motor vehicle
23 account will be reimbursed proportionally for the development of the
24 system since amounts expended from the motor vehicle account must be
25 used exclusively for highway purposes in conformance with Article II,
26 section 40 of the state Constitution. This must be accomplished
27 through a loan arrangement with the current interest rate under the
28 terms set by the office of the state treasurer at the time the system
29 is deployed to additional agencies. If the motor vehicle account is
30 not reimbursed for future use of the system, it is further the intent
31 of the legislature that reductions will be made to central service
32 agency charges accordingly.

33 (2) \$2,296,000 of the motor vehicle account—state appropriation
34 is provided solely for the development of ferries network systems
35 support.

36 (3) \$365,000 of the motor vehicle account—state appropriation is
37 provided solely for the department to contract with a consultant to
38 develop a plan, in consultation with the office of financial
39 management, and cost estimate to modernize and migrate the

1 department's business applications from an agency-based data center
2 to the state data center or a cloud-based environment.

3 **Sec. 808.** 2018 c 297 s 211 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
6 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

7 Motor Vehicle Account—State Appropriation	((\$29,368,000))
	<u>\$29,325,000</u>
9 State Route Number 520 Corridor Account—State	
10 Appropriation	\$34,000
11 TOTAL APPROPRIATION.	((\$29,402,000))
12	<u>\$29,359,000</u>

13 **Sec. 809.** 2018 c 297 s 212 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**

16 Aeronautics Account—State Appropriation	((\$7,326,000))
17	<u>\$7,247,000</u>
18 Aeronautics Account—Federal Appropriation	((\$6,855,000))
19	<u>\$7,722,000</u>
20 Aeronautics Account—Private/Local Appropriation	\$171,000
21 Public Use General Aviation Airport Loan Revolving	
22 Account—State Appropriation.	\$35,000
23 TOTAL APPROPRIATION.	((\$14,387,000))
24	<u>\$15,175,000</u>

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

27 (1) \$3,122,000 of the aeronautics account—state appropriation is
28 provided solely for the airport aid grant program, which provides
29 competitive grants to public airports for pavement, safety, planning,
30 and security.

31 (2) The entire public use general aviation airport loan revolving
32 account—state appropriation is provided solely for the department to
33 support and implement the public use general aviation airport loan
34 program prior to the creation of the community aviation
35 revitalization board.

36 ((4)) (3) Within amounts appropriated in this section, the
37 department shall convene an electric aircraft work group to analyze

1 the state of the electrically powered aircraft industry and assess
2 infrastructure needs related to the deployment of electric or hybrid-
3 electric aircraft for commercial air travel in Washington state.

4 (a) The work group must include, but is not limited to,
5 representation from the electric aircraft industry, the aircraft
6 manufacturing industry, electric utility districts, the battery
7 industry, the department of commerce, the department of
8 transportation aviation division, the airline pilots association, a
9 primary airport representing an airport association, and the airline
10 industry.

11 (b) The work group must consider, at a minimum, and make
12 recommendations on the feasibility of electric or hybrid-electric
13 flight given: Federal certification requirements; current and
14 anticipated advancements to battery technology; infrastructure
15 requirements and capacity impacts at primary airports; the need for
16 and feasibility of industry incentives; the potential for public-
17 private partnerships; impacts to revenues generated from aviation
18 fuel sales; educational requirements for maintaining electric or
19 hybrid-electric powered aircraft; homeland security checkpoint
20 requirements; public acceptance of the technology; a cost comparison
21 of fossil fuel and electric or hybrid-electric aircraft engines;
22 emission reduction potential; and policy changes needed to facilitate
23 electric or hybrid-electric powered aircraft use for commercial air
24 travel in Washington state.

25 (c) The work group must report its findings and recommendations
26 to the transportation committees of the legislature by June 30, 2019.

27 **Sec. 810.** 2018 c 297 s 213 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
30 **SUPPORT—PROGRAM H**

31 Motor Vehicle Account—State Appropriation	((\$56,408,000))
	<u>\$56,407,000</u>
32 Motor Vehicle Account—Federal Appropriation	\$500,000
33 Multimodal Transportation Account—State Appropriation	\$256,000
34 TOTAL APPROPRIATION.	((\$57,164,000))
35	<u>\$57,163,000</u>
36	

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

1 (1) \$300,000 of the motor vehicle account—state appropriation is
2 provided solely for the completion of property value determinations
3 for surplus properties to be sold. The value determinations must be
4 completed by agency staff if available; otherwise, the agency may
5 contract out for these services. The real estate services division of
6 the department must recover the cost of its efforts from the sale of
7 surplus property. Proceeds for surplus property sales must fund
8 additional future sales, and the real estate services division shall
9 prioritize staff resources to meet revenue assumptions for surplus
10 property sales.

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

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

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

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

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

9 **Sec. 811.** 2018 c 297 s 214 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
12 **PROGRAM K**

13 Motor Vehicle Account—State Appropriation	(\$639,000)
14	<u>\$636,000</u>
15 Electric Vehicle Charging Infrastructure	
16 Account—State Appropriation.	\$1,000,000
17 Multimodal Transportation Account—State	
18 Appropriation.	\$610,000
19 TOTAL APPROPRIATION.	(\$2,249,000)
20	<u>\$2,246,000</u>

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

23 (1) \$35,000 of the multimodal transportation account—state
24 appropriation is provided solely for the public-private partnerships
25 program to conduct an outreach effort to assess interest in a public-
26 private partnership to rebuild the Anacortes ferry terminal. The
27 public-private partnerships program shall issue a request for letters
28 of interest, similar to the request issued in 2009, in a public-
29 private partnership to rebuild the Anacortes ferry terminal by
30 combining the ferry terminal functions and structure with one or more
31 commercial ventures, including, but not limited to, ventures to
32 provide lodging, conference and meeting facilities, food service,
33 shopping, or other retail operations. The public-private partnerships
34 program shall notify the transportation committees of the legislature
35 upon release of the request for letters of interest and shall provide
36 the transportation committees of the legislature with a summary of
37 the information collected once the letters of interest have been
38 received.

1 (2) \$1,000,000 of the electric vehicle charging infrastructure
2 account—state appropriation is provided solely for the purpose of
3 capitalizing the Washington electric vehicle infrastructure bank as
4 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
5 revenue). The department may spend no more than one million dollars
6 from the electric vehicle charging infrastructure account during the
7 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

8 (3) The economic partnerships program must continue to explore
9 retail partnerships at state-owned park and ride facilities, as
10 authorized in RCW 47.04.295.

11 (4) \$500,000 of the multimodal transportation account—state
12 appropriation is provided solely to study public-private partnership
13 alternatives for the financing and construction of an entry building
14 located at Colman Dock.

15 (a) As part of the study, the public-private partnerships program
16 must work with the city of Seattle, Native American tribes, and local
17 community groups to evaluate the efficacy of contracting with a
18 private entity to participate in the construction of the Colman Dock
19 entry building. The study must:

20 (i) Identify and discuss options to construct the facility as
21 currently scoped;

22 (ii) Identify and discuss options, including rescoping the
23 current design of the facility for purposes of providing a project
24 that has the potential to increase economic development activities
25 along the Seattle waterfront area, such as through the inclusion of
26 office space and restaurants;

27 (iii) Consider concepts and options found in the design
28 development described in the 2013-2015 capital budget (chapter 19,
29 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
30 future public park;

31 (iv) Consider rooftop public access for panoramic views of the
32 Puget Sound and Olympic mountains; and

33 (v) Consider exhibits of the history and heritage of the
34 vicinity.

35 (b) By November 15, 2017, the public-private partnerships program
36 must provide a report to the governor and the transportation
37 committees of the legislature on the program's findings and
38 recommendations.

1 (5) \$75,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to contract with
3 the Puget Sound Clean Air Agency to conduct a study that identifies
4 and evaluates opportunities to facilitate low-income utilization of
5 electric vehicles. The study must include, but is not limited to,
6 development and evaluation of an electric vehicle car-sharing program
7 for low-income housing sites that is designed to maximize the use of
8 electric vehicles by residents of these sites, and that must consider
9 any infrastructure needs that will need to be met to support the use
10 of electric vehicles at these sites. The department must provide a
11 report detailing the findings of this study to the transportation
12 committees of the legislature by December 1, 2018.

13 **Sec. 812.** 2018 c 297 s 215 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

16 Motor Vehicle Account—State Appropriation	((\$451,660,000))
	<u>\$469,820,000</u>
18 Motor Vehicle Account—Federal Appropriation	\$7,000,000
19 State Route Number 520 Corridor Account—State	
20 Appropriation	\$4,447,000
21 Tacoma Narrows Toll Bridge Account—State	
22 Appropriation	\$1,233,000
23 Alaskan Way Viaduct Replacement Project	
24 Account—State Appropriation	((\$2,982,000))
	<u>\$1,865,000</u>
26 TOTAL APPROPRIATION.	((\$467,322,000))
	<u>\$484,365,000</u>

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

30 (1) ((~~\$8,000,000~~)) \$8,242,000 of the motor vehicle account—state
31 appropriation is provided solely for utility fees assessed by local
32 governments as authorized under RCW 90.03.525 for the mitigation of
33 stormwater runoff from state highways.

34 (2) \$4,447,000 of the state route number 520 corridor account—
35 state appropriation is provided solely to maintain the state route
36 number 520 floating bridge. These funds must be used in accordance
37 with RCW 47.56.830(3).

1 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
2 appropriation is provided solely to maintain the new Tacoma Narrows
3 bridge. These funds must be used in accordance with RCW 47.56.830(3).

4 (4) \$35,000 of the motor vehicle account—state appropriation is
5 provided solely for the department to submit a request for proposals
6 as part of a pilot project that explores the use of rotary auger
7 ditch cleaning and reshaping service technology in maintaining
8 roadside ditches for state highways. The pilot project must consist
9 of at least one technology test on each side of the Cascade mountain
10 range.

11 (5) \$631,000 of the motor vehicle account—state appropriation is
12 provided solely for the department to implement safety improvements
13 and debris clean up on department-owned rights-of-way in the city of
14 Seattle. Direct or contracted activities must include collecting and
15 disposing of garbage, clearing debris or hazardous material, and
16 implementing safety improvements. Funds may also be used to contract
17 with the city of Seattle to provide mutual services in rights-of-way
18 similar to contract agreements in the 2015-2017 fiscal biennium.
19 \$381,000 of the amount provided in this subsection is provided solely
20 for one-time equipment procurement needed to implement this
21 subsection.

22 (6) \$15,000,000 of the motor vehicle account—state appropriation
23 is provided solely for extraordinary snow and ice removal expenses
24 and related road repair expenses incurred during the winter of
25 2018-2019.

26 **Sec. 813.** 2018 c 297 s 216 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
29 **OPERATING**

30 Motor Vehicle Account—State Appropriation	((\$65,743,000))
	<u>\$65,711,000</u>
32 Motor Vehicle Account—Federal Appropriation	\$2,050,000
33 Motor Vehicle Account—Private/Local Appropriation	((\$250,000))
	<u>\$350,000</u>
35 TOTAL APPROPRIATION.	((\$68,043,000))
	<u>\$68,111,000</u>

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

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

8 (2) When regional transit authority construction activities are
9 visible from a state highway, the department shall allow the regional
10 transit authority to place safe and appropriate signage informing the
11 public of the purpose of the construction activity.

12 (3) The department must make signage for low-height bridges a
13 high priority.

14 (4) \$50,000 of the motor vehicle account—state appropriation is
15 provided solely for the department to coordinate with the appropriate
16 local jurisdictions for development and implementation of a historic
17 route 10 signage program on Interstate 90 from the Columbia River to
18 the Idaho state border.

19 (5) (a) During the 2017-2019 fiscal biennium, the department shall
20 continue a pilot program that expands private transportation
21 providers' access to high occupancy vehicle lanes. Under the pilot
22 program, when the department reserves a portion of a highway based on
23 the number of passengers in a vehicle, the following vehicles must be
24 authorized to use the reserved portion of the highway if the vehicle
25 has the capacity to carry eight or more passengers, regardless of the
26 number of passengers in the vehicle: (i) Auto transportation company
27 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
28 carrier vehicles regulated under chapter 81.70 RCW, except marked or
29 unmarked stretch limousines and stretch sport utility vehicles as
30 defined under department of licensing rules; (iii) private nonprofit
31 transportation provider vehicles regulated under chapter 81.66 RCW;
32 and (iv) private employer transportation service vehicles. For
33 purposes of this subsection, "private employer transportation
34 service" means regularly scheduled, fixed-route transportation
35 service that is offered by an employer for the benefit of its
36 employees. Nothing in this subsection is intended to authorize the
37 conversion of public infrastructure to private, for-profit purposes
38 or to otherwise create an entitlement or other claim by private users
39 to public infrastructure.

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

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

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

25 **Sec. 814.** 2018 c 297 s 217 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
28 **SUPPORT—PROGRAM S**

29	Motor Vehicle Account—State Appropriation	((\$34,198,000))
30		<u>\$34,207,000</u>
31	Motor Vehicle Account—Federal Appropriation	\$1,656,000
32	Multimodal Transportation Account—State	
33	Appropriation	\$1,129,000
34	TOTAL APPROPRIATION.	((\$36,983,000))
35		<u>\$36,992,000</u>

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

1 (1) \$1,500,000 of the motor vehicle account—state appropriation
2 is provided solely for a grant program that makes awards for the
3 following: (a) Support for nonprofit agencies, churches, and other
4 entities to help provide outreach to populations underrepresented in
5 the current apprenticeship programs; (b) preapprenticeship training;
6 and (c) child care, transportation, and other supports that are
7 needed to help women, veterans, and minorities enter and succeed in
8 apprenticeship. The department must report on grants that have been
9 awarded and the amount of funds disbursed by December 1, 2017, and
10 annually thereafter.

11 (2) \$300,000 of the motor vehicle account—state appropriation is
12 provided solely for succession planning and leadership training. The
13 department shall report on the implementation of these activities to
14 the transportation committees of the legislature by December 31,
15 2018.

16 (3) From the revenues generated by the five dollar per studded
17 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
18 state appropriation is provided solely for the department, in
19 consultation with the appropriate local jurisdictions and relevant
20 stakeholder groups, to establish a pilot media-based public
21 information campaign regarding the damage of studded tire use on
22 state and local roadways in Spokane county. The reason for the
23 geographic selection of Spokane county for the pilot is based on the
24 high utilization of studded tires in this jurisdiction. The public
25 information campaign must primarily focus on making the consumer
26 aware of the road deterioration, financial impact for taxpayers, the
27 safety implications for other drivers, and, secondarily, the
28 alternatives to studded tires. The pilot must begin by September 1,
29 2018. By January 14, 2019, the department shall provide the
30 transportation committees of the legislature an update on the pilot
31 public information program. It is the intent of the legislature that
32 the public information campaign will be a two-year pilot program with
33 a report to the legislature upon completion of the pilot program.

34 **Sec. 815.** 2018 c 297 s 218 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
37 **AND RESEARCH—PROGRAM T**

38 Motor Vehicle Account—State Appropriation (~~(\$28,073,000)~~)

1		<u>\$27,604,000</u>
2	Motor Vehicle Account—Federal Appropriation	\$39,782,000
3	Motor Vehicle Account—Local Appropriation.	\$100,000
4	Multimodal Transportation Account—State Appropriation . . .	\$711,000
5	Multimodal Transportation Account—Federal	
6	Appropriation	\$2,809,000
7	Multimodal Transportation Account—Private/Local	
8	Appropriation	\$100,000
9	TOTAL APPROPRIATION.	((\$71,575,000))
10		<u>\$71,106,000</u>

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

13 (1) The department shall investigate opportunities for a transit-
14 oriented development pilot project at the existing Kingsgate park and
15 ride at Interstate 405 and 132nd. The department must coordinate with
16 the city of Kirkland and other key stakeholders to determine the
17 feasibility and cost of transit-oriented development at Kingsgate. A
18 report on the process and outcomes is due to the transportation
19 committees of the legislature no later than December 1, 2017.

20 (2) \$100,000 of the motor vehicle account—state appropriation and
21 \$250,000 of the motor vehicle account—federal appropriation are
22 provided solely for a study that details a cost estimate for
23 replacing the westbound U.S. 2 trestle and recommends a series of
24 financing options to address that cost and to satisfy debt service
25 requirements.

26 In conducting the study, the department shall work in close
27 collaboration with a stakeholder group that includes, but is not
28 limited to, Snohomish county, the port of Everett, economic alliance
29 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
30 Snohomish, and Monroe, and affected transit agencies.

31 The department shall quantify both the cost of replacing the
32 westbound trestle structure and making mobility and capacity
33 improvements to maximize the use of the structure in the years
34 leading up to full replacement. Financing options that should be
35 examined and quantified include public-private partnerships, public-
36 public partnerships, a transportation benefit district tailored to
37 the specific incorporated and unincorporated area, loans and grants,
38 and other alternative financing measures available at the state or
39 federal level.

1 The department shall also evaluate ways in which the costs of
2 alternative financing can be debt financed.

3 The department shall complete the study and submit a final report
4 and recommendations to the transportation committees of the
5 legislature, including recommendations on statutory changes needed to
6 implement available financing options, by January 8, 2018.

7 (3) \$181,000 of the motor vehicle account—state appropriation is
8 provided solely for the department, in coordination with the
9 University of Washington department of mechanical engineering, to
10 study measures to reduce noise impacts from bridge expansion joints.
11 The study must examine testing methodologies and project timelines
12 and costs. A final report must be submitted to the transportation
13 committees of the legislature by October 15, 2018.

14 (4) \$200,000 of the motor vehicle account—state appropriation is
15 provided solely for implementation of a practical solutions study for
16 the state route number 162 and state route number 410 interchange,
17 based on the recommendations of the SR-162 Study/Design project
18 (L2000107). The study must include short, medium, and long-term phase
19 recommendations and must be submitted to the transportation
20 committees of the legislature by January 1, 2019.

21 (5) \$500,000 of the motor vehicle account—state appropriation is
22 provided solely for implementation of a state route number 518
23 corridor study to be conducted in partnership with the Port of
24 Seattle, Sound Transit and other regional entities. The department
25 must study practical solutions to address high vehicle volumes and
26 delays in the corridor including evaluation of solutions to the rapid
27 growth of traffic in the corridor and how that growth impacts access
28 to the Seattle-Tacoma international airport and the surrounding
29 communities. (~~The study must be submitted to the transportation~~
30 ~~committees of the legislature by June 30, 2019.~~)

31 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
32 appropriation and \$50,000 of the motor vehicle account—local
33 appropriation are provided solely for implementation of a corridor
34 study to identify potential improvements between exit 116 and exit 99
35 of Interstate 5. The study should further develop mid- and long-term
36 strategies from the corridor sketch, and identify potential US
37 101/I-5 interchange improvements, a strategic plan for the Nisqually
38 River bridges, regional congestion relief options, and ecosystem

1 benefits to the Nisqually River estuary for salmon productivity and
2 flood control.

3 (7) Among the options studied as part of the SR 410 Corridor
4 Study, the department shall examine the mobility and safety benefits
5 of replacing or expanding the White River bridge between Enumclaw and
6 Buckley to four lanes and removing the trestle.

7 (8) Within existing resources, the department shall meet with
8 local stakeholders in south Pierce county and North Thurston county
9 to discuss potential solutions to traffic congestion; emergency
10 management concerns regarding routes away from natural disasters and
11 around incidents similar to the train derailment that occurred on
12 December 18, 2017; and what state transportation investments would
13 benefit the economic development of the area. The department shall
14 provide regular updates on its progress to the joint transportation
15 committee.

16 **Sec. 816.** 2018 c 297 s 219 (uncodified) is amended to read as
17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
19 **PROGRAM U**

20 Motor Vehicle Account—State Appropriation	((\$75,058,000))
21	<u>\$81,004,000</u>
22 Multimodal Transportation Account—State	
23 Appropriation	\$1,982,000
24 TOTAL APPROPRIATION.	((\$77,040,000))
25	<u>\$82,986,000</u>

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

28 (1) \$2,500,000 of the motor vehicle account—state appropriation
29 is provided solely for the difference between the state liability
30 coverage amounts and actual lawsuit award for recently settled
31 traffic accident claims.

32 (2) \$3,200,000 of the motor vehicle account—state appropriation
33 is provided solely for increased legal and lawsuit claims for the
34 Washington state ferry system.

35 **Sec. 817.** 2018 c 297 s 220 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

1	State Vehicle Parking Account—State Appropriation	\$784,000
2	Regional Mobility Grant Program Account—State	
3	Appropriation	(\$101,786,000)
4		<u>\$81,869,000</u>
5	Rural Mobility Grant Program Account—State	
6	Appropriation	\$32,223,000
7	Multimodal Transportation Account—State	
8	Appropriation	(\$98,381,000)
9		<u>\$90,723,000</u>
10	Multimodal Transportation Account—Federal	
11	Appropriation	\$3,574,000
12	TOTAL APPROPRIATION.	(\$236,748,000)
13		<u>\$209,173,000</u>

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

16 (1) \$52,679,000 of the multimodal transportation account—state
17 appropriation is provided solely for a grant program for special
18 needs transportation provided by transit agencies and nonprofit
19 providers of transportation. Of this amount:

20 (a) \$12,000,000 of the multimodal transportation account—state
21 appropriation is provided solely for grants to nonprofit providers of
22 special needs transportation. Grants for nonprofit providers must be
23 based on need, including the availability of other providers of
24 service in the area, efforts to coordinate trips among providers and
25 riders, and the cost effectiveness of trips provided. Of the amount
26 provided in this subsection (1)(a), \$25,000 of the multimodal
27 transportation account—state appropriation is provided solely for the
28 ecumenical christian helping hands organization for special needs
29 transportation services.

30 (b) \$40,679,000 of the multimodal transportation account—state
31 appropriation is provided solely for grants to transit agencies to
32 transport persons with special transportation needs. To receive a
33 grant, the transit agency must, to the greatest extent practicable,
34 have a maintenance of effort for special needs transportation that is
35 no less than the previous year's maintenance of effort for special
36 needs transportation. Grants for transit agencies must be prorated
37 based on the amount expended for demand response service and route
38 deviated service in calendar year 2015 as reported in the "Summary of
39 Public Transportation - 2015" 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) \$10,702,000 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) \$24,107,000 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 ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
23 ((2018)) 2019, Program - Public Transportation Program (V). Of the
24 amounts provided in this subsection, \$757,000 of the regional
25 mobility grant program account—state appropriation is reappropriated
26 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
27 Way Park and Ride (Project 20130101).

28 (5) (a) (~~(\$77,679,000)~~) \$57,762,000 of the regional mobility grant
29 program account—state appropriation is provided solely for the
30 regional mobility grant projects identified in LEAP Transportation
31 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
32 ((2018)) 2019, Program - Public Transportation Program (V). The
33 department shall review all projects receiving grant awards under
34 this program at least semiannually to determine whether the projects
35 are making satisfactory progress. Any project that has been awarded
36 funds, but does not report activity on the project within one year of
37 the grant award, must be reviewed by the department to determine
38 whether the grant should be terminated. The department shall promptly
39 close out grants when projects have been completed, and any remaining

1 funds must be used only to fund projects identified in the LEAP
2 transportation document referenced in this subsection. The department
3 shall provide annual status reports on December 15, 2017, and
4 December 15, 2018, to the office of financial management and the
5 transportation committees of the legislature regarding the projects
6 receiving the grants. It is the intent of the legislature to
7 appropriate funds through the regional mobility grant program only
8 for projects that will be completed on schedule. A grantee may not
9 receive more than twenty-five percent of the amount appropriated in
10 this subsection. The department shall not approve any increases or
11 changes to the scope of a project for the purpose of a grantee
12 expending remaining funds on an awarded grant.

13 (b) In order to be eligible to receive a grant under (a) of this
14 subsection during the 2017-2019 fiscal biennium, a transit agency
15 must establish a process for private transportation providers to
16 apply for the use of park and ride facilities. For purposes of this
17 subsection, (i) "private transportation provider" means: An auto
18 transportation company regulated under chapter 81.68 RCW; a passenger
19 charter carrier regulated under chapter 81.70 RCW, except marked or
20 unmarked stretch limousines and stretch sport utility vehicles as
21 defined under department of licensing rules; a private nonprofit
22 transportation provider regulated under chapter 81.66 RCW; or a
23 private employer transportation service provider; and (ii) "private
24 employer transportation service" means regularly scheduled, fixed-
25 route transportation service that is offered by an employer for the
26 benefit of its employees.

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

30 (7) \$7,170,000 of the multimodal transportation account—state
31 appropriation and \$784,000 of the state vehicle parking account—state
32 appropriation are provided solely for CTR grants and activities. Of
33 this amount:

34 (a) \$500,000 of the multimodal transportation account—state
35 appropriation is provided solely for a voluntary pilot program to
36 expand public-private partnership CTR incentives to make measurable
37 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
38 be integrated into grant proposals. The department shall prioritize
39 grant proposals that focus on the Interstate 90, Interstate 5, state

1 route number 167, or Interstate 405 corridor. The department shall
2 offer competitive trip-reduction grants. The department shall report
3 to the transportation committees of the legislature by December 1,
4 2018, on the pilot program's impacts to the transportation system and
5 potential improvements to the CTR grant program.

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

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

20 (ii) The department shall report to the transportation committees
21 of the legislature on the impact of the program by June 30, 2019, and
22 may adopt rules to administer the program; and

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

29 (8) (~~(\$20,891,000)~~) \$13,233,000 of the multimodal transportation
30 account—state appropriation is provided solely for connecting
31 Washington transit projects identified in LEAP Transportation
32 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
33 ((2018)) 2019. It is the intent of the legislature that entities
34 identified to receive funding in the LEAP document referenced in this
35 subsection receive the amounts specified in the time frame specified
36 in that LEAP document. If an entity has already completed a project
37 in the LEAP document referenced in this subsection before the time
38 frame identified, the entity may substitute another transit project
39 or projects that cost a similar or lesser amount.

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

3 (10) \$250,000 of the multimodal transportation account—state
4 appropriation is provided solely for King county for a pilot program
5 to provide certain students in the Highline and Lake Washington
6 school districts with an ORCA card during the summer. To be eligible
7 for an ORCA card under this program, a student must also be in high
8 school, be eligible for free and reduced-price lunches, and have a
9 job or other responsibility during the summer. King county must
10 provide a report to the department and the transportation committees
11 of legislature by December 15, 2018, regarding: The annual student
12 usage of the pilot program, available ridership data, the cost to
13 expand the program to other King county school districts, the cost to
14 expand the program to student populations other than high school or
15 eligible for free and reduced-price lunches, opportunities for
16 subsidized ORCA cards or local grant or matching funds, and any
17 additional information that would help determine if the pilot program
18 should be extended or expanded.

19 (11) The department shall not require more than a ten percent
20 match from nonprofit transportation providers for state grants.

21 (12)(a) For projects funded as part of the 2015 connecting
22 Washington transportation package listed on the LEAP transportation
23 document identified in subsection (4) of this section, if the
24 department expects to have substantial reappropriations for the
25 2019-2021 fiscal biennium, the department may, on a pilot basis,
26 apply funding from a project with an appropriation that cannot be
27 used for the current fiscal biennium to advance one or more of the
28 following projects:

29 (i) King County Metro - RapidRide Expansion, Burien-Delridge
30 (G2000031);

31 (ii) King County Metro - Route 40 Northgate to Downtown
32 (G2000032);

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

34 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

35 or

36 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
37 (G2000041).

38 (b) At least ten business days before advancing a project
39 pursuant to this subsection, the department must notify the office of
40 financial management and the transportation committees of the

1 legislature. The advancement of a project may not hinder the delivery
2 of the projects for which the reappropriations are necessary for the
3 2019-2021 fiscal biennium.

4 (13) \$300,000 of the multimodal transportation account—state
5 appropriation is provided solely for Pierce Transit to procure and
6 install digital transit information technology at various transit
7 centers, in order to provide transit riders with real-time arrival
8 and departure information.

9 (14) \$750,000 of the multimodal transportation account—state
10 appropriation is provided solely for the Intercity Transit Dash
11 shuttle program.

12 **Sec. 818.** 2018 c 297 s 221 (uncodified) is amended to read as
13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

15 Puget Sound Ferry Operations Account—State	
16 Appropriation	((\$509,954,000))
17	<u>\$516,503,000</u>
18 Puget Sound Ferry Operations Account—Federal	
19 Appropriation	\$8,743,000
20 Puget Sound Ferry Operations Account—Private/Local	
21 Appropriation	\$121,000
22 TOTAL APPROPRIATION.	((\$518,818,000))
23	<u>\$525,367,000</u>

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

26 (1) The office of financial management budget instructions
27 require agencies to recast enacted budgets into activities. The
28 Washington state ferries shall include a greater level of detail in
29 its 2017-2019 supplemental and 2019-2021 omnibus transportation
30 appropriations act requests, as determined jointly by the office of
31 financial management, the Washington state ferries, and the
32 transportation committees of the legislature. This level of detail
33 must include the administrative functions in the operating as well as
34 capital programs.

35 (2) For the 2017-2019 fiscal biennium, the department may enter
36 into a distributor controlled fuel hedging program and other methods
37 of hedging approved by the fuel hedging committee.

1 (3) (~~(\$71,004,000)~~) \$73,587,000 of the Puget Sound ferry
2 operations account—state appropriation is provided solely for auto
3 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
4 reflect cost savings from a reduced biodiesel fuel requirement and,
5 therefore, is contingent upon the enactment of section 703 chapter
6 313, Laws of 2017. The amount provided in this subsection represents
7 the fuel budget for the purposes of calculating any ferry fare fuel
8 surcharge.

9 (4) \$30,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for the marine division assistant
11 secretary's designee to the board of pilotage commissioners, who
12 serves as the board chair. As the agency chairing the board, the
13 department shall direct the board chair, in his or her capacity as
14 chair, to require that the report to the governor and chairs of the
15 transportation committees required under RCW 88.16.035(1)(f) be filed
16 by September 1, 2017, and annually thereafter, and that the report
17 include the continuation of policies and procedures necessary to
18 increase the diversity of pilots, trainees, and applicants, including
19 a diversity action plan. The diversity action plan must articulate a
20 comprehensive vision of the board's diversity goals and the steps it
21 will take to reach those goals.

22 (5) (~~(\$500,000)~~) \$1,000,000 of the Puget Sound ferry operations
23 account—state appropriation is provided solely for operating costs
24 related to moving vessels for emergency capital repairs. Funds may
25 only be spent after approval by the office of financial management.

26 (6) \$25,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for additional hours of traffic
28 control assistance by a uniformed officer at the Fauntleroy ferry
29 terminal.

30 (7) \$75,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for the department to contract with
32 the University of Washington to conduct an analysis of loading
33 procedures at the Fauntleroy ferry terminal. The department must
34 share the results of the analysis with the governor's office and the
35 transportation committees of the legislature by December 31, 2018.

36 (8) \$3,612,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for additional overtime costs.
38 Within the amount provided in this subsection, the department shall
39 contract with the Washington state patrol for additional traffic

1 control assistance at the Kingston ferry terminal during peak ferry
2 travel times, with a particular focus on Sundays and holiday
3 weekends. Traffic control methods should include, but not be limited
4 to, holding traffic on the shoulder at Lindvog Road until space opens
5 for cars at the tollbooths and dock, and management of traffic on
6 Highway 104 in order to ensure Kingston residents and business owners
7 have access to businesses, roads, and driveways.

8 **Sec. 819.** 2018 c 297 s 222 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**

11 Multimodal Transportation Account—State

12 Appropriation ((\$81,013,000))
13 \$66,015,000

14 Multimodal Transportation Account—Private/Local

15 Appropriation \$496,000

16 TOTAL APPROPRIATION. ((\$81,509,000))
17 \$66,511,000

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

20 (1) \$300,000 of the multimodal transportation account—state
21 appropriation is provided solely for a consultant study of ultra
22 high-speed ground transportation. "Ultra high-speed" means two
23 hundred fifty miles per hour or more. The study must identify the
24 costs and benefits of ultra high-speed ground transportation along a
25 north-south alignment in Washington state. The study must provide:

26 (a) An update to the high speed ground transportation study
27 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
28 the governor and legislature on October 15, 1992;

29 (b) An analysis of an ultra high-speed ground transportation
30 alignment between Vancouver, British Columbia and Portland, Oregon
31 with stations in: Vancouver, British Columbia; Bellingham, Everett,
32 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and
33 Portland, Oregon, with an option to connect with an east-west
34 alignment in Washington state and with a similar system in the state
35 of California; and

36 (c) An analysis of the following key elements:

37 (i) Economic feasibility;

38 (ii) Forecasted demand;

- 1 (iii) Corridor identification;
- 2 (iv) Land use and economic development and environmental
3 implications;
- 4 (v) Compatibility with other regional transportation plans,
5 including interfaces and impacts on other travel modes such as air
6 transportation;
- 7 (vi) Technological options for ultra high-speed ground
8 transportation, both foreign and domestic;
- 9 (vii) Required specifications for speed, safety, access, and
10 frequency;
- 11 (viii) Identification of existing highway or railroad rights-of-
12 way that are suitable for ultra high-speed travel, including
13 identification of additional rights-of-way that may be needed and the
14 process for acquiring those rights-of-way;
- 15 (ix) Institutional arrangements for carrying out detailed system
16 planning, construction, and operations; and
- 17 (x) An analysis of potential financing mechanisms for an ultra
18 high-speed travel system.

19 The department shall provide a report of its study findings to
20 the governor and transportation committees of the legislature by
21 December 15, 2017.

22 (2) (a) \$450,000 of the multimodal transportation account—private/
23 local appropriation and \$750,000 of the multimodal transportation
24 account—state appropriation is provided solely for a consultant
25 business case analysis of ultra high-speed ground transportation. The
26 business case analysis must build on the results of the 2017
27 Washington state ultra high-speed ground transportation feasibility
28 study.

29 (b) The business case analysis must include an advisory group
30 with members as provided in this subsection. The president of the
31 senate shall appoint one member from each of the two largest caucuses
32 of the senate; the speaker of the house of representatives shall
33 appoint one member from each of the two largest caucuses of the house
34 of representatives; the governor or his or her designee; the
35 secretary of transportation or his or her designee; the director of
36 the department of commerce or his or her designee; the rail director
37 of the department of transportation or his or her designee; and
38 representatives from communities and stakeholders from public and
39 private sectors relevant to the analysis, including from the province
40 of British Columbia and the state of Oregon.

1 (c) The department shall provide a report of its findings to the
2 governor and transportation committees of the legislature by June 30,
3 2019.

4 **Sec. 820.** 2018 c 297 s 223 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
7 **OPERATING**

8	Motor Vehicle Account—State Appropriation	((\$11,347,000))
9		<u>\$11,346,000</u>
10	Motor Vehicle Account—Federal Appropriation	\$2,567,000
11	Multiuse Roadway Safety Account—State Appropriation	\$132,000
12	TOTAL APPROPRIATION.	((\$14,046,000))
13		<u>\$14,045,000</u>

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$1,100,000 of the motor vehicle account—
16 state appropriation is provided solely for the department, from
17 amounts set aside out of statewide fuel taxes distributed to counties
18 according to RCW 46.68.120(3), to contract with the Washington state
19 association of counties to: Provide statewide updates to
20 transportation metrics and financial reporting; develop and implement
21 an inventory of county culvert and short-span bridge infrastructure;
22 and develop and implement enhanced road safety data in support of
23 county road systemic safety programs. The Washington state
24 association of counties must develop and implement data collection,
25 management, and reporting in cooperation with state agencies involved
26 with the collection and maintenance of related inventory systems.

27 **TRANSPORTATION AGENCIES—CAPITAL**

28 **Sec. 901.** 2018 c 297 s 301 (uncodified) is amended to read as
29 follows:

30 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

31	Freight Mobility Investment Account—State	
32	Appropriation	((\$22,507,000))
33		<u>\$17,321,000</u>
34	Highway Safety Account—State Appropriation	\$2,000,000
35	Motor Vehicle Account—Federal Appropriation	((\$3,250,000))
36		<u>\$1,000,000</u>

1 Freight Mobility Multimodal Account—State
 2 Appropriation ((~~\$22,283,000~~))
 3 \$11,680,000
 4 ((~~Freight Mobility Multimodal Account—Private/Local~~
 5 ~~Appropriation \$1,320,000~~))
 6 TOTAL APPROPRIATION. ((~~\$51,360,000~~))
 7 \$32,001,000

8 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
 9 follows:

10 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

11 Rural Arterial Trust Account—State Appropriation ((~~\$63,186,000~~))
 12 \$45,186,000
 13 Motor Vehicle Account—State Appropriation \$706,000
 14 County Arterial Preservation Account—State
 15 Appropriation \$38,434,000
 16 TOTAL APPROPRIATION. ((~~\$102,326,000~~))
 17 \$84,326,000

18 **Sec. 903.** 2018 c 297 s 304 (uncodified) is amended to read as
 19 follows:

20 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

21 Small City Pavement and Sidewalk Account—State
 22 Appropriation ((~~\$5,780,000~~))
 23 \$3,880,000
 24 Transportation Improvement Account—State
 25 Appropriation ((~~\$279,300,000~~))
 26 \$268,100,000
 27 Multimodal Transportation Account—State
 28 Appropriation \$14,670,000
 29 TOTAL APPROPRIATION. ((~~\$299,750,000~~))
 30 \$286,650,000

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

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

- 1 (a) The arterial preservation program to help low tax-based,
- 2 medium-sized cities preserve arterial pavements;
- 3 (b) The small city pavement program to help cities meet urgent
- 4 preservation needs; and
- 5 (c) The small city low-energy street light retrofit program.

6 **Sec. 904.** 2018 c 297 s 305 (uncodified) is amended to read as
 7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
 9 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

10 Motor Vehicle Account—State Appropriation	((\$10,070,000))
	<u>\$8,434,000</u>
12 Connecting Washington Account—State Appropriation	((\$26,537,000))
	<u>\$24,466,000</u>
14 Transportation Partnership Account—State	
15 Appropriation	\$17,000
16 TOTAL APPROPRIATION.	((\$36,624,000))
	<u>\$32,917,000</u>

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

20 (1) ((~~\$17,237,000~~)) \$15,166,000 of the connecting Washington
 21 account—state appropriation is provided solely for a new Olympic
 22 region maintenance and administration facility to be located on the
 23 department-owned site at the intersection of Marvin Road and 32nd
 24 Avenue in Lacey, Washington.

25 (2) \$9,300,000 of the connecting Washington account—state
 26 appropriation is provided solely for a new administration facility on
 27 Euclid Avenue in Wenatchee, Washington.

28 (3) (a) ((~~\$3,400,000~~)) \$1,764,000 of the motor vehicle account—
 29 state appropriation is provided solely for the department facility
 30 located at 15700 Dayton Ave N in Shoreline. This appropriation is
 31 contingent upon the department of ecology ((and—department—of
 32 ~~licensing~~)) signing a not less than twenty-year agreement to pay
 33 ((~~proportional~~)) a share((s)) of ((~~an annual amount equal to~~)) any
 34 financing contract issued pursuant to chapter 39.94 RCW.

35 (b) Payments from the ((~~department of licensing and~~)) department
 36 of ecology as described in this subsection shall be deposited into
 37 the motor vehicle account.

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

1 Improvements Program (I). However, limited transfers of specific
2 line-item project appropriations may occur between projects for those
3 amounts listed subject to the conditions and limitations in section
4 (~~601 of this act~~) 601 of this act, chapter . . ., Laws of 2019
5 (this act).

6 (2) Except as otherwise provided in this section, the entire
7 transportation 2003 account (nickel account)—state appropriation is
8 provided solely for the projects and activities as listed in LEAP
9 Transportation Document (~~(2018)~~) 2019-1 as developed March (~~(5)~~) 26,
10 (~~(2018)~~) 2019, Program - Highway Improvements Program (I).

11 (3) Except as provided otherwise in this section, the entire
12 motor vehicle account—state appropriation and motor vehicle account—
13 federal appropriation are provided solely for the projects and
14 activities listed in LEAP Transportation Document (~~(2018)~~) 2019-2 ALL
15 PROJECTS as developed March (~~(5)~~) 26, (~~(2018)~~) 2019, Program -
16 Highway Improvements Program (I). Any federal funds gained through
17 efficiencies, adjustments to the federal funds forecast, additional
18 congressional action not related to a specific project or purpose, or
19 the federal funds redistribution process must then be applied to
20 highway and bridge preservation activities.

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

28 (5) The connecting Washington account—state appropriation
29 includes up to \$323,175,000 in proceeds from the sale of bonds
30 authorized in RCW 47.10.889.

31 (6) The transportation 2003 account (nickel account)—state
32 appropriation includes up to \$25,000,000 in proceeds from the sale of
33 bonds authorized in RCW 47.10.861.

34 (7) The transportation partnership account—state appropriation
35 includes up to \$367,622,000 in proceeds from the sale of bonds
36 authorized in RCW 47.10.873.

37 (8) The Alaskan Way viaduct replacement project account—state
38 appropriation includes up to (~~(\$122,047,000)~~) \$122,051,000 in
39 proceeds from the sale of bonds authorized in RCW 47.10.873.

1 (9) The motor vehicle account—state appropriation includes up to
2 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
3 47.10.843.

4 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
5 partnership account—state appropriation, \$7,000 of the motor vehicle
6 account—federal appropriation, (~~(\$27,903,000)~~) \$27,904,000 of the
7 motor vehicle account—private/local appropriation, (~~(\$30,097,000)~~)
8 \$30,098,000 of the transportation 2003 account (nickel account)—state
9 appropriation, (~~(\$122,047,000)~~) \$122,051,000 of the Alaskan Way
10 viaduct replacement project account—state appropriation, and
11 (~~(\$2,663,000)~~) \$827,000 of the multimodal transportation account—
12 state appropriation are provided solely for the SR 99/Alaskan Way
13 Viaduct Replacement project (809936Z).

14 (11) \$12,500,000 of the multimodal transportation account—state
15 appropriation is provided solely for transit mitigation for the SR
16 99/Viaduct Project - Construction Mitigation project (809940B).

17 (12) Within existing resources, during the regular sessions of
18 the legislature, the department of transportation shall participate
19 in work sessions, before the transportation committees of the house
20 of representatives and senate, on the Alaskan Way viaduct replacement
21 project. These work sessions must include a report on current
22 progress of the project, timelines for completion, outstanding
23 claims, the financial status of the project, and any other
24 information necessary for the legislature to maintain appropriate
25 oversight of the project. The parties invited to present may include
26 the department of transportation, the Seattle tunnel partners, and
27 other appropriate stakeholders.

28 (13) \$7,769,000 of the transportation partnership account—state
29 appropriation, \$6,744,000 of the transportation 2003 account (nickel
30 account)—state appropriation, \$215,000 of the motor vehicle account—
31 federal appropriation, and \$5,000,000 of the special category C
32 account—state appropriation are provided solely for the US 395/North
33 Spokane Corridor project (600010A). Any future savings on the project
34 must stay on the US 395/Interstate 90 corridor and be made available
35 to the current phase of the North Spokane corridor project or any
36 future phase of the project in 2017-2019.

37 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
38 account—state appropriation, \$16,000 of the motor vehicle account—
39 local appropriation, and (~~(\$13,158,000)~~) \$353,000 of the

1 transportation 2003 account (nickel account)—state appropriation are
2 provided solely for the I-405/Kirkland Vicinity Stage 2 - Widening
3 project (8BI1002). This project must be completed as soon as
4 practicable as a design-build project. Any future savings on this
5 project or other Interstate 405 corridor projects must stay on the
6 Interstate 405 corridor and be made available to either the I-405/SR
7 167 Interchange - Direct Connector project (140504C), the I-405
8 Renton to Bellevue project (M00900R), or the I-405/SR 522 to I-5
9 Capacity Improvements project (L2000234) in the 2017-2019 fiscal
10 biennium.

11 (15) \$4,960,000 of the transportation partnership account—state
12 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
13 operations account—state appropriation are provided solely for the
14 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
15 activities related to adding capacity on Interstate 405 between state
16 route number 522 and Interstate 5, with the goals of increasing
17 vehicle throughput and aligning project completion with the
18 implementation of bus rapid transit in the vicinity of the project.
19 The transportation partnership account—state appropriation funding is
20 a transfer or a reappropriation of a transfer from the I-405/Kirkland
21 Vicinity Stage 2 - Widening project due to savings, and will start an
22 additional phase of this I-405 project.

23 (16)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
24 is supported over time from multiple sources, including a
25 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
26 state bonds, interest earnings, and other miscellaneous sources.

27 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
28 account—state appropriation, \$12,296,000 of the motor vehicle account
29 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
30 account—local appropriation are provided solely for the SR 520 Bridge
31 Replacement and HOV project (8BI1003).

32 (c) When developing the financial plan for the project, the
33 department shall assume that all maintenance and operation costs for
34 the new facility are to be covered by tolls collected on the toll
35 facility and not by the motor vehicle account.

36 (17) The department shall itemize all future requests for the
37 construction of buildings on a project list and submit them through
38 the transportation executive information system as part of the
39 department's annual budget submittal. It is the intent of the

1 legislature that new facility construction must be transparent and
2 not appropriated within larger highway construction projects.

3 (18) Any advisory group that the department convenes during the
4 2017-2019 fiscal biennium must consider the interests of the entire
5 state of Washington.

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

15 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
16 account—state appropriation is provided solely for the SR 167/SR 509
17 Puget Sound Gateway project (M00600R).

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

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

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

34 (b) The secretary of transportation must develop a memorandum of
35 understanding with local project stakeholders that identifies a
36 schedule for stakeholders to provide local matching funds for the
37 Puget Sound Gateway project. Criteria for eligibility of local match
38 includes matching funds and equivalent in-kind contributions
39 including, but not limited to, land donations. The memorandum of
40 understanding must be finalized by July 1, 2018. The department must

1 submit a copy of the memorandum of understanding to the
2 transportation committees of the legislature and report regularly on
3 the status of the requirements outlined in this subsection (21)(b)
4 and (c) of this subsection.

5 (c) During the course of developing the memorandum of
6 understanding, the department must evaluate the project schedules to
7 determine if there are any benefits to be gained by moving the
8 project schedule forward. It is the legislature's intent that if the
9 department identifies any savings after the funding gap on the base
10 project is closed as part of the proposal to expedite the project,
11 that these cost savings shall go toward construction of a full
12 single-point urban interchange at the junction of state route number
13 161 (Meridian avenue) and state route number 167 and a full single-
14 point urban interchange at the junction of state route number 509 and
15 188th Street. If the department receives additional funds from an
16 outside source for this project after the funding gap on the base
17 project is closed, the funds must be applied toward the completion of
18 these two full single-point urban interchanges.

19 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
20 the department is strongly encouraged to work to relocate any
21 significant businesses currently located within the planned path of
22 the state route number 509/Interstate 5 under-crossing to a location
23 within the Kent city limits. The department shall provide regular
24 updates on its progress to the joint transportation committee and
25 affected stakeholders.

26 (e) In designing the state route number 509/state route number
27 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
28 project (M00600R), the department shall make every effort to utilize
29 the preferred "4B" design.

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

37 (23)(a) (~~(\$2,000,000)~~) \$1,050,000 of the transportation
38 partnership account—state appropriation and \$942,000 of the motor
39 vehicle account—state appropriation are provided solely for the U.S.
40 2 Trestle IJR project (L1000158).

1 (b) Of the amounts provided in this subsection, \$942,000 of the
2 motor vehicle account—state appropriation is provided solely for the
3 department to complete an interchange justification report (IJR) for
4 the U.S. 2 trestle, covering the state route number 204 and 20th
5 Street interchanges at the end of the westbound structure.

6 ~~((a))~~ (c) The department shall develop the IJR in close
7 collaboration with affected local jurisdictions, including Snohomish
8 county and the cities of Everett, Lake Stevens, Marysville,
9 Snohomish, and Monroe.

10 ~~((b))~~ (d) Within the amount provided for the IJR, the
11 department must address public outreach and the overall operational
12 approval of the IJR.

13 ~~((c))~~ (e) The department shall complete the IJR and submit the
14 final report to the governor and the transportation committees of the
15 legislature by July 1, 2018.

16 (24)(a) The legislature recognizes that the city of Mercer Island
17 has unique access issues that require the use of Interstate 90 to
18 leave the island and that this access may be affected by the I-90/
19 Two-Way Transit and HOV Improvements project. One of the most heavily
20 traveled on-ramps from Mercer Island to the westbound Interstate 90
21 general purpose lanes is from Island Crest Way. The department must
22 continue to consult with the city of Mercer Island and the other
23 signatories to the 1976 memorandum of agreement to preserve access
24 provided to Mercer Island by the Island Crest Way on-ramp, and thus
25 grandfather in the current use of the on-ramp for both high occupancy
26 vehicles as well as vehicles seeking to access the general purpose
27 lanes of Interstate 90. The department must consider all reasonable
28 access solutions, including allowing all vehicles to use the Island
29 Crest Way on-ramp to access the new high occupancy vehicle lane with
30 a reasonable and safe distance provided for single-occupancy vehicles
31 to merge into the general purpose lanes.

32 (b) A final access solution for Mercer Island must consider the
33 following criteria: Safety; operational effects on all users,
34 including maintaining historic access to Interstate 90 provided from
35 Mercer Island by Island Crest Way; enforcement requirements; and
36 compliance with state and federal law.

37 (c) The department may not restrict by occupancy the westbound
38 on-ramp from Island Crest Way until a final access solution that
39 meets the criteria in (b) of this subsection has been reached.

1 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
2 lanes operations account—state appropriation is provided solely for
3 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
4 (L1000163).

5 (26) The legislature finds that there are sixteen companies
6 involved in wood preserving in the state that employ four hundred
7 workers and have an annual payroll of fifteen million dollars. Before
8 the department's switch to steel guardrails, ninety percent of the
9 twenty-five hundred mile guardrail system was constructed of
10 preserved wood and one hundred ten thousand wood guardrail posts were
11 produced annually for state use. Moreover, the policy of using steel
12 posts requires the state to use imported steel. Given these findings,
13 where practicable, and until June 30, 2019, the department shall
14 include the design option to use wood guardrail posts, in addition to
15 steel posts, in new guardrail installations. The selection of posts
16 must be consistent with the agency design manual policy that existed
17 before December 2009.

18 (27) For the SR 526 Corridor Improvements project (N52600R), the
19 department shall look holistically at the state route number 526
20 corridor from the state route number 526/Interstate 5 interchange at
21 the east end to the southwest Everett industrial area and Boeing's
22 west access road on the west end. The department, working with
23 affected jurisdictions and stakeholders, shall select project
24 elements that best maximize mobility and congestion relief in the
25 corridor and draw from project elements identified in a practical
26 solutions process.

27 (28)(a) For projects funded as part of the 2015 connecting
28 Washington transportation package listed on the LEAP transportation
29 document identified in subsection (1) of this section, if the
30 department expects to have substantial reappropriations for the
31 2019-2021 fiscal biennium, the department may, on a pilot basis,
32 apply funding from a project with an appropriation that cannot be
33 used for the current fiscal biennium to advance one or more of the
34 following projects:

- 35 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 36 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 37 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 38 (iv) US 395/Ridgeline Intersection (L2000127);
- 39 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 40 (vi) SR 240/Richland Corridor Improvements (L2000202);

- 1 (vii) SR 14/Bingen Overpass (L2220062);
2 (viii) US Hwy 2 Safety (N00200R);
3 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
4 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
5 (xi) I-5/Rebuild Chamber Way Interchange Improvements (L2000223);
6 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
7 (xiii) SR 3 Freight Corridor (T30400R); or
8 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

9 (b) At least ten business days before advancing a project
10 pursuant to this subsection, the department must notify the office of
11 financial management and the transportation committees of the
12 legislature. The advancement of a project may not hinder the delivery
13 of the projects for which the reappropriations are necessary for the
14 2019-2021 fiscal biennium.

15 (29) Within existing resources and in consultation with local
16 communities, the department shall begin planning efforts, including
17 traffic data collection, analysis and evaluation, scoping, and
18 environmental review, for roundabouts at the intersection of state
19 route number 900 and SE May Valley Road and at the intersection of
20 state route number 169 and Cedar Grove Road SE.

21 (30) The legislature continues to prioritize the replacement of
22 the state's aging infrastructure and recognizes the importance of
23 reusing and recycling construction aggregate and recycled concrete
24 materials in our transportation system.

25 To accomplish Washington state's sustainability goals in
26 transportation and in accordance with RCW 70.95.805, the legislature
27 reaffirms its direction to the department to lead the way in
28 advancing the reuse and recycling of construction aggregate and
29 recycled concrete materials whenever readily available, to use these
30 recycled products when cost competitive, and to work with industry
31 implementation partners to remove obstacles that unnecessarily
32 preclude or inhibit their use and implement strategies for the reuse
33 and recycling of construction aggregate and recycled concrete
34 materials.

35 Specific steps and efforts made to achieve these objectives and
36 accomplishments shall be included in the annual report to the
37 legislature as required by RCW 70.95.807.

38 (31) Within existing resources, the department shall implement a
39 safety solution after evaluating barrier and mitigation options on
40 state route number 167 between the intersections with 50th Ave E and

1 E 40th Street in Pierce county to prevent vehicles from leaving the
2 roadway and entering private property below the grade of the highway.

3 (32) \$350,000 of the motor vehicle account—state appropriation is
4 provided solely for implementation of chapter 288 (Substitute Senate
5 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
6 Replacement Bridge on Interstate 5 across the Columbia River project
7 number (L2000259).

8 (33) For the SR 520 Seattle Corridor Improvements - West End
9 project (M00400R), the legislature recognizes the department must
10 acquire the entirety of parcel number 1-23190 for construction of the
11 project. The department shall work with its design-build contractor
12 to ensure to the maximum extent practicable that the building housing
13 any grocery store or market currently located on parcel number
14 1-23190 will be preserved. The legislature recognizes the city of
15 Seattle has requirements in the project area that the department must
16 address and that those requirements may affect the use of parcel
17 number 1-23190 and may affect the ability of the department to
18 preserve any grocery store or market currently located on the
19 property. The department shall meet and confer regularly with
20 residents in the vicinity of the parcel regarding the status of the
21 project and its effects on any grocery store or market currently
22 located on the property. The legislature strongly encourages the city
23 to utilize maximum flexibility in how the department meets the city's
24 requirements and to be an equal partner in efforts to preserve any
25 grocery store or market on parcel number 1-23190.

26 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

29 Recreational Vehicle Account—State Appropriation	\$3,584,000
30 High-Occupancy Toll Lanes Operations Account—State	
31 Appropriation.	((\$161,000))
32	<u>\$1,000</u>
33 Transportation Partnership Account—State	
34 Appropriation	\$12,785,000
35 <u>Highway Safety Account—State Appropriation.</u>	<u>\$1,000</u>
36 Motor Vehicle Account—State Appropriation	((\$63,246,000))
37	<u>\$65,250,000</u>
38 Motor Vehicle Account—Federal Appropriation	((\$579,624,000))

1		<u>\$579,810,000</u>
2	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
3	State Route Number 520 Corridor Account—State	
4	Appropriation	\$1,747,000
5	Connecting Washington Account—State Appropriation	((\$204,242,000))
6		<u>\$193,867,000</u>
7	Tacoma Narrows Toll Bridge Account—State Appropriation	((\$856,000))
8		<u>\$918,000</u>
9	Transportation 2003 Account (Nickel Account)—State	
10	Appropriation	\$57,849,000
11	TOTAL APPROPRIATION.	((\$935,833,000))
12		<u>\$927,551,000</u>

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

15 (1) Except as provided otherwise in this section, the entire
16 connecting Washington account—state appropriation and the entire
17 transportation partnership account—state appropriation are provided
18 solely for the projects and activities as listed by fund, project,
19 and amount in LEAP Transportation Document ((2018)) 2019-1 as
20 developed March ((5)) 26, ((2018)) 2019, Program - Highway
21 Preservation Program (P). However, limited transfers of specific
22 line-item project appropriations may occur between projects for those
23 amounts listed subject to the conditions and limitations in section
24 ((601 of this act)) 601 of this act, chapter . . ., Laws of 2019
25 (this act).

26 (2) Except as otherwise provided in this section, the entire
27 transportation 2003 account (nickel account)—state appropriation is
28 provided solely for the projects and activities as listed in LEAP
29 Transportation Document ((2018)) 2019-1 as developed March ((5)) 26,
30 ((2018)) 2019, Program - Highway Preservation Program (P).

31 (3) Except as provided otherwise in this section, the entire
32 motor vehicle account—state appropriation and motor vehicle account—
33 federal appropriation are provided solely for the projects and
34 activities listed in LEAP Transportation Document ((2018-2)) 2019-1
35 ALL PROJECTS as developed March ((5)) 26, ((2018)) 2019, Program -
36 Highway Preservation Program (P). Any federal funds gained through
37 efficiencies, adjustments to the federal funds forecast, additional
38 congressional action not related to a specific project or purpose, or

1 the federal funds redistribution process must then be applied to
2 highway and bridge preservation activities.

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

10 (5) The transportation 2003 account (nickel account)—state
11 appropriation includes up to \$29,553,000 in proceeds from the sale of
12 bonds authorized in RCW 47.10.861.

13 (6) The motor vehicle account—state appropriation includes up to
14 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
15 47.10.843.

16 (7) \$11,553,000 of the connecting Washington account—state
17 appropriation is provided solely for the land mobile radio upgrade
18 (G2000055) and is subject to the conditions, limitations, and review
19 provided in section 701, chapter 313, Laws of 2017. The land mobile
20 radio project is subject to technical oversight by the office of the
21 chief information officer. The department, in collaboration with the
22 office of the chief information officer, shall identify where
23 existing or proposed mobile radio technology investments should be
24 consolidated, identify when existing or proposed mobile radio
25 technology investments can be reused or leveraged to meet multiagency
26 needs, increase mobile radio interoperability between agencies, and
27 identify how redundant investments can be reduced over time. The
28 department shall also provide quarterly reports to the technology
29 services board on project progress.

30 (8) (~~(\$3,000,000)~~) \$5,000,000 of the motor vehicle account—state
31 appropriation is provided solely for extraordinary costs incurred
32 from litigation awards, settlements, or dispute mitigation activities
33 not eligible for funding from the self-insurance fund. The amount
34 provided in this subsection must be held in unallotted status until
35 the department submits a request to the office of financial
36 management that includes documentation detailing litigation-related
37 expenses. The office of financial management may release the funds
38 only when it determines that all other funds designated for
39 litigation awards, settlements, and dispute mitigation activities

1 have been exhausted. No funds provided in this subsection may be
2 expended on any legal fees related to the SR 99/Alaskan Way viaduct
3 replacement project.

4 (9) \$20,755,000 of the motor vehicle account—federal
5 appropriation and \$844,000 of the motor vehicle account—state
6 appropriation are provided solely for the preservation of
7 structurally deficient bridges or bridges that are at risk of
8 becoming structurally deficient. These funds must be used widely
9 around the state of Washington. When practicable, the department
10 shall pursue design-build contracts for these bridge projects to
11 expedite delivery. The department shall provide a report that
12 identifies the progress of each project funded in this subsection as
13 part of its annual agency budget request.

14 (10) The appropriation in this section includes funding for
15 starting planning, engineering, and construction of the Elwha River
16 bridge replacement. To the greatest extent practicable, the
17 department shall maintain public access on the existing route.

18 (11) (a) \$9,014,000 of the motor vehicle account—federal
19 appropriation and \$217,000 of the motor vehicle account—state
20 appropriation are provided solely for weigh station preservation
21 (OBP3006). These amounts must be held in unallotted status, except
22 that the director of the office of financial management may approve
23 allotment of the funds upon fulfillment of the conditions of (b) of
24 this subsection.

25 (b) The department and the Washington state patrol shall jointly
26 submit a prioritized list of weigh station projects to the office of
27 financial management by October 1, 2017. Projects submitted must
28 include estimated costs for preliminary engineering, rights-of-way,
29 and construction and must also consider the timing of any available
30 funding for weigh station projects.

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

38 (13) During the course of any planned resurfacing or other
39 preservation activity on state route number 26 between Colfax and

1 Othello in the 2017-2019 fiscal biennium, the department must add
2 dug-in reflectors.

3 (14) The department shall continue to monitor the test patch of
4 pavement that used electric arc furnace slag as an aggregate and
5 report back to the legislature by December 1, 2018, on its
6 comparative wear resistance, skid resistance, and feasibility for use
7 throughout the state in new pavement construction.

8 (15) For projects funded as part of the 2015 connecting
9 Washington transportation package listed on the LEAP transportation
10 document identified in subsection (1) of this section, if the
11 department expects to have substantial reappropriations for the
12 2019-2021 fiscal biennium, the department may, on a pilot basis,
13 apply funding from a project with an appropriation that cannot be
14 used for the current fiscal biennium to advance the US 12/Wildcat
15 Bridge Replacement project (L2000075). At least ten business days
16 before advancing the project pursuant to this subsection, the
17 department must notify the office of financial management and the
18 transportation committees of the legislature. The advancement of the
19 project may not hinder the delivery of the projects for which the
20 reappropriations are necessary for the 2019-2021 fiscal biennium.

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

29 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
32 **CAPITAL**

33	Motor Vehicle Account—State Appropriation	((\$6,636,000))
34		<u>\$5,753,000</u>
35	Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
36		<u>\$5,578,000</u>
37	Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
38		<u>\$650,000</u>

1 TOTAL APPROPRIATION. (~~(\$12,851,000)~~)
2 \$11,981,000

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

11 **Sec. 908.** 2018 c 297 s 309 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
14 **CONSTRUCTION—PROGRAM W**
15 Puget Sound Capital Construction Account—State
16 Appropriation (~~(\$72,024,000)~~)
17 \$66,477,000
18 Puget Sound Capital Construction Account—Federal
19 Appropriation (~~(\$205,032,000)~~)
20 \$199,623,000
21 Puget Sound Capital Construction Account—Private/Local
22 Appropriation (~~(\$27,196,000)~~)
23 \$27,197,000
24 Transportation Partnership Account—State
25 Appropriation (~~(\$2,923,000)~~)
26 \$1,892,000
27 Connecting Washington Account—State Appropriation (~~(\$136,918,000)~~)
28 \$121,996,000
29 Multimodal Transportation Account—State Appropriation. . . \$2,734,000
30 Transportation 2003 Account (Nickel Account)—State
31 Appropriation. \$4,169,000
32 TOTAL APPROPRIATION. (~~(\$450,996,000)~~)
33 \$424,088,000

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

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

1 and activities as listed in LEAP Transportation Document ((2018))
2 2019-2 ALL PROJECTS as developed March ((5)) 26, ((2018)) 2019,
3 Program - Washington State Ferries Capital Program (W) and is
4 contingent upon the enactment of subsection (6) of this section.

5 (2) \$27,825,000 of the Puget Sound capital construction account—
6 federal appropriation, ((~~\$44,485,000~~)) \$29,485,000 of the connecting
7 Washington account—state appropriation, and \$1,483,000 of the Puget
8 Sound capital construction account—state appropriation are provided
9 solely for the Mukilteo ferry terminal (952515P). To the greatest
10 extent practicable and within available resources, the department
11 shall design the new terminal to be a net-zero energy building. To
12 achieve this goal, the department shall evaluate using highly energy
13 efficient equipment and systems, and the most appropriate renewable
14 energy systems for the needs and location of the terminal. To the
15 extent practicable, the department shall avoid the closure of, or
16 disruption to, any existing public access walkways in the vicinity of
17 the terminal project during construction. Of the amounts provided in
18 this subsection, \$750,000 of the Puget Sound capital construction
19 account—state appropriation is provided solely for additional
20 photovoltaic panels for this project.

21 (3) \$94,671,000 of the Puget Sound capital construction account—
22 federal appropriation, \$46,919,000 of the connecting Washington
23 account—state appropriation, \$26,949,000 of the Puget Sound capital
24 construction account—private/local appropriation, \$2,734,000 of the
25 multimodal transportation account—state appropriation, \$511,000 of
26 the Puget Sound capital construction account—state appropriation, and
27 \$679,000 of the transportation 2003 (nickel account)—state
28 appropriation are provided solely for the Seattle Terminal
29 Replacement project (900010L).

30 (4) ((~~\$5,000,000~~)) \$7,100,000 of the Puget Sound capital
31 construction account—state appropriation is provided solely for
32 emergency capital repair costs (999910K). Funds may only be spent
33 after approval by the office of financial management.

34 (5) \$950,000 of the Puget Sound capital construction account—
35 state appropriation is provided solely for life extension of the
36 existing ticketing system and ORCA acceptance (998521A and 998521B).
37 The ferry system shall work with Washington technology solutions and
38 the tolling division on the development of a new, interoperable
39 ticketing system.

1 (6) (a) The department shall, in consultation with the office of
2 financial management, hire an independent planning consultant to
3 assist with overall scope development of a new ferry system long-
4 range plan, including incorporating the items listed in (b) of this
5 subsection. The independent planning consultant must have experience
6 in planning for other ferry systems.

7 (b) The department shall update the ferries division long-range
8 plan by January 1, 2019. In reviewing the changing needs of the users
9 of the ferry system and the associated funding opportunities and
10 challenges, the department must include, but is not limited to, the
11 following elements in the new long-range plan:

12 (i) Identify changes in the demographics of users of the system;

13 (ii) Review route timetables and propose adjustments that take
14 into consideration ridership volume, vessel load times, proposed and
15 current passenger-only ferry system ridership, and other operational
16 needs;

17 (iii) Review vessel needs by route and propose a vessel
18 replacement schedule, vessel retirement schedule, and estimated
19 number of vessels needed. This analysis should also articulate a
20 reserve vessel strategy;

21 (iv) Identify the characteristics most appropriate for
22 replacement vessels, such as passenger and car-carrying capacity,
23 while taking into consideration other cost-driving factors. These
24 factors should include:

25 (A) Anticipated crewing requirements;

26 (B) Fuel type;

27 (C) Other operating and maintenance costs;

28 (v) Review vessel dry dock needs, consider potential impacts of
29 the United States navy, and propose strategies to meet these needs;

30 (vi) Address the seismic vulnerability of the system and
31 articulate emergency preparedness plans;

32 (vii) Evaluate leased and state-owned property locations for the
33 ferry headquarters, to include an analysis of properties outside the
34 downtown area of Seattle;

35 (viii) Evaluate strategies that may help spread peak ridership,
36 such as time-of-day ticket pricing and expanding the reservation
37 system; and

38 (ix) Identify operational changes that may reduce costs, such as
39 nighttime tie-up locations.

1 (c) The department shall submit a status report on the long-range
2 plan update to the governor and the transportation committees of the
3 legislature by June 30, 2018, and a final report by January 1, 2019.

4 (7) \$600,000 of the Puget Sound capital construction account—
5 state appropriation is provided solely for development of a request
6 for proposal to convert the three ferry vessels in the Jumbo Mark II
7 class to hybrid electric propulsion and make associated necessary
8 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
9 terminals. The department is directed to explore capital project
10 financing options to include, but not be limited to, federal funding
11 opportunities, private or local contributions, application for
12 Volkswagen settlement funds, and energy-savings performance
13 contracting to be repaid in whole or in part by fuel-cost savings.
14 The department will report total capital cost estimates, optimal
15 construction schedule, annual capital and operating savings or costs,
16 and a recommended funding option to the governor and to the
17 transportation committees of the legislature by June 30, 2019.

18 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

21 Essential Rail Assistance Account—State Appropriation	((\$845,000))
	<u>\$710,000</u>
23 Transportation Infrastructure Account—State	
24 Appropriation	((\$7,575,000))
	<u>\$5,388,000</u>
26 Multimodal Transportation Account—State	
27 Appropriation	((\$79,357,000))
	<u>\$74,965,000</u>
29 Multimodal Transportation Account—Federal	
30 Appropriation	((\$59,814,000))
	<u>\$43,175,000</u>
32 TOTAL APPROPRIATION.	((\$147,591,000))
	<u>\$124,238,000</u>

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

36 (1) Except as provided otherwise in this section, the entire
37 appropriations in this section are provided solely for the projects
38 and activities as listed by project and amount in LEAP Transportation

1 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
2 ((2018)) 2019, Program - Rail Program (Y).

3 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
4 infrastructure account—state appropriation is provided solely for new
5 low-interest loans approved by the department through the freight
6 rail investment bank (FRIB) program. The department shall issue FRIB
7 program loans with a repayment period of no more than ten years, and
8 charge only so much interest as is necessary to recoup the
9 department's costs to administer the loans. The department shall
10 report annually to the transportation committees of the legislature
11 and the office of financial management on all FRIB loans issued.

12 (3) \$7,017,000 of the multimodal transportation account—state
13 appropriation and \$24,000 of the essential rail assistance account—
14 state appropriation are provided solely for new statewide emergent
15 freight rail assistance projects identified in the LEAP
16 transportation document referenced in subsection (1) of this section.

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

34 (5) (a) \$686,000 of the essential rail assistance account—state
35 appropriation, \$422,000 of the multimodal transportation account—
36 state appropriation, and \$21,000 of the transportation infrastructure
37 account—state appropriation are provided solely for the purpose of
38 the rehabilitation and maintenance of the Palouse river and Coulee
39 City railroad line (F01111B).

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

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

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

10 (6) The department shall issue a call for projects for the
11 freight rail assistance program, and shall evaluate the applications
12 in a manner consistent with past practices as specified in section
13 309, chapter 367, Laws of 2011. By November 15, 2018, the department
14 shall submit a prioritized list of recommended projects to the office
15 of financial management and the transportation committees of the
16 legislature.

17 (7) For projects funded as part of the 2015 connecting Washington
18 transportation package identified on the LEAP transportation document
19 identified in subsection (1) of this section, if the department
20 expects to have substantial reappropriations for the 2019-2021 fiscal
21 biennium, the department may, on a pilot basis, apply funding from a
22 project with an appropriation that cannot be used for the current
23 fiscal biennium to advance the South Kelso Railroad Crossing project
24 (L1000147). At least ten business days before advancing a project
25 pursuant to this subsection, the department must notify the office of
26 financial management and the transportation committees of the
27 legislature. The advancement of a project may not hinder the delivery
28 of the projects for which the reappropriations are necessary for the
29 2019-2021 fiscal biennium.

30 (8) It is the intent of the legislature to encourage the
31 department to pursue federal grant opportunities leveraging up to
32 \$6,696,000 in connecting Washington programmed funds to be used as a
33 state match to improve the state-owned Palouse river and Coulee City
34 system. The amount listed in this subsection is not a commitment for
35 future legislatures, but is the legislature's intent that future
36 legislatures will work to approve biennial appropriations up to a
37 state match share not to exceed \$6,696,000 of a grant award.

38 (9) \$5,606,000 of the multimodal transportation account—state
39 appropriation is provided solely as expenditure authority for any
40 insurance proceeds received by the state for Passenger Rail Equipment

1 Replacement (project 700010C). The department must use this
2 expenditure authority only to purchase passenger rail equipment that
3 has been competitively procured.

4 **Sec. 910.** 2018 c 297 s 311 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
7 **CAPITAL**

8 Highway Infrastructure Account—State Appropriation	((\$1,083,000))
	<u>\$583,000</u>
10 Highway Infrastructure Account—Federal Appropriation	\$488,000
11 Transportation Partnership Account—State	
12 Appropriation	((\$2,321,000))
	<u>\$1,571,000</u>
14 Highway Safety Account—State Appropriation	((\$4,287,000))
	<u>\$3,487,000</u>
16 Motor Vehicle Account—State Appropriation	((\$28,659,000))
	<u>\$17,239,000</u>
18 Motor Vehicle Account—Federal Appropriation	((\$71,614,000))
	<u>\$64,414,000</u>
20 Motor Vehicle Account—Private/Local Appropriation	((\$18,000,000))
	<u>\$7,500,000</u>
22 Connecting Washington Account—State Appropriation	((\$137,387,000))
	<u>\$66,400,000</u>
24 Multimodal Transportation Account—State	
25 Appropriation	((\$82,382,000))
	<u>\$59,999,000</u>
27 TOTAL APPROPRIATION.	((\$346,221,000))
	<u>\$221,681,000</u>

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

31 (1) Except as provided otherwise in this section, the entire
32 appropriations in this section are provided solely for the projects
33 and activities as listed by project and amount in LEAP Transportation
34 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 26,
35 ((2018)) 2019, Program - Local Programs Program (Z).

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

1 (a) \$18,380,000 of the multimodal transportation account—state
2 appropriation is provided solely for newly selected pedestrian and
3 bicycle safety program projects. (~~(\$14,219,000)~~) \$11,949,000 of the
4 multimodal transportation account—state appropriation and
5 (~~(\$1,846,000)~~) \$1,096,000 of the transportation partnership account—
6 state appropriation are reappropriated for pedestrian and bicycle
7 safety program projects selected in the previous biennia (L2000188).

8 (b) \$11,400,000 of the motor vehicle account—federal
9 appropriation and \$7,750,000 of the multimodal transportation account
10 —state appropriation are provided solely for newly selected safe
11 routes to school projects. (~~(\$11,181,000)~~) \$10,281,000 of the motor
12 vehicle account—federal appropriation, (~~(\$1,394,000)~~) \$894,000 of the
13 multimodal transportation account—state appropriation, and
14 (~~(\$4,287,000)~~) \$3,487,000 of the highway safety account—state
15 appropriation are reappropriated for safe routes to school projects
16 selected in the previous biennia (L2000189). The department may
17 consider the special situations facing high-need areas, as defined by
18 schools or project areas in which the percentage of the children
19 eligible to receive free and reduced-price meals under the national
20 school lunch program is equal to, or greater than, the state average
21 as determined by the department, when evaluating project proposals
22 against established funding criteria while ensuring continued
23 compliance with federal eligibility requirements.

24 (3) The department shall submit a report to the transportation
25 committees of the legislature by December 1, 2017, and December 1,
26 2018, on the status of projects funded as part of the pedestrian
27 safety/safe routes to school grant program. The report must include,
28 but is not limited to, a list of projects selected and a brief
29 description of each project's status.

30 (4) (~~(\$32,984,000)~~) \$23,701,000 of the multimodal transportation
31 account—state appropriation is provided solely for bicycle and
32 pedestrian projects listed in the LEAP transportation document
33 referenced in subsection (1) of this section.

34 (5) \$43,800,000 of the motor vehicle account—federal
35 appropriation is provided solely for national highway freight network
36 projects identified on the project list submitted in accordance with
37 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
38 department shall validate the projects on the list. Only tier one
39 projects on the prioritized freight project list that are validated

1 by the department may receive funding under this subsection. The
2 department shall continue to work with the Washington state freight
3 advisory committee to improve project screening and validation to
4 support project prioritization and selection, including during the
5 freight mobility plan update in 2017. The department may compete for
6 funding under this program and shall provide an updated prioritized
7 freight project list when submitting its 2019-2021 budget request. To
8 the greatest extent practicable, the department shall follow the
9 Washington state freight advisory committee recommendation to
10 allocate ten percent of the funds in this subsection to multimodal
11 projects as permitted under the fixing America's surface
12 transportation (FAST) act.

13 (6) It is the expectation of the legislature that the department
14 will be administering a local railroad crossing safety grant program
15 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
16 Of the amounts identified in this subsection, a minimum of \$500,000
17 must be for railroad grade-crossing safety grants at locations where
18 multiple pedestrian or bicyclist fatalities have occurred in the
19 vicinity of a grade-crossing in the last five years.

20 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
21 account—state appropriation is provided solely for the Covington
22 Connector (L2000104). The amounts described in the LEAP
23 transportation document referenced in subsection (1) of this section
24 are not a commitment by future legislatures, but it is the
25 legislature's intent that future legislatures will work to approve
26 appropriations in the 2019-2021 fiscal biennium to reimburse the city
27 of Covington for approved work completed on the project up to the
28 full \$24,000,000 cost of this project.

29 (8) (a) For projects funded as part of the 2015 connecting
30 Washington transportation package listed on the LEAP transportation
31 document identified in subsection (1) of this section, if the
32 department expects to have substantial reappropriations for the
33 2019-2021 fiscal biennium, the department may, on a pilot basis,
34 apply funding from a project with an appropriation that cannot be
35 used for the current fiscal biennium to advance one or more of the
36 following projects:

- 37 (i) SR 502 Main Street Project/Widening (L2000065);
- 38 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 39 (iii) Issaquah-Fall City Road (L1000094);
- 40 (iv) Lewis Street Bridge (L2000066);

- 1 (v) Covington Connector (L2000104);
- 2 (vi) Orchard Street Connector (L2000120);
- 3 (vii) Harbour Reach Extension (L2000136);
- 4 (viii) Sammamish Bridge Corridor (L2000137);
- 5 (ix) Brady Road (L2000164);
- 6 (x) Thornton Road Overpass (L2000228);
- 7 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 8 (xii) Wilburton Reconnection Project (G2000006);
- 9 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 10 (xiv) Bay Street Pedestrian Project (G2000015); or
- 11 (xv) Cowiche Canyon Trail (G2000010).
- 12 (b) At least ten business days before advancing a project
- 13 pursuant to this subsection, the department must notify the office of
- 14 financial management and the transportation committees of the
- 15 legislature. The advancement of a project may not hinder the delivery
- 16 of the projects for which the reappropriations are necessary for the
- 17 2019-2021 fiscal biennium.

18 **TRANSFERS AND DISTRIBUTIONS**

19 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
 20 follows:

21 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 22 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 23 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 24 **REVENUE**

25	Transportation Partnership Account—State	
26	Appropriation.	((\$4,646,000))
27		<u>\$2,046,000</u>
28	Motor Vehicle Account—State Appropriation.	((\$736,000))
29		<u>\$396,000</u>
30	Connecting Washington Account—State Appropriation.	((\$3,199,000))
31		<u>\$1,699,000</u>
32	Highway Bond Retirement Account—State	
33	Appropriation.	((\$1,229,874,000))
34		<u>\$1,279,604,000</u>
35	Ferry Bond Retirement Account—State Appropriation.	((\$28,873,000))
36		<u>\$28,223,000</u>
37	Transportation Improvement Board Bond Retirement	

1 Account—State Appropriation. \$13,254,000
 2 Nondebt-Limit Reimbursable Bond Retirement
 3 Account—State Appropriation. (~~(\$26,391,000)~~)
 4 \$25,991,000
 5 Toll Facility Bond Retirement Account—State
 6 Appropriation. \$86,493,000
 7 Transportation 2003 Account (Nickel Account)—State
 8 Appropriation. (~~(\$450,000)~~)
 9 \$250,000
 10 TOTAL APPROPRIATION. (~~(\$1,393,916,000)~~)
 11 \$1,437,956,000

12 **Sec. 1002.** 2018 c 297 s 403 (uncodified) is amended to read as
 13 follows:

14 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

15 Motor Vehicle Account—State Appropriation:
 16 For motor vehicle fuel tax distributions to
 17 cities and counties. (~~(\$508,182,000)~~)
 18 \$508,105,000

19 **Sec. 1003.** 2018 c 297 s 404 (uncodified) is amended to read as
 20 follows:

21 **FOR THE STATE TREASURER—TRANSFERS**

22 Motor Vehicle Account—State Appropriation:
 23 For motor vehicle fuel tax refunds and
 24 statutory transfers. (~~(\$2,145,972,000)~~)
 25 \$2,142,063,000

26 **Sec. 1004.** 2018 c 297 s 405 (uncodified) is amended to read as
 27 follows:

28 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

29 Motor Vehicle Account—State Appropriation:
 30 For motor vehicle fuel tax refunds and
 31 transfers. (~~(\$203,535,000)~~)
 32 \$221,282,000

33 **Sec. 1005.** 2018 c 297 s 406 (uncodified) is amended to read as
 34 follows:

1 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

2 (1) (~~Highway Safety Account—State Appropriation:~~
3 ~~For transfer to the Motor Vehicle Account—State.~~ \$30,000,000

4 ~~(2) Transportation Partnership Account—State~~
5 ~~Appropriation: For transfer to the Connecting~~
6 ~~Washington Account—State.~~ \$10,946,000

7 ~~(3) Motor Vehicle Account—State Appropriation:~~
8 ~~For transfer to the Connecting Washington~~
9 ~~Account—State.~~ \$56,464,000

10 ~~(4))~~ (2) Motor Vehicle Account—State Appropriation:
11 For transfer to the Freight Mobility Investment
12 Account—State. \$8,511,000

13 ((~~5~~)) (2) Motor Vehicle Account—State Appropriation:
14 For transfer to the Puget Sound Capital
15 Construction Account—State. ((~~\$20,000,000~~))
16 \$15,000,000

17 ((~~6~~)) (3) Motor Vehicle Account—State Appropriation:
18 For transfer to the Rural Arterial Trust
19 Account—State. \$4,844,000

20 ((~~7~~)) (4) Motor Vehicle Account—State Appropriation:
21 For transfer to the Transportation Improvement
22 Account—State. \$9,688,000

23 ((~~8~~)) (5) Highway Safety Account—State Appropriation:
24 For transfer to the State Patrol Highway
25 Account—State. ((~~\$33,000,000~~))
26 \$3,000,000

27 ((~~9~~) ~~Puget Sound Ferry Operations Account—State~~
28 ~~Appropriation: For transfer to the Connecting~~
29 ~~Washington Account—State.~~ \$1,305,000

30 ~~(10))~~ (6) Rural Mobility Grant Program Account—State
31 Appropriation: For transfer to the Multimodal
32 Transportation Account—State. \$3,000,000

33 ((~~11~~)) (7) State Route Number 520 Civil Penalties
34 Account—State Appropriation: For transfer to
35 the State Route Number 520 Corridor
36 Account—State. \$2,000,000

37 ((~~12~~)) (8) Capital Vessel Replacement Account—State
38 Appropriation: For transfer to the Connecting

1 Washington Account—State. \$36,500,000
2 ((~~13~~)) (9) Multimodal Transportation Account—State
3 Appropriation: For transfer to the Freight
4 Mobility Multimodal Account—State. \$8,511,000
5 ((~~14~~)) (10) Multimodal Transportation Account—State
6 Appropriation: For transfer to the Puget Sound
7 Capital Construction Account—State. \$34,000,000
8 ((~~15~~)) (11) Multimodal Transportation Account—State
9 Appropriation: For transfer to the Puget Sound
10 Ferry Operations Account—State. (~~(\$20,000,000)~~)
11 \$25,000,000
12 ((~~16~~)) (12) Multimodal Transportation Account—State
13 Appropriation: For transfer to the Regional
14 Mobility Grant Program Account—State. \$27,679,000
15 ((~~17~~)) (13) Multimodal Transportation Account—State
16 Appropriation: For transfer to the Rural
17 Mobility Grant Program Account—State. \$15,223,000
18 ((~~18~~)) (14) Tacoma Narrows Toll Bridge Account—State
19 Appropriation: For transfer to the Motor Vehicle
20 Account—State. \$950,000
21 ((~~19~~)) (15) Transportation 2003 Account (Nickel Account)—
22 State Appropriation: For transfer to the Connecting
23 Washington Account—State. \$22,970,000
24 ((~~20~~)) (16)(a) Interstate 405 Express Toll Lanes Operations
25 Account—State Appropriation: For transfer to the
26 Motor Vehicle Account—State. \$2,019,000
27 (b) The transfer identified in this subsection is provided solely
28 to repay in full the motor vehicle account—state appropriation loan
29 from section 407(19), chapter 222, Laws of 2014.
30 ((~~21~~)) (17)(a) Transportation Partnership Account—State
31 Appropriation: For transfer to the Alaskan Way Viaduct
32 Replacement Project Account—State. (~~(\$122,047,000)~~)
33 \$122,051,000
34 (b) The amount transferred in this subsection represents that
35 portion of the up to \$200,000,000 in proceeds from the sale of bonds
36 authorized in RCW 47.10.873, intended to be sold through the
37 2021-2023 fiscal biennium, used only for construction of the SR 99/
38 Alaskan Way Viaduct Replacement project (809936Z), and that must be

1 repaid from the Alaskan Way viaduct replacement project account
2 consistent with RCW 47.56.864.

3 ~~((22)(a))~~ (18)(a) 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 and is a loan to be repaid in a future biennium. ~~((It is the intent
8 of the legislature that this transfer is temporary, for the purpose
9 of minimizing the impact of toll increases, and an equivalent
10 reimbursing transfer is to occur in November 2019.~~

11 ~~(23))~~ (19) Motor Vehicle Account—State Appropriation:
12 For transfer to the County Arterial Preservation
13 Account—State. \$4,844,000

14 ~~((24)(a) General Fund Account—State Appropriation:
15 For transfer to the State Patrol Highway
16 Account—State. \$625,000~~

17 ~~(b))~~ (20) The state treasurer shall transfer the funds only
18 after receiving notification from the Washington state patrol under
19 section 207(6) ~~((of this act)),~~ chapter 297, Laws of 2018.

20 ~~((25))~~ (21)(a) Motor Vehicle Account—State Appropriation:
21 For transfer to the Alaskan Way Viaduct Replacement
22 Project Account—State. ~~(((\$11,337,000))~~
23 \$10,018,000

24 (b) The funds provided in (a) of this subsection are a loan to
25 the Alaskan Way viaduct replacement project account—state, and the
26 legislature assumes that these funds will be reimbursed to the motor
27 vehicle account—state at a later date when the portion of state route
28 number 99 that is a deep bore tunnel is operational.

29 ~~((26) Multimodal Transportation Account—State
30 Appropriation: For transfer to the Highway Safety
31 Account—State. \$7,000,000~~

32 ~~(27))~~ (22)(a) Alaskan Way Viaduct Replacement Project
33 Account—State Appropriation: For transfer to the
34 Transportation Partnership Account—State. ~~(((\$2,400,000))~~
35 \$1,497,000

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

39 (23) Transportation 2003 Account (Nickel Account)

1 —State Appropriation: For transfer to the Motor
2 Vehicle Account—State. \$5,000,000

3 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

4 **Sec. 1101.** 2018 c 297 s 701 (uncodified) is amended to read as
5 follows:

6 **ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS**

7 (1) The department of transportation is authorized, subject to
8 the conditions in (~~section 305(3) of this act~~) section 305(3),
9 chapter 297, Laws of 2018, to enter into a financing contract
10 pursuant to chapter 39.94 RCW through the state treasurer's lease-
11 purchase program for the purposes indicated. The department may use
12 any funds, appropriated or nonappropriated, in not more than the
13 principal amounts indicated, plus financing expenses and required
14 reserves, if any. Expenditures made by the department of
15 transportation for the indicated purposes before the issue date of
16 the authorized financing contract and any certificates of
17 participation therein may be reimbursed from proceeds of the
18 financing contract and any certificates of participation therein to
19 the extent provided in the agency's financing plan approved by the
20 state finance committee.

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

25 NEW SECTION. **Sec. 1102.** A new section is added to 2018 c 297
26 (uncodified) to read as follows:

27 The appropriations to the department of transportation in chapter
28 297, Laws of 2018 and this act must be expended for the programs and
29 in the amounts specified in this act. However, after May 1, 2019,
30 unless specifically prohibited, the department may transfer state
31 appropriations for the 2017-2019 fiscal biennium among operating
32 programs after approval by the director of the office of financial
33 management. However, the department shall not transfer state moneys
34 that are provided solely for a specific purpose. The department shall
35 not transfer funds, and the director of the office of financial
36 management shall not approve the transfer, unless the transfer is
37 consistent with the objective of conserving, to the maximum extent

1 possible, the expenditure of state funds and not federal funds. The
2 director of the office of financial management shall notify the
3 appropriate transportation committees of the legislature prior to
4 approving any allotment modifications or transfers under this
5 section.

6 **MISCELLANEOUS**

7 NEW SECTION. **Sec. 1201.** If any provision of this act or its
8 application to any person or circumstance is held invalid, the
9 remainder of the act or the application of the provision to other
10 persons or circumstances is not affected.

11 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
12 preservation of the public peace, health, or safety, or support of
13 the state government and its existing public institutions, and takes
14 effect immediately.

(End of Bill)

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