
ENGROSSED SUBSTITUTE HOUSE BILL 1160

State of Washington

66th Legislature

2019 Regular Session

By House Transportation (originally sponsored by Representatives Fey, Wylie, Slatter, and Valdez; by request of Office of Financial Management)

READ FIRST TIME 03/28/19.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 43.19.642, 46.20.745, 47.60.322, 46.68.060, 46.68.280,
3 46.68.290, 46.68.325, 47.56.403, 47.56.876, and 46.68.300; amending
4 2018 c 297 ss 201, 202, 203, 204, 207, 208, 209, 210, 211, 212, 213,
5 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 301, 303, 304, 305,
6 306, 307, 308, 309, 310, 311, 401, 403, 404, 405, and 406
7 (uncodified); adding a new section to 2018 c 297 (uncodified);
8 creating new sections; making appropriations and authorizing
9 expenditures for capital improvements; providing a contingent
10 effective date; and declaring an 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 OFFICE OF FINANCIAL MANAGEMENT**

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

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

30 TOTAL APPROPRIATION. \$1,474,000

31 NEW SECTION. **Sec. 103. FOR THE STATE PARKS AND RECREATION**
32 **COMMISSION**

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

1 The appropriation in this section is subject to the following
2 conditions and limitations: The entire appropriation in this section
3 is provided solely for road maintenance purposes.

4 NEW SECTION. **Sec. 104. FOR THE DEPARTMENT OF AGRICULTURE**

5 Motor Vehicle Account—State Appropriation \$1,325,000

6 NEW SECTION. **Sec. 105. FOR THE LEGISLATIVE EVALUATION AND**
7 **ACCOUNTABILITY PROGRAM COMMITTEE**

8 Motor Vehicle Account—State Appropriation \$637,000

9 NEW SECTION. **Sec. 106. FOR THE JOINT LEGISLATIVE AUDIT AND**
10 **REVIEW COMMITTEE**

11 State Patrol Highway Account—State Appropriation. \$90,000

12 \$90,000 of the state patrol highway account—state appropriation
13 is provided solely for an update to the 1999 study of the Washington
14 state patrol's vehicle replacement life cycle cost model.

15 NEW SECTION. **Sec. 107. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

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

17 The appropriation in this section is subject to the following
18 conditions and limitations: \$350,000 of the motor vehicle account—
19 state appropriation is provided solely for the department, from
20 amounts set aside out of statewide fuel taxes distributed to cities
21 according to RCW 46.68.110(2), to contract with the association of
22 Washington cities to inventory and assess fish passage barriers
23 associated with city roads located in the *U.S. v. Washington* case
24 area, water resource inventory area numbers one through twenty-three.
25 The study is a continuation of previous inventories, and priority
26 must be given to the assessment of sites that have not yet been
27 inventoried. The initial goal of the study is to finalize the
28 inventory of all city-owned fish passage barriers within the case
29 area. After the initial goal has been met, within any remaining funds
30 and after consultation with the Washington association of cities, the
31 department shall perform downstream access checks on city inventory
32 sites and to reassess existing city inventories that have not been
33 assessed since June 2012. The inventories and assessments must be
34 conducted using the methods described in the department's fish

1 passage, inventory, assessment, and prioritization manual. A report
2 of the study must be provided to the office of financial management
3 and the transportation committees of the legislature by July 1, 2020.

4 NEW SECTION. **Sec. 108. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

5	Pilotage Account—State Appropriation	\$1,561,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$2,700,000
8	TOTAL APPROPRIATION.	\$4,261,000

9 The appropriation in this section is subject to the following
10 conditions and limitations:

11 (1) \$2,700,000 of the multimodal transportation account—state
12 appropriation and \$654,000 of the pilotage account—state
13 appropriation are provided solely for self-insurance liability
14 premium expenditures; however, this appropriation is contingent upon
15 the board:

16 (a) Annually depositing the first one hundred fifty thousand
17 dollars collected through Puget Sound pilotage district pilotage
18 tariffs into the pilotage account; and

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

22 (2) The board of pilotage commissioners shall file the annual
23 report to the governor and chairs of the transportation committees
24 required under RCW 88.16.035(1)(f) by September 1, 2019, and annually
25 thereafter. The report must include the continuation of policies and
26 procedures necessary to increase the diversity of pilots, trainees,
27 and applicants, including a diversity action plan. The diversity
28 action plan must articulate a comprehensive vision of the board's
29 diversity goals and the steps it will take to reach those goals.

30 NEW SECTION. **Sec. 109. FOR THE UTILITIES AND TRANSPORTATION**
31 **COMMISSION**

32	Grade Crossing Protective Account—State Appropriation . . .	\$504,000
33	Pilotage Account—State Appropriation	\$150,000
34	TOTAL APPROPRIATION.	\$654,000

35 NEW SECTION. **Sec. 110. FOR THE HOUSE OF REPRESENTATIVES**

36	Motor Vehicle Account—State Appropriation	\$2,771,000
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NEW SECTION. **Sec. 111. FOR THE SENATE**

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

NEW SECTION. **Sec. 112. FOR THE DEPARTMENT OF NATURAL RESOURCES**

Multimodal Transportation Account—State
Appropriation \$180,000

The appropriation in this section is subject to the following conditions and limitations: \$180,000 of the multimodal transportation account—state appropriation is provided solely for replacing speed limit buoys in the north end of lake Washington for enhanced seaplane safety.

TRANSPORTATION AGENCIES—OPERATING

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

Highway Safety Account—State Appropriation \$4,827,000
Highway Safety Account—Federal Appropriation \$27,077,000
Highway Safety Account—Private/Local Appropriation \$118,000
School Zone Safety Account—State Appropriation \$850,000
TOTAL APPROPRIATION. \$32,872,000

The appropriations in this section are subject to the following conditions and limitations: \$150,000 of the highway safety account—state appropriation is provided solely for the implementation of chapter . . . (Engrossed Substitute House Bill No. 1723) (Cooper Jones active transportation safety council), Laws of 2019. If chapter . . . (Engrossed Substitute House Bill No. 1723), Laws of 2019 is not enacted by June 30, 2019, the amounts provided in this section shall lapse.

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

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

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

1 Transportation Improvement Account—State
2 Appropriation \$4,389,000

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

4 Motor Vehicle Account—State Appropriation \$1,485,000
5 Multimodal Transportation Account—State
6 Appropriation. \$450,000
7 TOTAL APPROPRIATION. \$1,935,000

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

10 (1)(a) \$450,000 of the multimodal transportation account—state
11 appropriation is for the joint transportation committee to conduct an
12 analysis of the electrification of public fleets in Washington state.
13 The study must include the following:

14 (i) An inventory of existing public fleets for the state of
15 Washington, counties, a sampling of cities, and public transit
16 agencies. The inventory must differentiate among electric vehicles,
17 hybrid vehicles, gasoline powered vehicles, and any other functional
18 categories. Three cities from each of the following population ranges
19 must be selected for the analysis:

- 20 (A) Population up to and including twenty-five thousand;
- 21 (B) Population greater than twenty-five thousand and up to and
22 including fifty thousand;
- 23 (C) Population greater than fifty thousand and up to and
24 including one hundred thousand;
- 25 (D) Population greater than one hundred thousand;

26 (ii) A review of currently available electric vehicle
27 alternatives to the vehicle types most commonly used by the state,
28 counties, cities, and public transit agencies. The review must
29 include:

- 30 (A) The average vehicle cost differential among the commercially
31 available fuel options;
- 32 (B) A cost benefit analysis of the conversion of different
33 vehicle classes; and
- 34 (C) Recommendations for the types of vehicles that should be
35 excluded from consideration due to insufficient alternatives,
36 unreliable technology, or excessive cost;

1 (iii) The projected costs of achieving substantial conversion to
2 electric fleets by 2025, 2030, and 2035 for the state, counties,
3 cities, and public transit agencies. This cost estimate must include:

4 (A) Vehicle acquisition costs, charging infrastructure costs, and
5 other associated costs;

6 (B) Financial constraints of each type of entity to transition to
7 an electric vehicle fleet; and

8 (C) Any other identified barriers to transitioning to an electric
9 vehicle fleet;

10 (iv) Identification and analysis of financing mechanisms that
11 could be used to finance the transition of publicly owned vehicles to
12 electric vehicles. These mechanisms include, but are not limited to:
13 Energy or carbon savings performance contracting, utility grants and
14 rebates, revolving loan funds, state grant programs, private third-
15 party financing, fleet management services, leasing, vehicle use
16 optimization, and vehicle to grid technology; and

17 (v) The predicted number and location profile of electric vehicle
18 fueling stations needed statewide to provide fueling for the fleets
19 of the state, counties, cities, and public transit agencies.

20 (b) In developing and implementing the study, the joint
21 transportation committee must solicit input from representatives of
22 the department of enterprise services, the department of
23 transportation, the department of licensing, the Washington state
24 association of counties, the association of Washington cities, the
25 Washington state transit association, transit agencies, and others as
26 deemed appropriate.

27 (c) The joint transportation committee must issue a report of its
28 findings and recommendations to the transportation committees of the
29 legislature by June 30, 2020.

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

31 Motor Vehicle Account—State Appropriation	\$3,166,000
32 Multimodal Transportation Account—State Appropriation	\$112,000
33 TOTAL APPROPRIATION.	\$3,278,000

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

36 (1)(a) The commission shall reconvene the road usage charge
37 steering committee, with the same membership authorized in chapter
38 222, Laws of 2014, as well as the addition of a representative from

1 the Puget Sound regional council, and shall report at least once
2 every three months to the steering committee with updates on report
3 development for the completed road usage charge pilot project until
4 the final report is submitted. The final report on the road usage
5 charge pilot project is due to the transportation committees of the
6 legislature by December 1, 2019. Any legislative vacancies on the
7 steering committee must be appointed by the speaker of the house of
8 representatives for a house of representatives member vacancy, and by
9 the president of the senate for a senate member vacancy.

10 (b) The commission shall coordinate with the department of
11 transportation to jointly seek federal funds available through the
12 federal surface transportation system funding alternatives grant
13 program, applying toll credits for meeting match requirements. One or
14 more grant applications may be developed that, at a minimum propose
15 to:

16 (i) (A) Update the recommended road usage charge operational
17 concepts and business case presented to the road usage charge
18 steering committee to reflect a range of scenarios regarding fleet
19 electrification and use of shared vehicles. The operational concepts
20 must include technological or system features necessary to ensure
21 collection of the road usage charge from electric vehicles and fleets
22 of shared and/or autonomous vehicles, if applicable. The business
23 case must assess a range of gross revenue impacts to a road usage
24 charge and fuel taxes resulting from changes to total vehicle miles
25 traveled under scenarios with varying degrees of shared, autonomous,
26 and/or electric vehicle adoption rates; and

27 (B) Develop a detailed plan for phasing in the implementation of
28 road usage charges for vehicles operated in Washington, incorporating
29 any updates to road usage charge policy recommendations made in
30 (b) (i) (A) of this subsection and including consideration of methods
31 for reducing the cost of collections for a road usage charge system
32 in Washington state.

33 (ii) A year-end report on the status of any federally-funded
34 project for which federal funding is secured must be provided to the
35 governor's office and the transportation committees of the
36 legislature by January 1, 2020.

37 (2) (a) \$250,000 of the motor vehicle account—state appropriation
38 is provided solely for the transportation commission to conduct a
39 study of discounted tolls and other similar programs for low-income
40 drivers that are provided by other states, countries, or other

1 entities and how such a program could be implemented in the state of
2 Washington. The transportation commission may contract with a
3 consultant to conduct all or a portion of this study.

4 (b) In conducting this study, the transportation commission shall
5 consult with both the department of transportation and the department
6 of social and health services.

7 (c) The transportation commission shall, at a minimum, consider
8 the following issues when conducting the study of discounted tolls
9 and other similar programs for low-income drivers:

10 (i) The benefits, requirements, and any potential detriments to
11 the users of a program;

12 (ii) The most cost-effective way to implement a program given
13 existing financial commitments, shared cost requirements across
14 facilities, and technical requirements to execute and maintain a
15 program;

16 (iii) The implications of a program for tolling policies,
17 revenues, costs, operations, and enforcement; and

18 (iv) Any implications to tolled facilities based on the type of
19 tolling implemented on a particular facility.

20 (d) The transportation commission shall provide a report
21 detailing the findings of this study and recommendations for
22 implementing a discounted toll or other appropriate program in the
23 state of Washington to the transportation committees of the
24 legislature by December 1, 2021.

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

27 Freight Mobility Investment Account—State Appropriation . . . \$789,000

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

29 State Patrol Highway Account—State Appropriation . . . \$508,179,000

30 State Patrol Highway Account—Federal Appropriation . . . \$15,990,000

31 State Patrol Highway Account—Private/Local

32 Appropriation \$4,256,000

33 Highway Safety Account—State Appropriation \$1,206,000

34 Ignition Interlock Device Revolving Account—State

35 Appropriation \$6,510,000

36 Multimodal Transportation Account—State Appropriation . . . \$274,000

37 TOTAL APPROPRIATION. \$536,415,000

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

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

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

20 (3) The Washington state patrol must submit a workforce diversity
21 plan that identifies ongoing, and both short-term and long-term,
22 specific comprehensive outreach and recruitment strategies to
23 increase populations underrepresented within both commissioned and
24 noncommissioned employee groups. The report must be delivered to the
25 house and senate transportation committees by January 1, 2020.

26 (4) \$4,210,000 of the state patrol highway account—state
27 appropriation is provided solely for an additional cadet class,
28 consisting of the 38th arming class and 114th trooper basic training
29 class, in the 2019-2021 fiscal biennium.

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

31 Marine Fuel Tax Refund Account—State Appropriation	\$34,000
32 Motorcycle Safety Education Account—State	
33 Appropriation	\$4,935,000
34 State Wildlife Account—State Appropriation	\$528,000
35 Highway Safety Account—State Appropriation	\$234,749,000
36 Highway Safety Account—Federal Appropriation	\$1,294,000
37 Motor Vehicle Account—State Appropriation	\$80,656,000
38 Motor Vehicle Account—Private/Local Appropriation	\$7,520,000

1	Ignition Interlock Device Revolving Account—State	
2	Appropriation	\$6,079,000
3	Department of Licensing Services Account—State	
4	Appropriation	\$7,951,000
5	License Plate Technology Account—State	
6	Appropriation	\$4,250,000
7	Abandoned Recreational Vehicle Account—State	
8	Appropriation.	\$2,910,000
9	Limousine Carriers Account—State Appropriation.	\$113,000
10	DOL Technology Improvement and Data Management	
11	Account—State Appropriation.	\$2,250,000
12	TOTAL APPROPRIATION.	\$353,269,000

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

15 (1) The department must place personal and company data elements
16 in separate data fields to allow the department to select discrete
17 data elements when providing information or data to persons or
18 entities outside the department. Pursuant to the restrictions in
19 federal and state law, a person's photo, social security number, or
20 medical information must not be made available through public
21 disclosure or data being provided under RCW 46.12.630 or 46.12.635.

22 (2) \$24,028,000 of the highway safety account—state appropriation
23 is provided solely for costs necessary to accommodate increased
24 demand for enhanced drivers' licenses and enhanced identicards. The
25 department shall report on a quarterly basis on the use of these
26 funds, associated workload, and information with comparative
27 information with recent comparable months in prior years. The report
28 will include detailed statewide and by licensing service office
29 information on staffing levels, average monthly wait times, the
30 number of enhanced drivers' licenses and enhanced identicards issued/
31 renewed, and the number of primary drivers' licenses and identicards
32 issued/renewed. Within the amounts provided in this subsection, the
33 department shall implement efficiency measures to reduce the time for
34 licensing transactions and wait times.

35 (3) The budget includes amounts for the department to implement
36 employee training and other activities related to improving the
37 protection of private information and increasing racial and cultural
38 awareness by employees in administering licensing responsibilities.

1 (4) \$1,404,000 of the highway safety account—state appropriation
2 is provided solely for a new driver testing system at the department.
3 The department may not increase driver training school license
4 application and renewal fees in fiscal years 2020 and 2021 to support
5 the cost of the new driver testing system described in this
6 subsection.

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

10 (6) \$25,000 of the motorcycle safety education account—state
11 appropriation, \$4,000 of the state wildlife account—state
12 appropriation, \$1,708,000 of the highway safety account—state
13 appropriation, \$576,000 of the motor vehicle account—state
14 appropriation, \$22,000 of the ignition interlock device revolving
15 account—state appropriation, and \$28,000 of the department of
16 licensing services account—state appropriation are provided solely
17 for the department to fund the appropriate staff, other than data
18 stewards, and necessary equipment and software for data management,
19 data analytics, and data compliance activities. The department must,
20 in consultation with the office of the chief information officer,
21 construct a framework with goals for providing better data
22 stewardship and a plan to achieve those goals. The department must
23 provide the framework and plan to the transportation committees of
24 the legislature by December 31, 2019. Appropriations provided for the
25 data stewardship and privacy project described in this subsection are
26 subject to the conditions, limitations, and review provided in
27 section 701 of this act.

28 (7) \$2,650,000 of the abandoned recreational vehicle disposal
29 account—state appropriation is provided solely for providing
30 reimbursements in accordance with the department's abandoned
31 recreational vehicle disposal reimbursement program. It is the intent
32 of the legislature that the department prioritize this funding for
33 allowable and approved reimbursements and not to build a reserve of
34 funds within the account.

35 (8) Within existing funds, the department shall conduct a study
36 to evaluate options for the implementation of prismatic
37 retroreflective technology on license plates. The department must
38 consult with the department of corrections, the department of
39 transportation, the Washington state patrol, and other appropriate

1 entities in conducting the study. The report must include information
2 on the potential improvements to license plate retroreflectivity and
3 legibility, implementation costs, effects of prismatic
4 retroreflective technology on license plate readers used by the
5 Washington state patrol for enforcement and by the department of
6 transportation in the photo toll collection process, and other
7 implementation issues. The department shall issue the report to the
8 transportation committees of the legislature by December 31, 2019.

9 (9) \$139,000 of the motorcycle safety education account—state
10 appropriation is provided solely for the implementation of
11 chapter . . . (Substitute House Bill No. 1116), Laws of 2019
12 (motorcycle safety). If chapter . . . (Substitute House Bill No.
13 1116), Laws of 2019 is not enacted by June 30, 2019, the amount
14 provided in this subsection lapses.

15 (10) \$24,000 of the motor vehicle account—state appropriation is
16 provided solely for the implementation of chapter . . . (Engrossed
17 House Bill No. 1996), Laws of 2019 (San Juan Islands license plate).
18 If chapter . . . (Engrossed House Bill No. 1996), Laws of 2019 is not
19 enacted by June 30, 2019, the amount provided in this subsection
20 lapses.

21 (11) \$24,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter . . . (House Bill
23 No. 2062), Laws of 2019 (Seattle Storm license plate). If
24 chapter . . . (House Bill No. 2062), Laws of 2019 is not enacted by
25 June 30, 2019, the amount provided in this subsection lapses.

26 (12) \$20,000 of the motor vehicle account—state appropriation is
27 provided solely for the implementation of chapter . . . (Substitute
28 House Bill No. 1197), Laws of 2019 (Gold Star license plate). If
29 chapter . . . (Substitute House Bill No. 1197), Laws of 2019 is not
30 enacted by June 30, 2019, the amount provided in this subsection
31 lapses.

32 (13) \$31,000 of the motor vehicle account—state appropriation is
33 provided solely for the implementation of chapter . . . (Substitute
34 House Bill No. 1436), Laws of 2019 (snow bikes). If chapter . . .
35 (Substitute House Bill No. 1436), Laws of 2019 is not enacted by June
36 30, 2019, the amount provided in this subsection lapses.

37 (14) \$149,000 of the highway safety account—state appropriation
38 and \$218,000 of the ignition interlock device revolving account—state
39 appropriation is provided solely for the implementation of

1 chapter . . . (Engrossed Substitute House Bill No. 1504), Laws of
2 2019 (impaired driving). If chapter . . . (Engrossed Substitute House
3 Bill No. 1504), Laws of 2019 is not enacted by June 30, 2019, the
4 amount provided in this subsection lapses.

5 (15) \$11,000 of the motor vehicle account—state appropriation is
6 provided solely for the implementation of chapter . . . (House Bill
7 No. 1707), Laws of 2019 (disabled veteran license plate). If
8 chapter . . . (House Bill No. 1707), Laws of 2019 is not enacted by
9 June 30, 2019, the amount provided in this subsection lapses.

10 (16) \$24,000 of the motor vehicle account—state appropriation is
11 provided solely for the implementation of chapter . . . (House Bill
12 No. 2058), Laws of 2019 (Purple Heart license plate). If
13 chapter . . . (House Bill No. 2058), Laws of 2019 is not enacted by
14 June 30, 2019, the amount provided in this subsection lapses.

15 (17) \$24,000 of the motor vehicle account—state appropriation is
16 provided solely for the implementation of chapter . . . (Engrossed
17 House Bill No. 2067), Laws of 2019 (vehicle and vessel owner
18 information). If chapter . . . (Engrossed House Bill No. 2067), Laws
19 of 2019 is not enacted by June 30, 2019, the amount provided in this
20 subsection lapses.

21 (18) \$24,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter . . . (House Bill
23 No. 1255), Laws of 2019 (Patches Pal license plate). If chapter . . .
24 (House Bill No. 1255), Laws of 2019 is not enacted by June 30, 2019,
25 the amount provided in this subsection lapses.

26 (19) \$24,000 of the motor vehicle account—state appropriation is
27 provided solely for the implementation of chapter . . . (Engrossed
28 Substitute House Bill No. 2050), Laws of 2019 (Washington wine
29 license plate). If chapter . . . (Engrossed Substitute House Bill No.
30 2050), Laws of 2019 is not enacted by June 30, 2019, the amount
31 provided in this subsection lapses.

32 (20) \$24,000 of the motor vehicle account—state appropriation is
33 provided solely for the implementation of chapter . . . (House Bill
34 No. 2085), Laws of 2019 (Mount St. Helens license plate). If
35 chapter . . . (House Bill No. 2085), Laws of 2019 is not enacted by
36 June 30, 2019, the amount provided in this subsection lapses.

37 (21) \$600,000 of the highway safety account—state appropriation
38 is provided solely for the department to provide an interagency
39 transfer to the department of social and health services, children's

1 administration division for the purpose of providing driver's license
2 support to a larger population of foster youth than is already served
3 within existing resources. Support services include reimbursement of
4 driver's license issuance costs, fees for driver training education,
5 and motor vehicle liability insurance costs.

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

8	High Occupancy Toll Lanes Operations Account—State	
9	Appropriation	\$3,774,000
10	Motor Vehicle Account—State Appropriation	\$513,000
11	State Route Number 520 Corridor Account—State	
12	Appropriation	\$43,360,000
13	State Route Number 520 Civil Penalties Account—State	
14	Appropriation	\$4,145,000
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation	\$27,672,000
17	Interstate 405 Express Toll Lanes Operations	
18	Account—State Appropriation	\$18,115,000
19	Alaskan Way Viaduct Replacement Project Account—State	
20	Appropriation.	\$19,999,000
21	TOTAL APPROPRIATION.	\$117,578,000

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

24 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
25 appropriation and \$11,034,000 of the state route number 520 corridor
26 account—state appropriation are provided solely for the purposes of
27 addressing unforeseen operations and maintenance costs on the Tacoma
28 Narrows bridge and the state route number 520 bridge, respectively.
29 The office of financial management shall place the amounts provided
30 in this subsection, which represent a portion of the required minimum
31 fund balance under the policy of the state treasurer, in unallotted
32 status. The office may release the funds only when it determines that
33 all other funds designated for operations and maintenance purposes
34 have been exhausted.

35 (2) As long as the facility is tolled, the department must
36 provide quarterly reports to the transportation committees of the
37 legislature on the Interstate 405 express toll lane project

1 performance measures listed in RCW 47.56.880(4). These reports must
2 include:

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

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

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

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

31 (3) \$71,000 of the high occupancy toll lanes operations account—
32 state appropriation, \$1,238,000 of the state route number 520
33 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
34 toll bridge account—state appropriation, \$460,000 of the Interstate
35 405 express toll lanes operations account—state appropriation, and
36 \$699,000 of the Alaskan Way viaduct replacement project account—state
37 appropriation are provided solely for the department to finish
38 implementing a new tolling customer service toll collection system,

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

3 (a) The department must provide a project status report to the
4 office of financial management and the transportation committees of
5 the legislature on at least a calendar quarterly basis until the
6 completion of the project. The report must include, but is not
7 limited to:

8 (i) Detailed information about the planned and actual scope,
9 schedule, and budget;

10 (ii) Status of project deliverables; and

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

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

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

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

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

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

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

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

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

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

5 (iv) Workload costs related to hearings;

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

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

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

11 (5) \$17,303,000 of the Interstate 405 express toll lanes
12 operations account—state appropriation is provided solely for
13 operational costs related to the express toll lane facility.

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

28 (7) \$19,300,000 of the Alaskan Way viaduct replacement project
29 account—state appropriation is provided solely for the new state
30 route number 99 tunnel toll facility's expected share of collecting
31 toll revenues, operating customer services, and maintaining toll
32 collection systems. The legislature expects to see appropriate
33 reductions to the other toll facility accounts once tolling on the
34 new state route number 99 tunnel toll facility commences and any
35 previously incurred costs for start-up of the new facility are
36 charged back to the Alaskan Way viaduct replacement project account.
37 The office of financial management shall closely monitor the
38 application of the cost allocation model and ensure that the new
39 state route number 99 tunnel toll facility is adequately sharing

1 costs and the other toll facility accounts are not being overspent or
2 subsidizing the new state route number 99 tunnel toll facility.

3 (8) \$256,000 of the high occupancy toll lanes operations account—
4 state appropriation and \$352,000 of the Interstate 405 express toll
5 lanes operations account—state appropriation are provided solely for
6 increased levels of service from the Washington State Patrol for
7 enforcement of toll lane violations on the state route 167 high
8 occupancy toll lanes and the Interstate 405 express toll lanes. The
9 department shall compile monthly data on the number of Washington
10 State Patrol enforcement hours on each facility and the percentage of
11 time during peak hours that speeds are at or above 45 miles per hour
12 on each facility. The department shall provide this data in a report
13 to the transportation committees of the legislature on at least a
14 calendar quarter basis.

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

17	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
18	Motor Vehicle Account—State Appropriation	\$88,549,000
19	Puget Sound Ferry Operations Account—State	
20	Appropriation	\$263,000
21	Multimodal Transportation Account—State	
22	Appropriation	\$2,878,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation	\$1,460,000
25	TOTAL APPROPRIATION.	\$94,610,000

26 The appropriations in this section are subject to the following
27 conditions and limitations: \$6,632,000 of the motor vehicle account—
28 state appropriation is provided solely for the development of the
29 labor system replacement project and is subject to the conditions,
30 limitations, and review provided in section 701 of this act. It is
31 the intent of the legislature that if any portion of the labor system
32 replacement project is leveraged in the future for the time, leave,
33 and labor distribution of any other agencies, the motor vehicle
34 account will be reimbursed proportionally for the development of the
35 system since amounts expended from the motor vehicle account must be
36 used exclusively for highway purposes in conformance with Article II,
37 section 40 of the state Constitution. This must be accomplished
38 through a loan arrangement with the current interest rate under the

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

6 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
7 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
8 **OPERATING**

9	Motor Vehicle Account—State Appropriation	\$32,292,000
10	State Route Number 520 Corridor Account—State	
11	Appropriation	\$34,000
12	TOTAL APPROPRIATION.	\$32,326,000

13 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
14 **AVIATION—PROGRAM F**

15	Aeronautics Account—State Appropriation	\$7,634,000
16	Aeronautics Account—Federal Appropriation	\$2,542,000
17	Aeronautics Account—Private/Local Appropriation	\$60,000
18	Public Use General Aviation Airport Loan Revolving	
19	Account—State Appropriation.	\$2,500,000
20	TOTAL APPROPRIATION.	\$12,736,000

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

23 (1) \$2,751,000 of the aeronautics account—state appropriation is
24 provided solely for the airport aid grant program, which provides
25 competitive grants to public use airports for pavement, safety,
26 maintenance, planning, and security.

27 (2) \$2,500,000 of the public use general aviation airport loan
28 revolving account—state appropriation is provided solely for the
29 implementation of chapter . . . (Substitute House Bill No. 1456)
30 (community aviation revitalization loan program), Laws of 2019. If
31 chapter . . . (House Bill No. 1456), Laws of 2019 is not enacted by
32 June 30, 2019, the amount provided in this subsection lapses.

33 (3) \$432,000 of the aeronautics account—state appropriation is
34 provided solely for 1 FTE planning position to support emerging
35 technologies and for the implementation of chapter . . . (House Bill
36 No. 1397) (electric aircraft work group), Laws of 2019. If

1 chapter . . . (House Bill No. 1397), Laws of 2019 is not enacted by
2 June 30, 2019, \$165,000 of the amount in this subsection lapses.

3 (4) \$165,000 of the aeronautics account—state appropriation is
4 provided solely for the department to convene an electric aircraft
5 work group to study the state of the electrically powered aircraft
6 industry and assess infrastructure needs related to the deployment of
7 electric or hybrid-electric aircraft for commercial air travel in
8 Washington state.

9 (a) The chair of the work group may be a consultant specializing
10 in aeronautics. The work group must include, but is not limited to,
11 representation from the electric aircraft industry, the aircraft
12 manufacturing industry, electric utility districts, the battery
13 industry, the department of commerce, the department of
14 transportation aviation division, the airline pilots association, a
15 primary airport representing an airport association, and the airline
16 industry.

17 (b) The study must include, but is not limited to:

18 (i) Infrastructure requirements necessary to facilitate electric
19 aircraft operations at airports;

20 (ii) Potential economic and public benefits including, but not
21 limited to, the direct and indirect impact on the number of
22 manufacturing and service jobs and the wages from those jobs in
23 Washington state;

24 (iii) Potential incentives for industry in the manufacturing and
25 operation of electric aircraft for regional air travel;

26 (iv) Educational and workforce requirements for manufacturing and
27 maintaining electric aircraft;

28 (v) Demand and forecast for electric aircraft use to include
29 expected timeline of the aircraft entering the market given federal
30 aviation administration certification requirements;

31 (vi) Identification of up to six airports in Washington state
32 that may benefit from a pilot program once an electrically propelled
33 aircraft for commercial use becomes available; and

34 (vii) Recommendations to further the advancement of the
35 electrification of aircraft for regional commercial use within
36 Washington state, including specific, measureable goals for the years
37 2030, 2040, and 2050 that reflect progressive and substantial
38 increases in the utilization of electric and hybrid-electric
39 commercial aircraft.

1 (c) The work group must submit a report and accompanying
2 recommendations to the transportation committees of the legislature
3 by November 15, 2020.

4 (d) If chapter . . . (House Bill No. 1397), Laws of 2019 is
5 enacted by June 30, 2019, this subsection (4) lapses.

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

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

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

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

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

28 (b) Prior to completing the transfer in this subsection (1), the
29 department must ensure that provisions are made to accommodate
30 private and public utilities and any facilities that predate the
31 department's acquisition of the property, at no cost to those
32 entities. Prior to completing the transfer, the department shall also
33 ensure that provisions, by fair market assessment, are made to
34 accommodate other private and public utilities and any facilities
35 that have been legally allowed by permit or other instrument.

36 (c) The department may sell any adjoining property that is not
37 necessary to support the Rocky Reach Trail and adjacent buffer areas
38 only after the transfer of trail-related property to the Washington

1 state parks and recreation commission is complete. Adjoining property
2 owners must be given the first opportunity to acquire such property
3 that abuts their property, and applicable boundary line or other
4 adjustments must be made to the legal descriptions for recording
5 purposes.

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

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

16	Motor Vehicle Account—State Appropriation	\$646,000
17	Electric Vehicle Charging Infrastructure	
18	Account—State Appropriation.	\$2,000,000
19	Multimodal Transportation Account—State	
20	Appropriation.	\$1,284,000
21	TOTAL APPROPRIATION.	\$3,930,000

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

24 (1) \$2,000,000 of the electric vehicle account—state
25 appropriation is provided solely for the clean alternative fuel
26 vehicle charging and refueling infrastructure program in
27 chapter . . . (Substitute House Bill No. 2042), Laws of 2019.

28 (2) \$1,200,000 of the multimodal transportation account—state
29 appropriation is provided solely for the pilot program established
30 under chapter . . . (Substitute House Bill No. 2042), Laws of 2019 to
31 provide clean alternative fuel vehicle use opportunities to
32 underserved communities and low to moderate income members of the
33 workforce not readily served by transit or located in transportation
34 corridors with emissions that exceed federal or state emissions
35 standards.

36 (3) \$84,000 of the multimodal transportation account—state
37 appropriation is provided solely for an interagency transfer to the
38 department of commerce for the purpose of conducting a study as

1 described in chapter . . . (Substitute House Bill No. 2042), Laws of
2 2019 to identify opportunities to reduce barriers to electric vehicle
3 adoption by lower income residents of the state through the use of
4 vehicle and infrastructure financing assistance.

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

7	Motor Vehicle Account—State Appropriation	\$475,847,000
8	Motor Vehicle Account—Federal Appropriation	\$7,000,000
9	State Route Number 520 Corridor Account—State	
10	Appropriation	\$4,447,000
11	Tacoma Narrows Toll Bridge Account—State	
12	Appropriation	\$1,549,000
13	Alaskan Way Viaduct Replacement Project	
14	Account—State Appropriation	\$8,998,000
15	I-405 Express Toll Lanes Operations Account—State	
16	Appropriation.	\$1,782,000
17	TOTAL APPROPRIATION.	\$499,623,000

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

20 (1) \$8,000,000 of the motor vehicle account—state appropriation
21 is provided solely for utility fees assessed by local governments as
22 authorized under RCW 90.03.525 for the mitigation of stormwater
23 runoff from state highways.

24 (2) \$4,447,000 of the state route number 520 corridor account—
25 state appropriation is provided solely to maintain the state route
26 number 520 floating bridge. These funds must be used in accordance
27 with RCW 47.56.830(3).

28 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
29 appropriation is provided solely to maintain the new Tacoma Narrows
30 bridge. These funds must be used in accordance with RCW 47.56.830(3).

31 (4) \$1,782,000 of the I-405 express toll lanes operations account
32 —state appropriation is provided solely to maintain the I-405 express
33 toll lanes between Lynnwood and Bellevue. These funds must be used in
34 accordance with RCW 47.56.830(3).

35 (5) \$1,015,000 of the motor vehicle account—state appropriation
36 is provided solely for a pilot partnership program between the
37 department and the city of Tacoma for the 2019-2021 biennium. The
38 pilot program shall address the safety and public health problems

1 created by homeless encampments on the department's property along
2 state highways within the city limits. \$570,000 is provided for
3 dedicated department maintenance staff and associated clean-up costs.
4 The department and the city of Tacoma shall enter into a reimbursable
5 agreement to cover up to \$445,000 of the city's expenses for clean-up
6 crews and landfill costs.

7 (6) \$5,000,000 of the motor vehicle account—state appropriation
8 is provided solely for a contingency pool for snow and ice removal.
9 The department must notify the office of financial management and the
10 transportation committees of the legislature when they have spent the
11 base budget for snow and ice removal and will begin using the
12 contingency pool funding.

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) When regional transit authority construction activities are
29 visible from a state highway, the department shall allow the regional
30 transit authority to place safe and appropriate signage informing the
31 public of the purpose of the construction activity.

32 (3) The department must make signage for low-height bridges a
33 high priority.

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

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

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

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

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

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

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

3	Motor Vehicle Account—State Appropriation	\$36,765,000
4	Motor Vehicle Account—Federal Appropriation	\$1,380,000
5	Motor Vehicle Account—Local Appropriation.	\$500,000
6	Multimodal Transportation Account—State	
7	Appropriation	\$1,129,000
8	TOTAL APPROPRIATION.	\$39,774,000

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

11 (1) \$2,000,000 of the motor vehicle account—state appropriation
12 is provided solely for a grant program that makes awards for the
13 following: (a) Support for nonprofit agencies, churches, and other
14 entities to help provide outreach to populations underrepresented in
15 the current apprenticeship programs; (b) preapprenticeship training;
16 and (c) child care, transportation, and other supports that are
17 needed to help women, veterans, and minorities enter and succeed in
18 apprenticeship. The department must report on grants that have been
19 awarded and the amount of funds disbursed by December 1, 2019, and
20 annually thereafter. If moneys are provided in the omnibus operating
21 appropriations act for a career connected learning grant program,
22 defined in chapter . . . (Substitute House Bill No. 1336), Laws of
23 2019, or otherwise, the amount provided in this subsection lapses.

24 (2) \$300,000 of the motor vehicle account—state appropriation is
25 provided solely for the department, in consultation with the
26 appropriate local jurisdictions and relevant stakeholder groups, to
27 establish a pilot media-based public information campaign regarding
28 the damage of studded tire use on state and local roadways in Whatcom
29 county, and to continue the existing pilot information campaign in
30 Spokane county. The reason for the geographic selection of Spokane
31 and Whatcom counties is based on the high utilization of studded
32 tires in these jurisdictions. The public information campaigns must
33 primarily focus on making the consumer aware of the safety
34 implications for other drivers, road deterioration, financial impact
35 for taxpayers, and, secondarily, the alternatives to studded tires.
36 The Whatcom county pilot public information campaign must begin by
37 September 1, 2020. By January 14, 2021, the department must provide
38 the transportation committees of the legislature an update on the
39 Spokane and Whatcom county pilot public information campaigns.

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

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

3	Motor Vehicle Account—State Appropriation	\$28,409,000
4	Motor Vehicle Account—Federal Appropriation	\$25,615,000
5	Motor Vehicle Account—Local Appropriation.	\$1,000,000
6	Multimodal Transportation Account—State Appropriation . . .	\$710,000
7	Multimodal Transportation Account—Federal	
8	Appropriation	\$2,809,000
9	Multimodal Transportation Account—Private/Local	
10	Appropriation	\$100,000
11	TOTAL APPROPRIATION.	\$58,643,000

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

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

22 (2) \$100,000 of the motor vehicle account—state appropriation is
23 provided solely to complete the Tacoma mall direct access feasibility
24 study.

25 (3) \$730,000 of the motor vehicle account—federal appropriation
26 is provided solely to complete the road usage charge pilot project
27 overseen by the transportation commission to use the remaining
28 unspent amount of the \$4,600,000 federal grant award. The purpose of
29 the road usage charge pilot project is to explore the viability of a
30 road usage charge as a possible replacement for the gas tax.

31 (4) \$1,000,000 of the motor vehicle account—state appropriation
32 is provided solely for the department to develop a plan and report
33 for the Ballard-Interbay Regional Transportation System project
34 (L1000257) to improve mobility for people and freight. The plan must
35 be developed in coordination and partnership with entities including
36 but not limited to the city of Seattle, King county, the Port of
37 Seattle, and Sound Transit. The plan must examine replacement of the
38 Ballard bridge and the Magnolia bridge, which was damaged in the 2001
39 Nisqually earthquake. The department must provide a report on the

1 plan that includes recommendations to the transportation committees
 2 of the legislature by November 1, 2020. The report must include
 3 recommendations on how to maintain the current and future capacities
 4 of the Magnolia and Ballard bridges, an overview and analysis of all
 5 plans between 2010 and 2020 that examine how to replace the Magnolia
 6 bridge, and recommendations on a timeline for constructing new
 7 Magnolia and Ballard bridges.

8 (5) Within existing resources, the department must implement a
 9 state route number 518 corridor study conducted in partnership with
 10 the Port of Seattle, Sound Transit, and other regional entities. The
 11 department must study practical solutions to address high vehicle
 12 volumes and delays in the corridor including evaluation of solutions
 13 to the rapid growth of traffic in the corridor and how that growth
 14 impacts access to the Seattle-Tacoma international airport and the
 15 surrounding communities. The study must be submitted to the
 16 transportation committees of the legislature by November 30, 2019.

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

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

23 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
 24 **PUBLIC TRANSPORTATION—PROGRAM V**

25	State Vehicle Parking Account—State Appropriation	\$784,000
26	Regional Mobility Grant Program Account—State	
27	Appropriation	\$99,025,000
28	Rural Mobility Grant Program Account—State	
29	Appropriation	\$32,223,000
30	Multimodal Transportation Account—State	
31	Appropriation	\$126,427,000
32	Multimodal Transportation Account—Federal	
33	Appropriation	\$3,574,000
34	Multimodal Transportation Account—Local	
35	Appropriation	\$100,000
36	TOTAL APPROPRIATION.	\$262,133,000

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

3 (1) \$62,679,000 of the multimodal transportation account—state
4 appropriation is provided solely for a grant program for special
5 needs transportation provided by transit agencies and nonprofit
6 providers of transportation. Of this amount:

7 (a) \$14,278,000 of the multimodal transportation account—state
8 appropriation is provided solely for grants to nonprofit providers of
9 special needs transportation. Grants for nonprofit providers must be
10 based on need, including the availability of other providers of
11 service in the area, efforts to coordinate trips among providers and
12 riders, and the cost effectiveness of trips provided. Fuel type may
13 not be a factor in the grant selection process.

14 (b) \$48,401,000 of the multimodal transportation account—state
15 appropriation is provided solely for grants to transit agencies to
16 transport persons with special transportation needs. To receive a
17 grant, the transit agency must, to the greatest extent practicable,
18 have a maintenance of effort for special needs transportation that is
19 no less than the previous year's maintenance of effort for special
20 needs transportation. Grants for transit agencies must be prorated
21 based on the amount expended for demand response service and route
22 deviated service in calendar year 2017 as reported in the "Summary of
23 Public Transportation - 2017" published by the department of
24 transportation. No transit agency may receive more than thirty
25 percent of these distributions. Fuel type may not be a factor in the
26 grant selection process.

27 (2) \$32,223,000 of the rural mobility grant program account—state
28 appropriation is provided solely for grants to aid small cities in
29 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
30 factor in the grant selection process.

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

1 is not allowed. The department shall encourage grant applicants and
2 recipients to leverage funds other than state funds.

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

5 (4) \$21,346,000 of the regional mobility grant program account—
6 state appropriation is reappropriated and provided solely for the
7 regional mobility grant projects identified in LEAP Transportation
8 Document 2019-2 ALL PROJECTS as developed March 25, 2019, Program -
9 Public Transportation Program (V).

10 (5) (a) \$77,679,000 of the regional mobility grant program account
11 —state appropriation is provided solely for the regional mobility
12 grant projects identified in LEAP Transportation Document 2019-2 ALL
13 PROJECTS as developed March 25, 2019, Program - Public Transportation
14 Program (V). The department shall review all projects receiving grant
15 awards under this program at least semiannually to determine whether
16 the projects are making satisfactory progress. Any project that has
17 been awarded funds, but does not report activity on the project
18 within one year of the grant award, must be reviewed by the
19 department to determine whether the grant should be terminated. The
20 department shall promptly close out grants when projects have been
21 completed, and any remaining funds must be used only to fund projects
22 identified in the LEAP transportation document referenced in this
23 subsection. The department shall provide annual status reports on
24 December 15, 2019, and December 15, 2020, to the office of financial
25 management and the transportation committees of the legislature
26 regarding the projects receiving the grants. It is the intent of the
27 legislature to appropriate funds through the regional mobility grant
28 program only for projects that will be completed on schedule. A
29 grantee may not receive more than twenty-five percent of the amount
30 appropriated in this subsection. The department shall not approve any
31 increases or changes to the scope of a project for the purpose of a
32 grantee expending remaining funds on an awarded grant. Fuel type may
33 not be a factor in the grant selection process.

34 (b) In order to be eligible to receive a grant under (a) of this
35 subsection during the 2019-2021 fiscal biennium, a transit agency
36 must establish a process for private transportation providers to
37 apply for the use of park and ride facilities. For purposes of this
38 subsection, (i) "private transportation provider" means: An auto
39 transportation company regulated under chapter 81.68 RCW; a passenger
40 charter carrier regulated under chapter 81.70 RCW, except marked or

1 unmarked stretch limousines and stretch sport utility vehicles as
2 defined under department of licensing rules; a private nonprofit
3 transportation provider regulated under chapter 81.66 RCW; or a
4 private employer transportation service provider; and (ii) "private
5 employer transportation service" means regularly scheduled, fixed-
6 route transportation service that is offered by an employer for the
7 benefit of its employees.

8 (6) Funds provided for the commute trip reduction (CTR) program
9 may also be used for the growth and transportation efficiency center
10 program.

11 (7) \$5,670,000 of the multimodal transportation account—state
12 appropriation and \$784,000 of the state vehicle parking account—state
13 appropriation are provided solely for CTR grants and activities. Fuel
14 type may not be a factor in the grant selection process.

15 (8) \$27,048,000 of the multimodal transportation account—state
16 appropriation is provided solely for connecting Washington transit
17 projects identified in LEAP Transportation Document 2019-2 ALL
18 PROJECTS as developed March 25, 2019. It is the intent of the
19 legislature that entities identified to receive funding in the LEAP
20 document referenced in this subsection receive the amounts specified
21 in the time frame specified in that LEAP document. If an entity has
22 already completed a project in the LEAP document referenced in this
23 subsection before the time frame identified, the entity may
24 substitute another transit project or projects that cost a similar or
25 lesser amount.

26 (9) \$2,000,000 of the multimodal transportation account—state
27 appropriation is provided solely for transit coordination grants.
28 Fuel type may not be a factor in the grant selection process.

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

31 (11) \$12,000,000 of the multimodal transportation account—state
32 appropriation is provided solely for the green transportation capital
33 grant program established in chapter . . . (Substitute House Bill No.
34 2042), Laws of 2019.

35 (12) \$375,000 of the multimodal transportation account—state
36 appropriation is provided solely for an interagency transfer to the
37 Washington State University extension energy program to establish and
38 administer the technical assistance and education program authorized

1 in chapter . . . (Substitute House Bill No. 2042), Laws of 2019 for
2 public agencies on the use of alternative fuel vehicles.

3 (13)(a) \$485,000 of the multimodal transportation account—state
4 appropriation is provided solely for King county for:

5 (i) An expanded pilot program to provide certain students in the
6 Highline, Tukwila, and Lake Washington school districts with an ORCA
7 card during these school districts' summer vacations. In order to be
8 eligible for an ORCA card under this program, a student must also be
9 in high school, be eligible for free and reduced-price lunches, and
10 have a job or other responsibility during the summer; and

11 (ii) Providing administrative support to other interested school
12 districts in King county to prepare for implementing similar programs
13 for their students.

14 (b) King county must provide a report to the department and the
15 transportation committees of the legislature by December 15, 2021,
16 regarding:

17 (i) The annual student usage of the pilot program;

18 (ii) Available ridership data;

19 (iii) A cost estimate, including a detailed description of the
20 various expenses leading to the cost estimate, and any other factors
21 relevant to expanding the program to other King county school
22 districts;

23 (iv) A cost estimate, including a detailed description of the
24 various expenses leading to the cost estimate, and any other factors
25 relevant to expanding the program to student populations other than
26 high school or eligible for free and reduced-price lunches;

27 (v) Opportunities for subsidized ORCA cards or local grant or
28 matching funds; and

29 (vi) Any additional information that would help determine if the
30 pilot program should be extended or expanded.

31 (14) \$750,000 of the multimodal transportation account—state
32 appropriation is provided solely for Intercity Transit for the Dash
33 shuttle program.

34 (15) \$250,000 of the multimodal transportation account—state
35 appropriation is provided solely for King county for a pilot program
36 to provide individuals in King county who are experiencing
37 homelessness and are extremely low-income with access to public
38 transportation.

1 (16) \$191,000 of the multimodal transportation account—state
2 appropriation is provided solely for a fixed route transit route to
3 Pacific Northwest University of Health Sciences.

4 (17) \$710,000 of the multimodal transportation account—state
5 appropriation is provided solely for the city of Zillah assist with
6 the construction of the Teapot Dome Park and Ride lot.

7 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
8 **MARINE—PROGRAM X**

9 Puget Sound Ferry Operations Account—State
10 Appropriation \$539,324,000
11 Puget Sound Ferry Operations Account—Federal
12 Appropriation \$8,532,000
13 Puget Sound Ferry Operations Account—Private/Local
14 Appropriation \$121,000
15 TOTAL APPROPRIATION. \$547,977,000

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

18 (1) The office of financial management budget instructions
19 require agencies to recast enacted budgets into activities. The
20 Washington state ferries shall include a greater level of detail in
21 its 2019-2021 supplemental and 2021-2023 omnibus transportation
22 appropriations act requests, as determined jointly by the office of
23 financial management, the Washington state ferries, and the
24 transportation committees of the legislature. This level of detail
25 must include the administrative functions in the operating as well as
26 capital programs.

27 (2) For the 2019-2021 fiscal biennium, the department may enter
28 into a distributor controlled fuel hedging program and other methods
29 of hedging approved by the fuel hedging oversight committee, which
30 must include a representative of the department of enterprise
31 services.

32 (3) \$76,261,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for auto ferry vessel operating fuel
34 in the 2019-2021 fiscal biennium, which reflect cost savings from a
35 reduced biodiesel fuel requirement and, therefore, is contingent upon
36 the enactment of section 703 chapter 313, Laws of 2017. The amount
37 provided in this subsection represents the fuel budget for the
38 purposes of calculating any ferry fare fuel surcharge.

1 (4) \$500,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for operating costs related to
3 moving vessels for emergency capital repairs. Funds may only be spent
4 after approval by the office of financial management.

5 (5) \$6,344,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for credit card fees. Beginning
7 January 1, 2020, Washington state ferries must implement a credit
8 card and debit card surcharge at a rate equal to the credit card
9 transaction fee for ferry fares and reservations.

10 (6) By January 1, 2020, the ferries division must submit a
11 workforce plan for reducing overtime due to shortages of staff
12 available to fill vacant crew positions. The plan must include
13 numbers of crew positions being filled by staff working overtime,
14 strategies for filling these positions with straight time employees,
15 progress toward implementing those strategies, and a forecast for
16 when overtime expenditures will return to historical averages.

17 (7) \$160,000 of the Puget Sound ferry operations account—state
18 appropriation is provided solely for a ferry fleet baseline noise
19 study, conducted by a consultant, for the purpose of establishing
20 plans and data-driven goals to reduce ferry noise when Southern
21 resident orca whales are present. In addition, the study must
22 establish prioritized strategies to address vessels serving routes
23 with the greatest exposure to orca whale movements.

24 (8) \$254,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for a dedicated inventory logistics
26 manager on a one-time basis.

27 (9) \$600,000 of the Puget Sound ferry operations account—federal
28 appropriation is provided solely to comply with new, finalized
29 federal homeland security regulations governing transportation worker
30 identity card validation. Matching state funds will be provided from
31 existing appropriations.

32 (10)(a) \$550,000 of the Puget Sound ferry operations account—
33 state appropriation is provided solely for the department, in
34 consultation with the Washington state transportation center, to
35 develop and validate against new and existing data sources a pilot
36 schedule for the triangle route that provides maximum sailings moving
37 the most passengers to all stops in the least travel time, including
38 waits between sailings, within budget and resource constraints.

1 (b) The Washington state transportation center must use new
2 traffic management models and scheduling tools to examine proposed
3 improvements for the triangle route. The department shall report to
4 the standing transportation committees of the legislature by January
5 15, 2021. The report must include:

6 (i) Implementation and status of data collection, modeling,
7 scheduling, capital investments, and procedural improvements to allow
8 Washington state ferries to schedule more sailings to and from all
9 stops on the triangle route with minimum time between sailings;

10 (ii) Recommendations for emergency boat allocations, regular
11 schedule policies, and emergency schedule policies based on all
12 customers alternative travel options to ensure that any dock with no
13 road access is prioritized in scheduling and scheduled service is
14 provided based on population size, demographics, and local medical
15 services;

16 (iii) Triangle route pilot economic analysis of Washington state
17 ferries fare revenue and fuel cost impact of offering additional,
18 better spaced sailings;

19 (iv) Results of an economic analysis of the return on investment
20 of potentially acquiring and using traffic control infrastructure,
21 technology, walk on loading bridges, and Good-to-Go and ORCA
22 replacement of current fare sales, validation, collections,
23 accounting, and all associated labor and benefits costs that can be
24 saved via those capital investments; and

25 (v) Recommendation on policies, procedures, or agency
26 interpretations of statute that may be adopted to mitigate any delays
27 or disruptions to scheduled sailings.

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

30 Multimodal Transportation Account—State

31	Appropriation	\$80,688,000
32	Multimodal Transportation Account—Federal Appropriation. . .	\$500,000
33	Multimodal Transportation Account—Private/Local	
34	Appropriation	\$717,000
35	TOTAL APPROPRIATION.	\$81,905,000

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

1 (1) (a) \$250,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to conduct a
3 study of the feasibility of an east-west intercity passenger rail
4 system. The study must include the following elements:

5 (i) Projections of potential ridership;

6 (ii) Review of relevant planning studies;

7 (iii) Establishment of an advisory group and associated meetings;

8 (iv) Development of a Stampede Pass corridor alignment to
9 maximize ridership, revenue, and rationale, considering service to
10 population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg,
11 Toppenish, and Spokane;

12 (v) Assessment of current infrastructure conditions, including
13 station stop locations;

14 (vi) Identification of equipment needs;

15 (vii) Identification of operator options; and

16 (viii) Interviews with stakeholders.

17 (b) A report of the study findings and recommendations is due to
18 the transportation committees of the legislature by January 15, 2020.

19 (2) (a) (i) \$224,000 of the multimodal transportation account—state
20 appropriation and \$671,000 of the multimodal transportation account—
21 private/local appropriation are provided solely for continued
22 analysis of the ultra high-speed ground transportation corridor in a
23 new study, with participation from Washington, Oregon, and British
24 Columbia. No funds may be expended until the department is in receipt
25 of \$671,000 in private/local funding provided solely for this
26 purpose.

27 (ii) The ultra high-speed ground transportation corridor advisory
28 group must include legislative membership.

29 (iii) "Ultra high-speed" means a maximum testing speed of at
30 least two hundred fifty miles per hour.

31 (b) The study must consist of the following:

32 (i) Development of proposed corridor governance, general powers,
33 operating structure, legal instruments, and contracting requirements;

34 (ii) An assessment of current laws in state and provincial
35 jurisdictions and identification of any proposed changes to laws,
36 regulations, and/or agreements that are needed to proceed with
37 development; and

38 (iii) Development of general recommendations for the
39 authorization needed to advance the development of the corridor. This

1 study must build on the results of the 2018 Washington state ultra
2 high-speed ground transportation business case analysis and the 2019
3 Washington state ultra high-speed ground transportation study
4 findings report. The department shall consult with the transportation
5 committees of the legislature regarding all issues related to
6 proposed corridor governance.

7 (c) The development work referenced in (b) of this subsection is
8 intended to identify and make recommendations related to specific
9 entities, including interjurisdictional entities, policies, and
10 processes required for the purposes of furthering preliminary
11 analysis efforts for the ultra high-speed ground transportation
12 corridor. This development work is not intended to authorize one or
13 more entities to assume decision making authority for the design,
14 construction, or operation of an ultra high-speed rail corridor.

15 (d) By December 1, 2020, the department shall provide to the
16 governor and the transportation committees of the legislature a
17 report of the study's findings regarding the three elements noted in
18 this subsection. As applicable, the report should also be sent to the
19 executive and legislative branches of government in the state of
20 Oregon and appropriate government bodies in the province of British
21 Columbia.

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

24	Motor Vehicle Account—State Appropriation	\$11,713,000
25	Motor Vehicle Account—Federal Appropriation	\$2,567,000
26	Multiuse Roadway Safety Account—State Appropriation	\$132,000
27	Multimodal Transportation Account—State Appropriation	\$1,100,000
28	TOTAL APPROPRIATION.	\$15,512,000

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

31 (1) \$350,000 of the multimodal transportation account—state
32 appropriation is provided solely for a study by the Puget Sound
33 regional council of new passenger ferry service to better connect
34 communities throughout the twelve county Puget Sound region. The
35 study must assess potential new routes, identify future terminal
36 locations, and provide recommendations to accelerate the
37 electrification of the ferry fleet. The study must identify future
38 passenger only demand throughout Western Washington, analyze

1 potential routes and terminal locations on Puget Sound, Lake
2 Washington, and Lake Union with an emphasis on preserving waterfront
3 opportunities in public ownership and opportunities for partnership.
4 The study must determine whether and when the passenger ferry service
5 achieves a net reduction in carbon emissions including an analysis of
6 the emissions of modes that passengers would otherwise have used. The
7 study must estimate capital and operating costs for routes and
8 terminals. The study must include early and continuous outreach with
9 all interested stakeholders and a report to the legislature and all
10 interested parties by January 31, 2021.

11 (2) \$1,141,500 of the motor vehicle account—state appropriation
12 is provided solely for the department, from amounts set aside out of
13 statewide fuel taxes distributed to counties according to RCW
14 46.68.120(3), to contract with the Washington state association of
15 counties to:

16 (a) In coordination with stakeholders, identify county-owned fish
17 passage barriers, with priority given to barriers that share the same
18 stream system as state-owned fish passage barriers. The study must
19 identify, map, and provide a preliminary assessment of county-owned
20 barriers that need correction, and provide, where possible,
21 preliminary costs estimates for each barrier correction. The study
22 must provide recommendations on:

23 (i) How to prioritize county-owned barriers within the same
24 stream system of state-owned barriers in the current six-year
25 construction plan to maximize state investment; and

26 (ii) How future state six-year construction plans should
27 incorporate county-owned barriers;

28 (b) Update the local agency guidelines manual, including
29 exploring alternatives within the local agency guidelines manual on
30 county priorities;

31 (c) Study the current state of county transportation funding,
32 identify emerging issues, and identify potential future alternative
33 transportation fuel funding sources to meet current and future needs.

34 (3) \$750,000 of the multimodal transportation account—state
35 appropriation is provided solely for a transit oriented development
36 pilot project at Kingsgate park and ride in Kirkland intended to be
37 completed by December 31, 2023. The purpose of the pilot project is
38 to demonstrate how appropriate department properties may be used to
39 provide multiple public benefits such as affordable and market rate
40 housing, commercial development and institutional facilities in

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

14 **TRANSPORTATION AGENCIES—CAPITAL**

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

17	Freight Mobility Investment Account—State	
18	Appropriation	\$18,094,000
19	Motor Vehicle Account—Federal Appropriation	\$2,250,000
20	Freight Mobility Multimodal Account—State	
21	Appropriation	\$21,220,000
22	Freight Mobility Multimodal Account—Private/Local	
23	Appropriation	\$1,250,000
24	TOTAL APPROPRIATION.	\$42,814,000

25 (1) Except as otherwise provided in this section, the entire
26 appropriations in this section are provided solely for the projects
27 by amount, as listed in the LEAP Transportation Document 2019-3 as
28 developed March 25, 2019, FMSIB Project List.

29 (2) Until directed by the legislature, the board may not initiate
30 a new call for projects. By January 1, 2020, the board must report to
31 the legislature on alternative proposals to revise its project award
32 and obligation process, which result in lower reappropriations.

33 NEW SECTION. **Sec. 302. FOR THE WASHINGTON STATE PATROL**
34 State Patrol Highway Account—State Appropriation \$3,277,000

1 The appropriation in this section is subject to the following
2 conditions and limitations: The entire appropriation in this section
3 is provided solely for the following projects:

- 4 (1) \$250,000 for emergency repairs;
- 5 (2) \$468,000 for roof replacements;
- 6 (3) \$350,000 for the fuel tank decommissioning;
- 7 (4) \$759,000 for generator and electrical replacement;
- 8 (5) \$750,000 for water and fire suppression systems; and
- 9 (6) \$700,000 for repair of the training tank at the state patrol
10 academy in Shelton.

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

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

18 Rural Arterial Trust Account—State Appropriation	\$65,996,000
19 Motor Vehicle Account—State Appropriation	\$1,456,000
20 County Arterial Preservation Account—State	
21 Appropriation	\$39,590,000
22 TOTAL APPROPRIATION.	\$107,042,000

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

24 Small City Pavement and Sidewalk Account—State	
25 Appropriation	\$5,890,000
26 Transportation Improvement Account—State	
27 Appropriation	\$228,510,000
28 Complete Streets Grant Program Account—State	
29 Appropriation	\$14,670,000
30 TOTAL APPROPRIATION.	\$249,070,000

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

- 33 (1) \$159,285,000 of the transportation improvement account—state
34 appropriation is provided solely for the Urban Arterial Program.
- 35 (2) \$30,810,000 of the transportation improvement account—state
36 appropriation is provided solely for the Small City Arterial Program.

1 (3) \$15,840,000 of the transportation improvement account—state
2 appropriation is provided solely for the Sidewalk Program.

3 (4) \$13,260,000 of the transportation improvement account—state
4 appropriation is provided solely for the Arterial Preservation
5 Program.

6 (5) \$3,800,000 of the small city pavement and sidewalk account—
7 state appropriation is provided solely for the Small City
8 Preservation Program.

9 (6) \$2,090,000 of the small city pavement and sidewalk account—
10 state appropriation is provided solely for the City Hardship
11 Assistance Program.

12 (7) \$14,670,000 of the complete streets grant program account—
13 state appropriation is provided solely for the Complete Streets
14 Program.

15 (8) \$9,315,000 of the transportation improvement account—state
16 appropriation is provided solely for the Relight Washington Program.

17 NEW SECTION. **Sec. 305. FOR THE RECREATION AND CONSERVATION**
18 **OFFICE**

19 Transportation Partnership Account—State \$25,082,000

20 The appropriation in this section is subject to the following
21 conditions and limitations:

22 (1) The appropriation in this section is provided solely for the
23 list of projects identified in LEAP transportation document No. 2019-
24 FISH, developed March 25, 2019.

25 (2) The board may retain a portion of the funding appropriated in
26 this section for its office for the administration of the grants. The
27 portion of the funding retained for administration may not exceed 3.0
28 percent of the appropriation.

29 (3) The department of fish and wildlife may retain a portion of
30 the funding appropriated for this section for the Brian Abbott Fish
31 Barrier Removal Board for technical assistance in developing projects
32 for consideration. The portion of the funding retained for technical
33 assistance may not exceed 4.12 percent of the appropriation.

34 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
35 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
36 **CAPITAL**

37 Motor Vehicle Account—State Appropriation \$51,552,000

1 Connecting Washington Account—State Appropriation \$42,497,000
 2 TOTAL APPROPRIATION. \$94,049,000

3 The appropriations in this section are subject to the following
 4 conditions and limitations: \$1,565,000 from the motor vehicle account
 5 —state appropriation is provided solely for furniture for the
 6 renovated Northwest Region Headquarters at Dayton Avenue. The
 7 department must efficiently furnish the renovated building. The
 8 amount provided in this subsection is the maximum the department may
 9 spend on furniture for this facility.

10 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
 11 **IMPROVEMENTS—PROGRAM I**

12 Transportation Partnership Account—State
 13 Appropriation \$443,919,000
 14 Motor Vehicle Account—State Appropriation \$68,040,000
 15 Motor Vehicle Account—Federal Appropriation \$158,837,000
 16 Motor Vehicle Account—Private/Local Appropriation \$19,839,000
 17 Connecting Washington Account—State
 18 Appropriation \$2,139,926,000
 19 Special Category C Account—State Appropriation \$99,000,000
 20 Multimodal Transportation Account—State
 21 Appropriation \$5,929,000
 22 Alaskan Way Viaduct Replacement Project Account—State
 23 Appropriation \$77,951,000
 24 Transportation 2003 Account (Nickel Account)—State
 25 Appropriation \$21,819,000
 26 Interstate 405 Express Toll Lanes Operations Account—State
 27 Appropriation \$34,036,000
 28 TOTAL APPROPRIATION. \$3,069,296,000

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

31 (1) Except as provided otherwise in this section, the entire
 32 connecting Washington account—state appropriation and the entire
 33 transportation partnership account—state appropriation are provided
 34 solely for the projects and activities as listed by fund, project,
 35 and amount in LEAP Transportation Document 2019-1 as developed March
 36 25, 2019, Program - Highway Improvements Program (I). However,
 37 limited transfers of specific line-item project appropriations may

1 occur between projects for those amounts listed subject to the
2 conditions and limitations in section 601 of this act.

3 (2) Except as provided otherwise in this section, the entire
4 motor vehicle account—state appropriation and motor vehicle account—
5 federal appropriation are provided solely for the projects and
6 activities listed in LEAP Transportation Document 2019-2 ALL PROJECTS
7 as developed March 25, 2019, Program - Highway Improvements Program
8 (I). Any federal funds gained through efficiencies, adjustments to
9 the federal funds forecast, additional congressional action not
10 related to a specific project or purpose, or the federal funds
11 redistribution process must then be applied to highway and bridge
12 preservation activities.

13 (3) The connecting Washington account—state appropriation
14 includes up to \$1,548,461,000 in proceeds from the sale of bonds
15 authorized in RCW 47.10.889.

16 (4) The transportation 2003 account (nickel account)—state
17 appropriation includes up to \$9,638,000 in proceeds from the sale of
18 bonds authorized in RCW 47.10.861.

19 (5) The transportation partnership account—state appropriation
20 includes up to \$235,031,000 in proceeds from the sale of bonds
21 authorized in RCW 47.10.873.

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

25 (7) The Special Category C account—state appropriation includes
26 up to \$94,008,000 in proceeds from the sale of bonds authorized in
27 RCW 47.10.801.

28 (8) \$98,464,000 of the transportation partnership account—state
29 appropriation, \$7,006,000 of the motor vehicle account—private/local
30 appropriation, \$3,383,000 of the transportation 2003 account (nickel
31 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
32 replacement project account—state appropriation, and \$1,838,000 of
33 the multimodal transportation account—state appropriation are
34 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
35 (809936Z).

36 (9) \$3,521,000 of the multimodal transportation account—state
37 appropriation is provided solely for transit mitigation for the SR
38 99/Viaduct Project - Construction Mitigation project (809940B).

1 (10) \$164,000,000 of the connecting Washington account—state
2 appropriation is provided solely for the US 395/North Spokane
3 Corridor project (M00800R). Any future savings on the project must
4 stay on the US 395/Interstate 90 corridor and be made available to
5 the current phase of the North Spokane corridor project or any future
6 phase of the project in 2019-2021.

7 (11) \$1,200,000 of the transportation partnership account—state
8 appropriation is provided solely for the I-405/Kirkland Vicinity
9 Stage 2 - Widening project (8BI1002). Any savings on this project or
10 other Interstate 405 corridor projects must stay on the Interstate
11 405 corridor and be made available to either the I-405/SR 167
12 Interchange - Direct Connector project (140504C), the I-405 Renton to
13 Bellevue project (M00900R), or the I-405/SR 522 to I-5 Capacity
14 Improvements project (L2000234) in the 2019-2021 fiscal biennium.

15 (12) \$22,195,000 of the transportation partnership account—state
16 appropriation, \$12,805,000 of the transportation 2003 account (nickel
17 account)—state appropriation, and \$27,000,000 of the Interstate 405
18 express toll lanes operations account—state appropriation are
19 provided solely for the I-405/SR 522 to I-5 Capacity Improvements
20 project (L2000234) for activities related to adding capacity on
21 Interstate 405 between state route number 522 and Interstate 5, with
22 the goals of increasing vehicle throughput and aligning project
23 completion with the implementation of bus rapid transit in the
24 vicinity of the project. The transportation partnership account—state
25 appropriation funding and the transportation 2003 account (nickel
26 account)—state appropriation funding are transfers or
27 reappropriations of a transfer from the I-405/Kirkland Vicinity Stage
28 2 - Widening project due to savings, and will fund right-of-way and
29 construction costs for additional phase of this I-405 project.

30 (13) (a) \$28,882,000 of the transportation partnership account—
31 state appropriation is provided solely for the SR 520 Bridge
32 Replacement and HOV project (8BI1003).

33 (b) The department shall assume that all maintenance and
34 operation costs for the new facility are to be covered by tolls
35 collected on the toll facility and not by the motor vehicle account.

36 (14) \$395,822,000 of the connecting Washington account—state
37 appropriation, \$342,000 of the motor vehicle account—local
38 appropriation, and \$60,000 of the motor vehicle account—state

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

3 (a) \$60,000 of the motor vehicle account—state appropriation is
4 provided solely for grants to nonprofit organizations located in a
5 city with a population exceeding six hundred thousand persons and
6 that empower artists through equitable access to vital expertise,
7 opportunities, and business services. Funds may be used only for the
8 purpose of preserving, commemorating, and sharing the history of the
9 city of Seattle's freeway protests and making the history of activism
10 around the promotion of more integrated transportation and land use
11 planning accessible to current and future generations through the
12 preservation of Bent 2 of the R. H. Thompson freeway ramp.

13 (b) The department is directed to work with the operator of the
14 Montlake boulevard market located on parcel number 1-23190 to provide
15 opportunities to continue operations and negotiate a lease up to
16 January 1, 2020. Further, the department shall identify space in the
17 vicinity of the Montlake property for mobile food services and work
18 with the city of Seattle and existing permit processes to allow
19 mobile food vendors ease of access in the vicinity of the Montlake
20 property. The department shall advertise the opportunity to the
21 current operator of the market and, if needed, to other potential
22 vendors. The department shall develop a communication outreach plan
23 with the city to solicit community input as to the food services
24 provided. Upon completion of the Montlake Phase of the West End
25 project (current anticipated contract completion of 2023), the
26 Washington state department of transportation shall surplus that
27 portion of the property no longer needed for transportation purposes.

28 (15) The department shall itemize all future requests for the
29 construction of buildings on a project list and submit them through
30 the transportation executive information system as part of the
31 department's annual budget submittal. It is the intent of the
32 legislature that new facility construction must be transparent and
33 not appropriated within larger highway construction projects.

34 (16) Any advisory group that the department convenes during the
35 2019-2021 fiscal biennium must consider the interests of the entire
36 state of Washington.

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

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

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

13 (19) \$8,750,000 of the motor vehicle account—state appropriation
14 is provided solely for efforts related to replacing the Interstate 5
15 bridge across the Columbia river. The work of this project office
16 shall include the reevaluation of the purpose and need identified for
17 the project previously known as the Columbia river crossing, the
18 reevaluation of permits and development of a finance plan, the
19 reengagement of stakeholders and the public, and the reevaluation of
20 scope, schedule, and budget for a bistate effort for replacement of
21 the Interstate 5 Columbia river bridge. The department shall provide
22 a progress report to the governor and the transportation committees
23 of the legislature by September 30, 2019, and a final report to the
24 governor and the transportation committees of the legislature by
25 September 30, 2020. Of the amount provided in this subsection,
26 \$8,030,000 of the motor vehicle account—state appropriation must be
27 placed in unallotted status by the office of financial management
28 until the department develops a detailed plan for the work of this
29 project office in consultation with the chairs and ranking members of
30 the transportation committees of the legislature. The director of the
31 office of financial management shall consult with the chairs and
32 ranking members of the transportation committees of the legislature
33 prior to making a decision to allot these funds.

34 (20) \$131,183,000 of the transportation partnership account—state
35 appropriation, \$44,961,000 of the motor vehicle account—federal
36 appropriation, \$356,000 of the motor vehicle account—state
37 appropriation, and \$37,500,000 of the connecting Washington account—
38 state appropriation are provided solely for the Fish Passage Barrier

1 project (OBI4001) to remove fish passage barriers with the intent of
2 fully complying with the court injunction by 2030.

3 (21) \$950,000 of the transportation partnership account—state
4 appropriation is provided solely for the U.S. 2 Trestle IJR project
5 (L1000158).

6 (22) \$36,000 of the Interstate 405 express toll lanes operations
7 account—state appropriation is provided solely for the I-405 NB Hard
8 Shoulder Running - SR 527 to I-5 project (L1000163).

9 (23) The legislature continues to prioritize the replacement of
10 the state's aging infrastructure and recognizes the importance of
11 reusing and recycling construction aggregate and recycled concrete
12 materials in our transportation system.

13 Specific steps and efforts made to achieve these objectives and
14 accomplishments shall be included in the annual report to the
15 legislature as required by RCW 70.95.807.

16 (24) \$265,100,000 of the connecting Washington account—state
17 appropriation is provided solely for the SR 167/SR 509 Puget Sound
18 Gateway project (M00600R).

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

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

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

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

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

4 (e) In designing the state route number 509/state route number
5 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
6 project (M00600R), the department shall make every effort to utilize
7 the preferred "4B" design.

8 (f) The department shall explore the development of a multiuse
9 trail for bicyclists, pedestrians, skateboarders, and similar users
10 along the SR 167 right-of-way acquired for the project to connect a
11 network of new and existing trails from Mount Rainier to Point
12 Defiance Park.

13 (25) \$25,900,000 of the Special Category C account—state
14 appropriation is provided solely for the SR 18 Widening - Issaquah/
15 Hobart Rd to Raging River project (L1000199) for improving and
16 widening state route 18 to four lanes from Issaquah-Hobart Road to
17 Raging River.

18 (26) \$4,200,000 of the motor vehicle account—state appropriation
19 is provided solely for the SR 507 at Vail Road- Roundabout project
20 (L1000230) for construction of a roundabout at the intersection of
21 state route 507 at Vail Road to improve safety and traffic flow.

22 (27) \$4,500,000 of the motor vehicle account—state appropriation
23 is provided solely for the I-5 Corridor from Mounts Road to Tumwater
24 project (L1000231) for completing a National and State Environmental
25 Policy Act (NEPA/SEPA) analysis to identify mid and long-term
26 environmental impacts associated with future improvements along the
27 I-5 corridor from Tumwater to DuPont.

28 (28) \$500,000 of the motor vehicle account—state appropriation is
29 provided solely for the SR 14/I-205 to SE 164th Ave project
30 (L2000102) to add height to an existing noise wall in front of the
31 senior residential community in Fairway Village.

32 (29) \$1,000,000 of the motor vehicle account—state appropriation
33 is provided solely for the SR 516/185th Ave SE to 192nd Ave SE
34 project (L1000238) for the design, engineering, and necessary land
35 acquisition for the project.

36 (30) \$3,000,000 of the motor vehicle account—state appropriation
37 is provided solely for the SR 9/South Lake Stevens Road Roundabout
38 project (L1000240) to construct a roundabout at the intersection of
39 SR 9 and South Lake Stevens Road/24th Street SE.

1 (31) \$650,000 of the motor vehicle account—state appropriation is
2 provided solely for the SR 104/40th Place NE Roundabout project
3 (L1000244) to design and construct a single lane roundabout at 40th
4 Place NE and NE 184th Street. The roundabout shall include
5 appropriate channelization between all roadways and include sidewalks
6 and ADA enhancements.

7 (32) \$2,500,000 of the motor vehicle account—state appropriation
8 is provided solely for the Morse Creek Barrier project (L1000247) to
9 construct a median boulevard for safety.

10 (33) \$210,000 of the motor vehicle account—state appropriation is
11 provided solely for the I-405/44th Gateway Signage and Green-Scaping
12 Improvements project (L1000250) for signage and a "green-scaped"
13 northern entrance into the City of Renton.

14 (34) \$555,624 of the motor vehicle account—state appropriation is
15 provided solely for the SR 520 Sound Mitigation Study project
16 (L1000255) for a pilot project and study to control the noise on the
17 SR 520 bridge.

18 (35) \$1,630,000 of the motor vehicle account—state appropriation
19 is provided solely for the SR 104 Realignment- Kingston project
20 (L1000259) for the right-of-way phase to move inbound ferry traffic
21 to 1st street and restore Main Street to two-way traffic.

22 (36) It is the intent of the legislature that the SR 155/Omak
23 Bridge Rehabilitation project (L2000203) shall be advanced to begin
24 in the 2021-2023 biennium.

25 (37) \$1,500,000 of the motor vehicle account—state appropriation
26 is provided solely for the US 97 Safe Passage project (L1000267) for
27 the installation of three wildlife under-crossings, fencing, and
28 cattle-guards on the 12.5-mile section of Highway 97 between
29 Riverside and Tonasket.

30 (38) \$2,050,000 of the connecting Washington account—state
31 appropriation is provided solely for the SR 26/Dusty to Colfax- Add
32 Climbing Lanes project (L2000057) to advance the safety improvements.

33 (39) \$1,000,000 of the motor vehicle account—state appropriation
34 is provided solely for the Confluence Parkway Environmental Impact
35 Statement (L1000271) to complete the Environmental Impact Statement
36 for the SR 285 North Wenatchee Bypass.

37 (40) \$320,000 of the motor vehicle account—state appropriation is
38 provided solely for the SR 6 Culvert Replacement project (L1000232)

1 to remove a fish passage barrier that interfaces with Boistfort
2 Valley Water utilities at approximately milepost 46.6.

3 (41) \$950,000 of the motor vehicle account—state appropriation is
4 provided solely for the SR 16/Gig Harbor Transportation Congestion
5 Relief Improvements project (L1000275) to add a right-turn slip lane
6 at the Pioneer/SR-16 westbound on-ramp and an eastbound Wollochet
7 off-ramp right turn lane.

8 (42) \$1,047,000 of the motor vehicle account—state appropriation
9 is provided solely for the SR 162/410 Interchange Design and Right-
10 of-Way project (L1000276) for design and right-of-way for the SR
11 162/SR 410 intersection.

12 (43) The department shall support Pierce county's New Rhodes Lake
13 Road project including state route 162 and 128th Street East
14 intersection improvements following the preferred and recommended
15 alternative of Pierce county's SEIS issued May 3, 2018. The
16 department shall fully support, review, and approve improvements and
17 right-of-way plans in a timely manner.

18 (44)(a) The department shall determine the real property owned by
19 the state of Washington and under the jurisdiction of the department
20 in King county that is surplus property or that could be made
21 available as surplus property within the next five years. It must
22 evaluate each of the properties identified for its suitability as
23 unused state-owned real property the transfer of which would be
24 consistent with the public interest under RCW 47.12.080 to facilitate
25 the efforts of King county to increase affordable housing.

26 (b) In consultation and agreement with the appropriate local
27 jurisdictions, and consistent with the legislature's finding of
28 affordable housing as a public benefit in RCW 39.33.015, should the
29 department determine that property is under its jurisdiction that may
30 be transferred to the appropriate local jurisdiction in a manner
31 consistent with RCW 47.12.080 to facilitate pending efforts to
32 increase affordable housing in King county, it shall do so as soon as
33 is practicable provided the requirements of RCW 47.12.080 and the
34 conditions in (c) of this subsection are met.

35 (c) Any moneys used from the motor vehicle fund created under RCW
36 46.68.070 for the purchase or improvement of the property to be
37 transferred by the department under (b) of this subsection must be
38 deposited in the motor vehicle fund, or in the appropriate
39 transportation project account, as consideration for the transfer.
40 The consideration must include the department's costs for its efforts

1 to surplus the property, debt service, all closing costs, and any
2 other liabilities to the department. In addition, if the federal
3 government requires that any federal funding used for the purchase or
4 improvement of the property by the department be refunded to it as a
5 result of this property transfer, the amount required by the federal
6 government must also be provided to the department as consideration
7 for the transfer of property.

8 (d) In consultation with the appropriate local jurisdiction, in
9 the event that no suitable property is identified by the department
10 as available for transfer, the department shall identify any unused
11 land held by it that is not presently needed and that is available
12 for rental or lease under the terms of RCW 47.12.120 and WAC
13 468-30-11 for the purposes described in (a) of this subsection, and
14 shall rent or lease the property to facilitate pending efforts of
15 King county to increase affordable housing as soon as is practicable
16 provided the requirements of RCW 47.12.120 are met and the motor
17 vehicle fund created under RCW 46.68.070, or the appropriate
18 transportation project account, is reimbursed for this use to the
19 extent required under state law and regulation.

20 (e) The department shall provide a report to the transportation
21 committees of the legislature describing the properties it has
22 identified and evaluated as meeting the criteria of (a) of this
23 subsection and, if applicable, (d) of this subsection, by October 1,
24 2019. It shall also provide periodic updates to the transportation
25 committees of the legislature on the status of any transfer of
26 property or lease agreement planned or undertaken to comply with this
27 subsection.

28 (45) It is the intent of the legislature, consistent with
29 chapter . . . (House Bill No. 2132) (construction completion), Laws
30 of 2019 that the Puget Sound Gateway project (M00600R) be advanced
31 such that earlier completion allows for inflationary savings and
32 increased toll revenue in a manner that is cost neutral.

33 (46) \$1,547,000 of the motor vehicle account—state appropriation
34 is provided solely for the SR 530 Safety Improvements project.

35 (47) \$660,000 of the motor vehicle account—state appropriation is
36 provided solely for the SR 532 Flood Protection Berm project.

37 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**
38 **PRESERVATION—PROGRAM P**

1	Recreational Vehicle Account—State Appropriation	\$1,744,000
2	Transportation Partnership Account—State	
3	Appropriation	\$23,706,000
4	Motor Vehicle Account—State Appropriation	\$90,384,000
5	Motor Vehicle Account—Federal Appropriation	\$454,759,000
6	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
7	State Route Number 520 Corridor Account—State	
8	Appropriation	\$544,000
9	Connecting Washington Account—State Appropriation	\$183,239,000
10	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	\$9,617,000
13	TOTAL APPROPRIATION.	\$777,058,000

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

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

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

35 (3) \$25,036,000 of the connecting Washington account—state
36 appropriation is provided solely for the land mobile radio upgrade
37 (G2000055) and is subject to the conditions, limitations, and review
38 provided in section 701, chapter 313, Laws of 2017. The land mobile
39 radio project is subject to technical oversight by the office of the

1 chief information officer. The department, in collaboration with the
2 office of the chief information officer, shall identify where
3 existing or proposed mobile radio technology investments should be
4 consolidated, identify when existing or proposed mobile radio
5 technology investments can be reused or leveraged to meet multiagency
6 needs, increase mobile radio interoperability between agencies, and
7 identify how redundant investments can be reduced over time. The
8 department shall also provide quarterly reports to the technology
9 services board on project progress.

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

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

32 (6) The appropriation in this section includes funding for
33 starting planning, engineering, and construction of the Elwha River
34 bridge replacement. To the greatest extent practicable, the
35 department shall maintain public access on the existing route.

36 (7) \$4,720,000 of the motor vehicle account—federal appropriation
37 and \$280,000 of the motor vehicle account—state appropriation are
38 provided solely for weigh station preservation (0BP3006).

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

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

(10) Within the connecting Washington account—state appropriation, the department may transfer funds from Highway System Preservation (L1100071) to other preservation projects listed in the LEAP transportation document identified in subsection (1) of this section, if it is determined necessary for completion of these high priority preservation projects. The department's next budget submittal after using this subsection must appropriately reflect the transfer.

**NEW SECTION. Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—
TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL**

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

**NEW SECTION. Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION—
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W**

Puget Sound Capital Construction Account—State Appropriation	\$129,670,000
Puget Sound Capital Construction Account—Federal Appropriation	\$141,750,000
Puget Sound Capital Construction Account—Private/Local Appropriation	\$350,000
Transportation Partnership Account—State Appropriation	\$4,936,000
Capital Vessel Replacement Account—State Appropriation	\$93,800,000

1 Connecting Washington Account—State Appropriation \$92,766,000
2 TOTAL APPROPRIATION. \$463,272,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed in LEAP Transportation Document 2019-2 ALL
8 PROJECTS as developed March 25, 2019, Program - Washington State
9 Ferries Capital Program (W).

10 (2) \$59,650,000 of the connecting Washington account—state
11 appropriation and \$1,461,000 of the Puget Sound capital construction
12 account—state appropriation are provided solely for the Mukilteo
13 ferry terminal (952515P). To the extent practicable, the department
14 shall avoid the closure of, or disruption to, any existing public
15 access walkways in the vicinity of the terminal project during
16 construction.

17 (3) \$73,089,000 of the Puget Sound capital construction account—
18 federal appropriation, \$33,089,000 of the connecting Washington
19 account—state appropriation, and \$8,778,000 of the Puget Sound
20 capital construction account—state appropriation are provided solely
21 for the Seattle Terminal Replacement project (900010L).

22 (4) \$5,000,000 of the Puget Sound capital construction account—
23 state appropriation is provided solely for emergency capital repair
24 costs (999910K). Funds may only be spent after approval by the office
25 of financial management.

26 (5) \$495,000 of the Puget Sound capital construction account—
27 state appropriation is provided solely for an electric ferry planning
28 team (G2000087) to develop ten-year and twenty-year implementation
29 plans to efficiently deploy hybrid-electric vessels, including a
30 cost-benefit analysis of construction and operation of hybrid-
31 electric vessels with and without charging infrastructure. The plan
32 includes, but is not limited to, vessel technology and feasibility,
33 vessel and terminal deployment schedules, project financing, and
34 workforce requirements. The plan shall be submitted to the office of
35 financial management and the transportation committees of the
36 legislature by June 30, 2020.

37 (6) \$44,000,000 of the Puget Sound capital construction account—
38 state appropriation is provided solely for the conversion of two
39 Jumbo Mark II vessels to electric hybrid (G2000084).

1 (7) \$5,200,000 of the Puget Sound ferry construction account—
 2 state appropriation and \$93,800,000 of the capital vessel replacement
 3 account—state appropriation are provided solely for the acquisition
 4 of two 144-car vessels contingent upon new and sufficient resources.
 5 The department shall use as much already procured equipment as
 6 practicable on the 144-car vessel. The vendor must present to the
 7 joint transportation committee and the office of financial
 8 management, by September 15, 2019, a list of options that will result
 9 in significant cost savings changes in terms of construction or the
 10 long-term maintenance and operations of the vessel. The vendor must
 11 allow for exercising the options without a penalty. If neither
 12 chapter . . . (Engrossed Substitute Senate Bill No. . . .) (Ferry
 13 Procurement), Laws of 2019 nor chapter . . . (House Bill No. . . .)
 14 (Ferry Procurement), Laws of 2019 is enacted by June 30, 2019,
 15 \$5,200,000 of the Puget Sound ferry construction account—state
 16 appropriation and \$93,800,000 of the capital vessel replacement
 17 account—state appropriation in this subsection lapses.

18 (8) The capital vessel replacement account—state appropriation
 19 includes up to \$93,800,000 in proceeds from the sale of bonds
 20 authorized in RCW 47.10.889.

21 NEW SECTION. **Sec. 311. FOR THE DEPARTMENT OF TRANSPORTATION—**
 22 **RAIL—PROGRAM Y—CAPITAL**

23	Essential Rail Assistance Account—State Appropriation . . .	\$500,000
24	Transportation Infrastructure Account—State	
25	Appropriation	\$7,554,000
26	Multimodal Transportation Account—State	
27	Appropriation	\$92,991,000
28	Multimodal Transportation Account—Federal	
29	Appropriation	\$8,302,000
30	Multimodal Transportation Account—Local Appropriation. . . .	\$336,000
31	TOTAL APPROPRIATION.	\$109,683,000

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

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

1 (2) \$7,136,000 of the transportation infrastructure account—state
2 appropriation is provided solely for new low-interest loans approved
3 by the department through the freight rail investment bank (FRIB)
4 program. The department shall issue FRIB program loans with a
5 repayment period of no more than ten years, and charge only so much
6 interest as is necessary to recoup the department's costs to
7 administer the loans. The department shall report annually to the
8 transportation committees of the legislature and the office of
9 financial management on all FRIB loans issued.

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

16 (4) The department must provide a report on the progress made on
17 freight rail investment bank projects and freight rail assistance
18 projects funded during this biennium to the transportation committees
19 of the legislature by January 1, 2020.

20 (5) \$367,000 of the transportation infrastructure account—state
21 appropriation and \$1,100,000 of the multimodal transportation account
22 —state appropriation are provided solely to reimburse Highline
23 Growers, Incorporated, for approved work completed on Palouse River
24 and Coulee City (PCC) railroad track in Spokane county between the
25 BNSF Railway Interchange at Cheney and Geiger Junction and must be
26 administered in a manner consistent with freight rail assistance
27 program projects. The value of the public benefit of this project is
28 expected to meet or exceed the cost of this project in: Shipper
29 savings on transportation costs; jobs saved in rail-dependent
30 industries; and/or reduced future costs to repair wear and tear on
31 state and local highways due to fewer annual truck trips (reduced
32 vehicle miles traveled). The amounts provided in this subsection are
33 not a commitment for future legislatures, but it is the legislature's
34 intent that future legislatures will work to approve biennial
35 appropriations until the full \$7,337,000 cost of this project is
36 reimbursed.

37 (6) (a) \$365,000 of the essential rail assistance account—state
38 appropriation is provided solely for the purpose of the

1 rehabilitation and maintenance of the Palouse river and Coulee City
2 railroad line (F01111B).

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

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

8 (ii) Revenues from trackage rights agreement fees paid by
9 shippers; and

10 (iii) Revenues and transfers transferred from the miscellaneous
11 program account to the essential rail assistance account, pursuant to
12 RCW 47.76.360, for the purpose of sustaining the grain train program
13 by maintaining the Palouse river and Coulee City railroad.

14 (7) The department shall issue a call for projects for the
15 freight rail assistance program, and shall evaluate the applications
16 in a manner consistent with past practices as specified in section
17 309, chapter 367, Laws of 2011. By November 15, 2020, the department
18 shall submit a prioritized list of recommended projects to the office
19 of financial management and the transportation committees of the
20 legislature.

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

26 (9) \$300,000 of the multimodal transportation account—state
27 appropriation is provided solely for the Washougal thirty-second
28 street underpass design/permitting project (L1000220).

29 (10) \$1,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for the Titlow rail bridge/culvert
31 improvement - metro parks Tacoma project (L1000221).

32 (11) \$700,000 of the multimodal transportation account—state
33 appropriation is provided solely for the Chelatchie Prairie railroad
34 roadbed rehabilitation project (L1000233).

35 (12) \$2,900,000 of the multimodal transportation account—state
36 appropriation is provided solely for the Pines Road/BNSF grade
37 separation project (L1000234).

1 (13) \$250,000 of the multimodal transportation account—state
2 appropriation is provided solely for the Port of Moses Lake Northern
3 Columbia Basin railroad feasibility study (L1000235).

4 (14) \$1,000,000 of the multimodal transportation account—state
5 appropriation is provided solely for the Port of Warden Rail
6 Infrastructure Expansion Phase 2 project (L1000236).

7 (15) \$500,000 of the multimodal transportation account—state
8 appropriation is provided solely for the Jones/John Liner road BNSF
9 railroad undercrossing and roadway extension project (L1000237).

10 (16) \$2,650,000 of the multimodal transportation account—state
11 appropriation is provided solely for the grade separation at Bell
12 road project (L1000239).

13 (17) \$500,000 of the multimodal transportation account—state
14 appropriation is provided solely for the Spokane airport transload
15 facility project (L1000242).

16 NEW SECTION. **Sec. 312. FOR THE DEPARTMENT OF TRANSPORTATION—**
17 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

18	Highway Infrastructure Account—State Appropriation	\$793,000
19	Highway Infrastructure Account—Federal Appropriation	\$981,000
20	Transportation Partnership Account—State	
21	Appropriation	\$750,000
22	Highway Safety Account—State Appropriation	\$800,000
23	Motor Vehicle Account—State Appropriation	\$43,688,000
24	Motor Vehicle Account—Federal Appropriation	\$56,835,000
25	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
26	Connecting Washington Account—State Appropriation	\$170,854,000
27	Multimodal Transportation Account—State	
28	Appropriation	\$79,312,000
29	TOTAL APPROPRIATION.	\$375,513,000

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 25, 2019, Program -
36 Local Programs (Z).

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

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

11 (b) \$11,400,000 of the motor vehicle account—federal
12 appropriation and \$7,750,000 of the multimodal transportation account
13 —state appropriation are provided solely for newly selected safe
14 routes to school projects. \$6,900,000 of the motor vehicle account—
15 federal appropriation, \$2,320,000 of the multimodal transportation
16 account—state appropriation, and \$800,000 of the highway safety
17 account—state appropriation are reappropriated for safe routes to
18 school projects selected in the previous biennia (L2000189). The
19 department may consider the special situations facing high-need
20 areas, as defined by schools or project areas in which the percentage
21 of the children eligible to receive free and reduced-price meals
22 under the national school lunch program is equal to, or greater than,
23 the state average as determined by the department, when evaluating
24 project proposals against established funding criteria while ensuring
25 continued compliance with federal eligibility requirements.

26 (3) The department shall submit a report to the transportation
27 committees of the legislature by December 1, 2019, and December 1,
28 2020, on the status of projects funded as part of the pedestrian
29 safety/safe routes to school grant program. The report must include,
30 but is not limited to, a list of projects selected and a brief
31 description of each project's status.

32 (4) \$28,319,000 of the multimodal transportation account—state
33 appropriation is provided solely for bicycle and pedestrian projects
34 listed in the LEAP transportation document referenced in subsection
35 (1) of this section.

36 (5) (a) \$38,235,000 of the motor vehicle account—federal
37 appropriation is provided solely for national highway freight network
38 projects identified on the project list submitted in accordance with
39 section 218(4) (b), chapter 14, Laws of 2016 on October 31, 2016.

1 (b) In advance of the expiration of the fixing America's surface
2 transportation (FAST) act in 2020, the department must work with the
3 Washington state freight advisory committee to agree on a framework
4 for allocation of any new national highway freight funding that may
5 be approved in a new federal surface transportation reauthorization
6 act. The department and representatives of the advisory committee
7 must report to the joint transportation committee by October 1, 2020,
8 on the status of planning for allocating new funds for this program.

9 (6) It is the expectation of the legislature that the department
10 will be administering a local railroad crossing safety grant program
11 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
12 Of the amounts identified in this subsection, a minimum of \$500,000
13 must be for railroad grade-crossing safety grants at locations where
14 multiple pedestrian or bicyclist fatalities have occurred in the
15 vicinity of a grade-crossing in the last five years.

16 (7) \$19,160,000 of the connecting Washington account—state
17 appropriation is provided solely for the Covington Connector
18 (L2000104). The amounts described in the LEAP transportation document
19 referenced in subsection (1) of this section are not a commitment by
20 future legislatures, but it is the legislature's intent that future
21 legislatures will work to approve appropriations in the 2019-2021
22 fiscal biennium to reimburse the city of Covington for approved work
23 completed on the project up to the full \$24,000,000 cost of this
24 project.

25 (8) \$1,080,000 of the motor vehicle account—state appropriation
26 is provided solely for the Beech Street extension project (L1000222).

27 (9) \$1,800,000 of the motor vehicle account—state appropriation
28 is provided solely for the Rush Road interchange improvement project
29 (L1000223).

30 (10) \$4,000,000 of the motor vehicle account—state appropriation
31 is provided solely for the Dupont-Steilacoom road improvement project
32 (L1000224).

33 (11) \$100,000 of the motor vehicle account—state appropriation is
34 provided solely for the Dupont street trees and sidewalk team project
35 (L1000225).

36 (12) \$500,000 of the motor vehicle account—state appropriation is
37 provided solely for the Puyallup low impact frontage improvement
38 project (L1000226).

1 (13) \$300,000 of the motor vehicle account—state appropriation is
2 provided solely for the Interstate 5/54th street gateway improvement
3 project (L1000227).

4 (14) \$3,000,000 of the motor vehicle account—state appropriation
5 is provided solely for the Sprague avenue phase 2 project (L1000243).

6 (15) \$1,130,000 of the motor vehicle account—state appropriation
7 is provided solely for the north Kellogg street and west Clearwater
8 avenue intersection (L1000245).

9 (16) \$786,000 of the motor vehicle account—state appropriation is
10 provided solely for the northeast cedar avenue and northeast damson
11 project (L1000246).

12 (17) \$1,000,000 of the motor vehicle account—state appropriation
13 is provided solely for the 35th avenue southeast phase 2 project
14 (L1000248).

15 (18) \$2,260,000 of the multimodal transportation account—state
16 appropriation is provided solely for the Clinton to Ken's corner
17 trail project (L1000249).

18 (19) \$1,750,000 of the motor vehicle account—state appropriation
19 is provided solely for the Williams and Wells conversion project
20 (L1000251).

21 (20) \$2,000,000 of the motor vehicle account—state appropriations
22 is provided solely for the Edmonds street waterfront connector
23 project (L1000252).

24 (21) \$650,000 of the motor vehicle account—state appropriation is
25 provided solely for the dash point road at 4th avenue south safety
26 improvements project (L1000253).

27 (22) \$700,000 of the motor vehicle account—state appropriation is
28 provided solely for the 21st avenue south at 320th street
29 signalization project (L1000254).

30 (23) \$2,920,000 of the multimodal transportation account—state
31 appropriation is provided solely for the 148th street nonmotorized
32 bridge project (L1000256).

33 (24) \$500,000 of the multimodal transportation account—state
34 appropriation is provided solely for the white center pedestrian
35 safety improvement project (L1000258).

36 (25) \$750,000 of the motor vehicle account—state appropriation is
37 provided solely for the Wallace Kneeland and Shelton springs road
38 intersection improvements project (L1000260).

1 (26) \$100,000 of the motor vehicle account—state appropriation is
2 provided solely for the state route 99 north aurora pedestrian safety
3 signal upgrade project (L1000261).

4 (27) \$1,823,000 of the multimodal transportation account—state
5 appropriation is provided solely for the north broadway college
6 district pedestrian bridge project (L1000262).

7 (28) \$474,000 of the motor vehicle account—state appropriation is
8 provided solely for the cascade elementary safe routes to schools
9 project (L1000263).

10 (29) \$2,000,000 of the motor vehicle account—state appropriation
11 is provided solely for the Guemes island ferry replacement project
12 (L1000265).

13 (30) \$2,000,000 of the motor vehicle account—state appropriation
14 is provided solely for the slater road elevation project (L1000266).

15 (31) \$750,000 of the multimodal transportation account—state
16 appropriation is provided solely for the Redmond connector phase 3
17 project (L1000268).

18 (32) \$1,000,000 of the motor vehicle account—state appropriation
19 is provided solely for the complete 224th street phase 2 project
20 (L1000270).

21 (33) \$450,000 of the multimodal transportation account—state
22 appropriation is provided solely for the 68th avenue northeast
23 pedestrian and bicycle safety improvement project (L1000272).

24 (34) \$700,000 of the motor vehicle account—state appropriation is
25 provided solely for the garrison road sidewalk infill project
26 (L1000273).

27 (35) \$500,000 of the multimodal transportation account—state
28 appropriation is provided solely for the Newport way northwest
29 pedestrian and bicycle safety project (L1000274).

30 (36) \$60,000 of the multimodal transportation account—state
31 appropriation is provided solely for the installation of an updated
32 meteorological station at the Colville airport.

33 NEW SECTION. **Sec. 313. ANNUAL REPORTING REQUIREMENTS FOR**
34 **CAPITAL PROGRAM**

35 (1) As part of its annual budget submittal, the department of
36 transportation shall provide an update to the report provided to the
37 legislature in the prior fiscal year that: (a) Compares the original
38 project cost estimates approved in the 2003, 2005, and 2015 revenue

1 package project lists to the completed cost of the project, or the
2 most recent legislatively approved budget and total project costs for
3 projects not yet completed; (b) identifies highway projects that may
4 be reduced in scope and still achieve a functional benefit; (c)
5 identifies highway projects that have experienced scope increases and
6 that can be reduced in scope; (d) identifies highway projects that
7 have lost significant local or regional contributions that were
8 essential to completing the project; and (e) identifies contingency
9 amounts allocated to projects.

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

15 (3) Working in concert with the office of financial management
16 and local governments, the department will work to identify local
17 agency concerns regarding services provided by the department to
18 local governments for which a fee is charged. The department will
19 provide a report with its 2019-2021 biennial budget submittal to the
20 governor and transportation committees of the legislature on the
21 identified services and associated fee(s). The report must include,
22 but is not limited to, a description of the identified project
23 services provided to local agencies, estimates of the associated
24 charges for the service, and an accounting of expenditures charged to
25 local agencies associated with the identified services during the
26 previous two fiscal years.

27 NEW SECTION. **Sec. 314. QUARTERLY REPORTING REQUIREMENTS FOR**
28 **CAPITAL PROGRAM**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

35 (c) Identify the estimated cost of completion for all projects
36 consistent with the structure of the most recently enacted
37 transportation budget that are going to advertisement during the
38 current fiscal biennium.

1 NEW SECTION. **Sec. 315. FEDERAL FUNDS RECEIVED FOR CAPITAL**
2 **PROJECT EXPENDITURES**

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

6 **TRANSFERS, DISTRIBUTIONS, AND SPECIAL APPROPRIATIONS**

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

11	Transportation Partnership Account—State	
12	Appropriation.	\$1,565,000
13	Connecting Washington Account—State Appropriation.	\$8,218,000
14	Special Category C Account—State Appropriation.	\$470,000
15	Highway Bond Retirement Account—State	
16	Appropriation.	\$1,257,277,000
17	Ferry Bond Retirement Account—State Appropriation.	\$25,077,000
18	Transportation Improvement Board Bond Retirement	
19	Account—State Appropriation.	\$12,684,000
20	Nondebt-Limit Reimbursable Bond Retirement	
21	Account—State Appropriation.	\$29,585,000
22	Toll Facility Bond Retirement Account—State	
23	Appropriation.	\$86,483,000
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation.	\$48,000
26	TOTAL APPROPRIATION.	\$1,421,407,000

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

30	Transportation Partnership Account—State	
31	Appropriation.	\$313,000
32	Connecting Washington Account—State Appropriation.	\$1,644,000
33	Special Category C Account—State Appropriation.	\$94,000
34	Transportation 2003 Account (Nickel Account)—State	
35	Appropriation.	\$7,000

1 TOTAL APPROPRIATION. \$2,058,000

2 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**

3 **FOR DISTRIBUTION**

4 Motor Vehicle Account—State Appropriation:

5 For motor vehicle fuel tax distributions to

6 cities and counties. \$518,198,000

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

8 Motor Vehicle Account—State Appropriation:

9 For motor vehicle fuel tax refunds and

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

11 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**

12 **TRANSFERS**

13 Motor Vehicle Account—State Appropriation:

14 For motor vehicle fuel tax refunds and

15 transfers. \$220,426,000

16 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—ADMINISTRATIVE**

17 **TRANSFERS**

18 (1) Transportation Partnership Account—State

19 Appropriation: For transfer to the Connecting

20 Washington Account—State. \$13,000,000

21 (2) Highway Safety Account—State Appropriation:

22 For transfer to the State Patrol Highway

23 Account—State. \$49,000,000

24 (3) Motor Vehicle Account—State Appropriation:

25 For transfer to the County Arterial Preservation

26 Account—State. \$4,844,000

27 (4) Motor Vehicle Account—State Appropriation:

28 For transfer to the Freight Mobility Investment

29 Account—State. \$8,511,000

30 (5) Motor Vehicle Account—State Appropriation:

31 For transfer to the Rural Arterial Trust

32 Account—State. \$4,844,000

33 (6) Motor Vehicle Account—State Appropriation:

34 For transfer to the Transportation Improvement

1 Account—State. \$9,688,000
2 (7) Rural Mobility Grant Program Account—State
3 Appropriation: For transfer to the Multimodal
4 Transportation Account—State. \$3,000,000
5 (8) State Route Number 520 Civil Penalties
6 Account—State Appropriation: For transfer to
7 the State Route Number 520 Corridor
8 Account—State. \$1,434,000
9 (9) Multimodal Transportation Account—State
10 Appropriation: For transfer to the Freight
11 Mobility Multimodal Account—State. \$8,511,000
12 (10) Multimodal Transportation Account—State
13 Appropriation: For transfer to the Puget Sound
14 Capital Construction Account—State. \$5,000,000
15 (11) Multimodal Transportation Account—State
16 Appropriation: For transfer to the Puget Sound
17 Ferry Operations Account—State. \$40,000,000
18 (12) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Regional
20 Mobility Grant Program Account—State. \$27,679,000
21 (13) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Rural
23 Mobility Grant Program Account—State. \$15,223,000
24 (14) Tacoma Narrows Toll Bridge Account—State
25 Appropriation: For transfer to the Motor
26 Vehicle Account—State. \$950,000
27 (15) Alaskan Way Viaduct Replacement Project
28 Account—State Appropriation: For transfer to the
29 Motor Vehicle Account—State. \$11,135,000
30 (16)(a) Alaskan Way Viaduct Replacement Project
31 Account—State Appropriation: For transfer to the
32 Transportation Partnership Account—State. \$19,262,000
33 (b) The amount transferred in this subsection represents
34 repayment of debt service incurred for the construction of the SR 99/
35 Alaskan Way Viaduct Replacement Project (809936Z).
36 (17) Transportation 2003 Account (Nickel Account)—
37 State Appropriation: For transfer to the Connecting
38 Washington Account—State. \$6,000,000

1 (18) (a) Transportation Partnership Account—State
2 Appropriation: For transfer to the Alaskan Way Viaduct
3 Replacement Project Account—State. \$77,951,000

4 (b) The amount transferred in this subsection represents that
5 portion of the up to \$200,000,000 in proceeds from the sale of bonds
6 authorized in RCW 47.10.873, intended to be sold through the
7 2021-2023 fiscal biennium, used only for construction of the SR 99/
8 Alaskan Way Viaduct Replacement project (809936Z), and that must be
9 repaid from the Alaskan Way viaduct replacement project account
10 consistent with RCW 47.56.864.

11 (19) (a) Connecting Washington Account—State
12 Appropriation: For transfer to the Capital Vessel
13 Replacement Account—State. \$93,800,000

14 (b) The amount transferred in this subsection represents proceeds
15 from the sale of bonds authorized in RCW 47.10.889.

16 (20) (a) Tacoma Narrows Toll Bridge Account—State Appropriation:
17 For transfer to the Motor Vehicle
18 Account—State. \$5,000,000

19 (b) A transfer in the amount of \$5,000,000 was made from the
20 Motor Vehicle Account to the Tacoma Narrows Toll Bridge Account in
21 April 2019. It is the intent of the legislature that this transfer
22 was to be temporary, for the purpose of minimizing the impact of toll
23 increases, and this is an equivalent reimbursing transfer to occur in
24 November 2019.

25 (21) (a) Transportation 2003 Account (Nickel Account)
26 —State Appropriation: For transfer to the Tacoma
27 Narrows Toll Bridge Account—State. \$12,543,000

28 (b) It is the intent of the legislature that this transfer is
29 temporary, for the purpose of minimizing the impact of toll
30 increases, and an equivalent reimbursing transfer is to occur after
31 the debt service and deferred sales tax on the Tacoma Narrows bridge
32 construction costs are fully repaid in accordance with chapter 195,
33 Laws of 2018.

34 (22) Transportation 2003 Account (Nickel Account)
35 —State Appropriation: For transfer to the Motor Vehicle
36 Account—State. \$40,000,000

37 (23) Capital Vessel Replacement Account—State
38 Appropriation: For transfer to the Puget Sound
39 Capital Construction Account—State. \$75,000,000

1 (24) Multimodal Transportation Account—State
2 Appropriation: For transfer to the Transportation
3 Partnership Account—State. \$25,000,000
4 (25) Multimodal Transportation Account—State
5 Appropriation: For transfer to the Motor Vehicle
6 Account—State. \$45,000,000
7 (26)(a) Motor Vehicle Account—State
8 Appropriation: For transfer to the County Road
9 Administration Board Emergency Loan Account—State. \$3,000,000
10 (b) If chapter . . . (Senate Bill No. 5923), Laws of 2019 is not
11 enacted by June 30, 2019, the amount provided in this subsection
12 lapses.
13 (27)(a) Capital Vessel Replacement Account—State
14 Appropriation: For transfer to the Connecting
15 Washington Account—State. \$3,918,000
16 (b) The amount transferred in this subsection is for debt service
17 and debt issuance costs associated with the construction of new ferry
18 vessels.
19 (28) Multimodal Transportation Account—State
20 Appropriation: For transfer to the Complete Streets
21 Grant Program Account—State. \$14,670,000

22 NEW SECTION. **Sec. 407. FOR THE OFFICE OF FINANCIAL MANAGEMENT—**
23 **MISCELLANEOUS COMPENSATION AND BENEFIT ADJUSTMENTS**

24 Pilotage Account—State Appropriation \$58,000
25 Aeronautics Account—State Appropriation \$84,000
26 State Patrol Highway Account—State Appropriation \$4,541,000
27 State Patrol Highway Account—Federal Appropriation \$128,000
28 State Patrol Highway Account—Private/Local Appropriation . . (\$5,000)
29 Motorcycle Safety Education Account—State Appropriation . . . \$96,000
30 Rural Arterial Trust Account—State Appropriation \$55,000
31 State Wildlife Account—State Appropriation \$7,000
32 Highway Safety Account—State Appropriation \$7,714,000
33 Highway Safety Account—Federal Appropriation \$198,000
34 Motor Vehicle Account—State Appropriation \$37,096,000
35 Puget Sound Ferry Operations Account—State Appropriation . . \$959,000
36 Transportation Improvement Account—State Appropriation . . . \$100,000
37 Ignition Interlock Device Revolving Account—State

1	Appropriation	\$66,000
2	State Route Number 520 Corridor Account—State	
3	Appropriation	\$419,000
4	County Arterial Preservation Account—State Appropriation . .	\$55,000
5	Department of Licensing Services Account—State	
6	Appropriation	\$46,000
7	Multimodal Transportation Account—State Appropriation . . .	\$587,000
8	Abandoned Recreational Vehicle Disposal Account—State	
9	Appropriation	\$15,000
10	Tacoma Narrows Toll Bridge Account—State Appropriation . . .	\$137,000
11	Alaskan Way Viaduct Replacement Project Account—State	
12	Appropriation	\$603,000
13	I-405 Express Toll Lanes Operations Account—State	
14	Appropriation	\$218,000
15	TOTAL APPROPRIATION.	\$53,177,000

16 The appropriations in this section are subject to the following
17 conditions and limitations: The appropriations are provided solely
18 for allocation to state agencies for miscellaneous compensation and
19 benefit adjustments.

20 NEW SECTION. **Sec. 408. FOR THE OFFICE OF FINANCIAL MANAGEMENT—**
21 **CENTRAL CHARGES**

22	Pilotage Account—State Appropriation	\$796,000
23	State Patrol Highway Account—State Appropriation	\$3,168,000
24	Motorcycle Safety Education Account—State Appropriation . . .	\$8,000
25	Highway Safety Account—State Appropriation	\$620,000
26	Highway Safety Account—Federal Appropriation	\$16,000
27	Motor Vehicle Account—State Appropriation	\$8,463,000
28	Transportation Improvement Account—State Appropriation . . .	\$31,000
29	Ignition Interlock Device Revolving Account—State	
30	Appropriation	\$2,000
31	Department of Licensing Services Account—State	
32	Appropriation	\$9,000
33	Multimodal Transportation Account—State Appropriation . .	\$1,114,000
34	TOTAL APPROPRIATION.	\$14,227,000

35 The appropriations in this section are subject to the following
36 conditions and limitations: The appropriations are provided solely
37 for allocation to state agencies for central charges.

1 NEW SECTION. **Sec. 409. FOR THE STATE TREASURER—BOND RETIREMENT**
2 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
3 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

4 Toll Facility Bond Retirement Account—Federal	
5 Appropriation.	\$199,522,000
6 Toll Facility Bond Retirement Account—State	
7 Appropriation.	\$25,372,000
8 TOTAL APPROPRIATION.	\$224,894,000

9 NEW SECTION. **Sec. 410. FOR THE STATE TREASURER—STATE REVENUES**
10 **FOR DISTRIBUTION**

11 Multimodal Transportation Account—State	
12 Appropriation: For distribution to	
13 cities and counties.	\$26,786,000
14 Motor Vehicle Account—State Appropriation:	
15 For distribution to cities and counties.	\$23,438,000
16 TOTAL APPROPRIATION.	\$50,224,000

17 NEW SECTION. **Sec. 411.** The department of transportation is
18 authorized to undertake federal advance construction projects under
19 the provisions of 23 U.S.C. Sec. 115 in order to maintain progress in
20 meeting approved highway construction and preservation objectives.
21 The legislature recognizes that the use of state funds may be
22 required to temporarily fund expenditures of the federal
23 appropriations for the highway construction and preservation programs
24 for federal advance construction projects prior to conversion to
25 federal funding.

26 **COMPENSATION**

27 NEW SECTION. **Sec. 501. COLLECTIVE BARGAINING AGREEMENTS NOT**
28 **IMPAIRED**

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

33 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS**

1 Sections 503 through 520 of this act represent the results of the
2 2019-2021 collective bargaining process required under chapters
3 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
4 agreements contained in sections 503 through 520 of this act are
5 described in general terms. Only major economic terms are included in
6 the descriptions. These descriptions do not contain the complete
7 contents of the agreements. The collective bargaining agreements
8 contained in sections 503 through 520 of this act may also be funded
9 by expenditures from nonappropriated accounts. If positions are
10 funded with lidded grants or dedicated fund sources with insufficient
11 revenue, additional funding from other sources is not provided.

12 NEW SECTION. **Sec. 503. DEPARTMENT OF TRANSPORTATION MARINE**
13 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—OPEIU**

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

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

24 An agreement has been reached between the governor and the ferry
25 agents, supervisors, and project administrators association pursuant
26 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
27 provided for a three percent general wage increase effective July 1,
28 2019, and a three percent general wage increase effective July 1,
29 2020. The agreement also includes and funding is provided for an
30 increase in the drug and alcohol sampling certification and a new
31 scheduling committee with two employee representatives.

32 NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE**
33 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—SEIU LOCAL 6**

34 An agreement has been reached between the governor and the
35 service employees international union local 6 pursuant to chapter
36 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for

1 a nine percent general wage increase effective July 1, 2019, and a
2 three percent general wage increase effective July 1, 2020. The
3 agreement also includes and funding is provided for an increase in
4 the shift premium rate.

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

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

13 NEW SECTION. **Sec. 507. DEPARTMENT OF TRANSPORTATION MARINE**
14 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—METAL TRADES**

15 An agreement has been reached between the governor and the Puget
16 Sound metal trades council pursuant to chapter 47.64 RCW for the
17 2019-2021 fiscal biennium. Funding is provided for a four percent
18 general wage increase effective July 1, 2019, and a four percent
19 general wage increase effective July 1, 2020.

20 NEW SECTION. **Sec. 508. DEPARTMENT OF TRANSPORTATION MARINE**
21 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-UL**

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

31 NEW SECTION. **Sec. 509. DEPARTMENT OF TRANSPORTATION MARINE**
32 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-L**

33 An agreement has been reached between the governor and the marine
34 engineers' beneficial association licensed engineer officers through
35 an interest arbitration award pursuant to chapter 47.64 RCW for the

1 2019-2021 fiscal biennium. Funding is provided for the awarded three
2 and one-half percent general wage increase effective July 1, 2019,
3 and a three and one-half percent general wage increase effective July
4 1, 2020. The agreement also includes and funding is provided for
5 related watch turnover rate increases tied to salary increases and
6 reimbursement for safety-toed work boots.

7 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
8 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA—PORT ENGINEERS**

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

18 NEW SECTION. **Sec. 511. DEPARTMENT OF TRANSPORTATION MARINE**
19 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MATES**

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

25 NEW SECTION. **Sec. 512. DEPARTMENT OF TRANSPORTATION MARINE**
26 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MASTERS**

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

32 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
33 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
34 **SUPERVISORS**

1 An agreement has been reached between the governor and the
2 masters, mates, and pilots - watch center supervisors pursuant to
3 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
4 provided for a three percent general wage increase effective July 1,
5 2019, and two percent general wage increase effective July 1, 2020.
6 The agreement also includes and funding is provided for call back and
7 an increase in relief pay.

8 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
9 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—IBU**

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

20 NEW SECTION. **Sec. 515. COLLECTIVE BARGAINING AGREEMENT—WFSE**

21 An agreement has been reached between the governor and the
22 Washington federation of state employees under the provisions of
23 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
24 provided for a three percent general wage increase effective July 1,
25 2019, and a three percent general wage increase effective July 1,
26 2020. The agreement also includes and funding is provided for salary
27 adjustments for targeted job classifications, premium pay for
28 employees who work in King county, and establishment of a new
29 information technology professional compensation structure.

30 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
31 **LOCAL 17**

32 An agreement has been reached between the governor and the
33 professional and technical employees local 17 under the provisions of
34 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
35 provided for a three percent general wage increase effective July 1,
36 2019, and a three percent general wage increase effective July 1,

1 2020. The agreement also includes and funding is provided for salary
2 adjustments for targeted job classifications and premium pay for
3 employees who work in King county.

4 NEW SECTION. **Sec. 517. COLLECTIVE BARGAINING AGREEMENT—WPEA**

5 An agreement has been reached between the governor and the
6 Washington public employees association under the provisions of
7 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
8 provided for a three percent general wage increase effective July 1,
9 2019, and a three percent general wage increase effective July 1,
10 2020. The agreement also includes and funding is provided for salary
11 adjustments for targeted job classifications, premium pay for
12 employees who work in King county, and establishment of a new
13 information technology professional compensation structure.

14 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—**
15 **COALITION OF UNIONS**

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

26 NEW SECTION. **Sec. 519. COLLECTIVE BARGAINING AGREEMENT—WSP**
27 **TROOPERS ASSOCIATION**

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

34 NEW SECTION. **Sec. 520. COLLECTIVE BARGAINING AGREEMENT—WSP**
35 **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 NEW SECTION. **Sec. 521. COMPENSATION—REPRESENTED EMPLOYEES—**
8 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

9 An agreement was reached for the 2019-2021 biennium between the
10 governor and the health care coalition under the provisions of
11 chapter 41.80 RCW. Appropriations in this act for state agencies,
12 including institutions of higher education, are sufficient to
13 implement the provisions of the 2019-2021 collective bargaining
14 agreement, including health flexible spending accounts for eligible
15 employees under the agreement, and are subject to the following
16 conditions and limitations:

17 The monthly employer funding rate for insurance benefit premiums,
18 public employees' benefits board administration, and the uniform
19 medical plan, shall not exceed nine hundred seventy-seven dollars per
20 eligible employee for fiscal year 2020. For fiscal year 2021, the
21 monthly employer funding rate shall not exceed nine hundred seventy-
22 eight dollars per eligible employee.

23 NEW SECTION. **Sec. 522. COMPENSATION—REPRESENTED EMPLOYEES**
24 **OUTSIDE HEALTH CARE COALITION—INSURANCE BENEFITS**

25 Appropriations for state agencies in this act are sufficient for
26 represented employees outside the coalition for health benefits, and
27 are subject to the following conditions and limitations: The monthly
28 employer funding rate for insurance benefit premiums, public
29 employees' benefits board administration, and the uniform medical
30 plan, may not exceed nine hundred seventy-seven dollars per eligible
31 employee for fiscal year 2020. For fiscal year 2021, the monthly
32 employer funding rate may not exceed nine hundred seventy-eight
33 dollars per eligible employee.

34 NEW SECTION. **Sec. 523. COMPENSATION—NONREPRESENTED EMPLOYEES—**
35 **INSURANCE BENEFITS**

1 Appropriations for state agencies in this act are sufficient for
2 nonrepresented state employee health benefits for state agencies,
3 including institutions of higher education, and are subject to the
4 following conditions and limitations:

5 (1) The employer monthly funding rate for insurance benefit
6 premiums, public employees' benefits board administration, and the
7 uniform medical plan, shall not exceed nine hundred seventy-seven
8 dollars per eligible employee for fiscal year 2020. For fiscal year
9 2021, the monthly employer funding rate shall not exceed nine hundred
10 seventy-eight dollars per eligible employee. These rates assume the
11 use of plan reserves in amounts equivalent to an additional eighteen
12 dollars per eligible employee in fiscal year 2020 (for an effective
13 funding rate of nine hundred ninety-five dollars per eligible
14 employee), and an additional seventy-six dollars per eligible
15 employee in fiscal year 2021 (for an effective funding rate of one
16 thousand fifty-four dollars per eligible employee). These rates
17 include up to sixty-three dollars per eligible employee in fiscal
18 year 2020, and seventy-six dollars per eligible employee in fiscal
19 year 2021, to support the retiree insurance subsidies.

20 (2) The health care authority, subject to the approval of the
21 public employees' benefits board, shall provide subsidies for health
22 benefit premiums to eligible retired or disabled public employees and
23 school district employees who are eligible for medicare, pursuant to
24 RCW 41.05.085. For calendar years 2020 and 2021, the subsidy shall be
25 up to one hundred sixty-eight dollars per month. Funds from reserves
26 accumulated for future adverse claims experience, from past favorable
27 claims experience, or otherwise, may not be used to increase this
28 retiree subsidy beyond what is authorized by the legislature in this
29 subsection.

30 NEW SECTION. **Sec. 524. GENERAL WAGE INCREASES**

31 (1) Appropriations for state agency employee compensation in this
32 act are sufficient to provide general wage increases to state agency
33 employees who are not represented or who bargain under statutory
34 authority other than chapter 41.80 or 47.64 RCW or RCW 41.56.473 or
35 41.56.475.

36 (2) Funding is provided for a three percent general wage increase
37 effective July 1, 2019, for all classified employees as specified in
38 subsection (1) of this section, employees in the Washington
39 management service, and exempt employees under the jurisdiction of

1 the office of financial management. The appropriations are also
2 sufficient to fund a three percent salary increase effective July 1,
3 2019, for executive, legislative, and judicial branch employees
4 exempt from merit system rules whose maximum salaries are not set by
5 the commission on salaries for elected officials.

6 (3) Funding is provided for a three percent general wage increase
7 effective July 1, 2020, for all classified employees as specified in
8 subsection (1) of this section, employees in the Washington
9 management service, and exempt employees under the jurisdiction of
10 the office of financial management. The appropriations are also
11 sufficient to fund a three percent salary increase effective July 1,
12 2020, for executive, legislative, and judicial branch employees
13 exempt from merit system rules whose maximum salaries are not set by
14 the commission on salaries for elected officials.

15 NEW SECTION. **Sec. 525. TARGETED COMPENSATION INCREASES**

16 Funding is provided for salary adjustments for targeted job
17 classifications as specified by the office of financial management
18 for classified state employees, except those represented by a
19 collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW
20 41.56.473 and 41.56.475.

21 NEW SECTION. **Sec. 526. MINIMUM STARTING WAGE**

22 Funding is also provided for a minimum starting wage of fourteen
23 dollars an hour, effective July 1, 2019, and for increases in wages
24 of job classes that are aligned with affected job classes, except
25 those represented by a collective bargaining unit under chapters
26 41.80 and 47.64 RCW and RCW 41.56.473 and 41.56.475. This funding is
27 sufficient for general government agencies and higher education
28 institutions to comply with the provisions of Initiative Measure No.
29 1433 with respect to state employees.

30 NEW SECTION. **Sec. 527. PREMIUM PAY**

31 Funding is also provided for a five percent premium pay for
32 employees working in King county, except those represented under
33 chapters 41.80 and 47.64 RCW, and RCW 41.56.473 and 41.56.475.

34 NEW SECTION. **Sec. 528. COMPENSATION—REVISE PENSION CONTRIBUTION**
35 **RATES**

1 The appropriations in this act for school districts and state
2 agencies, including institutions of higher education, are subject to
3 the following conditions and limitations: Appropriations are adjusted
4 to reflect changes to agency appropriations to reflect pension
5 contribution rates adopted by the pension funding council and the law
6 enforcement officers' and firefighters' retirement system plan 2
7 board.

8 NEW SECTION. **Sec. 529. COMPENSATION—PENSION CONTRIBUTIONS**

9 Appropriations to state agencies include funding for an increase
10 in pension contribution rates for several state pension systems. An
11 increase of fourteen one-hundredths of one-percent is funded for
12 state employer contributions to the public employees' and public
13 safety employees' retirement systems. An increase of thirty-two one-
14 hundredths of one percent for school employer contributions to the
15 teachers' retirement system and an increase of fourteen one-
16 hundredths of one percent for employer contributions to the school
17 employees' retirement system are funded. These increases are provided
18 for the purpose of a one-time, ongoing pension increase for retirees
19 in the public employees' retirement system plan 1 and teachers'
20 retirement system plan 1.

21 **IMPLEMENTING PROVISIONS**

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

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

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

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

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

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

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

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

17 (f) Transfers to a project may not be made with funds designated
18 as attributable to practical design savings as described in RCW
19 47.01.480;

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

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

38 (2) The department of transportation must submit quarterly all
39 transfers authorized under this section in the transportation
40 executive information system. The office of financial management must

1 maintain a legislative baseline project list identified in the LEAP
2 transportation documents referenced in this act, and update that
3 project list with all authorized transfers under this section.

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

8 (4) Before approval, the office of financial management shall
9 work with legislative staff of the house of representatives and
10 senate transportation committees to review the requested transfers in
11 a timely manner and consider any concerns raised by the chairs and
12 ranking members of the transportation committees.

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

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

21 NEW SECTION. **Sec. 602.** To the extent that any appropriation
22 authorizes expenditures of state funds from the motor vehicle
23 account, special category C account, Tacoma Narrows toll bridge
24 account, transportation 2003 account (nickel account), transportation
25 partnership account, transportation improvement account, Puget Sound
26 capital construction account, multimodal transportation account,
27 capital vessel replacement account, state route number 520 corridor
28 account, connecting Washington account, or other transportation
29 capital project account in the state treasury for a state
30 transportation program that is specified to be funded with proceeds
31 from the sale of bonds authorized in chapter 47.10 RCW, the
32 legislature declares that any such expenditures made before the issue
33 date of the applicable transportation bonds for that state
34 transportation program are intended to be reimbursed from proceeds of
35 those transportation bonds in a maximum amount equal to the amount of
36 such appropriation.

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

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

5 NEW SECTION. **Sec. 604. FOR THE DEPARTMENT OF TRANSPORTATION**

6 (1) As part of its 2020 supplemental budget submittal, the
7 department shall provide a report to the legislature and the office
8 of financial management that:

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

12 (b) Identifies, for each project, the amount of cost savings or
13 increases in funding that have been identified as compared to the
14 2015 enacted omnibus transportation appropriations act.

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

19 NEW SECTION. **Sec. 605. FOR THE DEPARTMENT OF TRANSPORTATION—WEB**
20 **SITE REPORTING REQUIREMENTS**

21 (1) The department of transportation shall post on its web site
22 every report that is due from the department to the legislature
23 during the 2019-2021 fiscal biennium on one web page. The department
24 must post both completed reports and planned reports on a single web
25 page.

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

29 NEW SECTION. **Sec. 606.** (1) By November 15, 2019, and annually
30 thereafter, the department of transportation must report on amounts
31 expended to benefit transit, bicycle, or pedestrian elements within
32 all connecting Washington projects in programs I, P, and Z identified
33 in LEAP Transportation Document 2019-2 ALL PROJECTS as developed
34 March 25, 2019. The report must address each modal category
35 separately and identify if eighteenth amendment protected funds have
36 been used and, if not, the source of funding.

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

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

6 (1) During the 2019-2021 fiscal biennium, the director of the
7 office of financial management may approve project scope change
8 requests to connecting Washington projects in the highway
9 improvements program, provided that the requests meet the criteria
10 outlined in RCW 47.01.480 and are subject to the limitations in this
11 section.

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

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

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

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

29 NEW SECTION. **Sec. 608. FOR THE DEPARTMENT OF TRANSPORTATION**

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

1 NEW SECTION. **Sec. 701. INFORMATION TECHNOLOGY PROJECTS**

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

10 (2) Agencies may apply to the office of financial management to
11 receive funding for the next stage of their project. Allocations and
12 allotments must be made for discrete stages of projects as determined
13 by the technology budget approved by the office of the state chief
14 information officer and office of financial management.

15 (3) Each agency shall provide the office of the state chief
16 information officer unique financial coding to include at least
17 expenditure authority index, program index, and subobject detail.
18 Each agency shall ensure the project financial budget and
19 expenditures can be tracked by subprojects, gates, deliverables, and
20 other necessary financial data as approved and required by the office
21 of financial management. The technology budget must use a method
22 similar to the state capital budget, identifying project costs, each
23 fund source, and anticipated deliverables through each stage of the
24 entire project investment and across fiscal periods and biennia from
25 project onset through implementation and close out.

26 (4) The office of the state chief information officer shall
27 report on the dashboard each fiscal month the financial status of
28 information technology projects under oversight.

29 (5) For certification purposes, each agency shall submit to the
30 office of the state chief information officer and office of financial
31 management:

32 (a) A technology budget that reflects project budget and costs by
33 fiscal month to include all funding sources used, anticipated
34 deliverables for each stage of the project and subproject, if
35 applicable, and across fiscal periods from project initiation through
36 implementation. Projects with estimated costs greater than one
37 hundred million dollars from initiation to implementation and close
38 out shall be split into subprojects as determined by the office of
39 the state chief information officer with individual technology
40 budgets made available for each subproject. The dashboard will retain

1 a roll up of the entire project, and will also have the subproject
2 detail available. If the project affects more than one agency, a
3 separate technology budget must be prepared for each agency. If the
4 project does impact more than one agency, a statewide project
5 technology budget rollup with each impacted agency will be compiled
6 and added to the dashboard.

7 (b) An investment plan that includes:

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

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

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

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

18 (v) Ongoing maintenance and operations cost of the project post
19 implementation and close out; and

20 (vi) Financial budget coding to include at least discreet program
21 index and subobject codes.

22 (6) For any project that exceeds two million dollars in total
23 funds to complete, requires more than one biennium to complete, or is
24 financed through financial contracts, bonds, or other indebtedness:

25 (a) Quality assurance for the project must report independently
26 to the office of the chief information officer;

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

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

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

38 (e) The agency must consult with the contracting division of the
39 department of enterprise services for a review of all contracts and

1 agreements related to the project's information technology
2 procurements.

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

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

14 (9) The office of the state chief information officer, in
15 consultation with the office of financial management, may identify
16 additional projects to be subject to this section, including projects
17 that are not separately identified within an agency budget.

18 **NEW SECTION. Sec. 702. FOR THE DEPARTMENT OF TRANSPORTATION**

19 (1) The appropriations to the department of transportation in
20 this act must be expended for the programs and in the amounts
21 specified in this act. Appropriations made in this act to the
22 department of transportation shall initially be allotted as required
23 by this act. Subsequent allotment modifications shall not include
24 transfers of moneys between sections of this act except as expressly
25 provided in this act and in subsection (2) of this section, nor shall
26 allotment modifications permit moneys that are provided solely for a
27 specific purpose to be used for other than that purpose.

28 (2)(a) The department may transfer up to a total of fifteen
29 million dollars of the connecting Washington account—state
30 appropriation and transportation partnership account—state
31 appropriation in the improvements and preservation programs to the
32 local programs capital program, provided that equal and offsetting
33 transfers are made as allowed under (b) of this subsection.

34 (b) The department may transfer up to fifteen million dollars of
35 the motor vehicle account—federal appropriation from the local
36 programs capital program to the improvements and preservation
37 programs in order to offset amounts transferred under (a) of this
38 subsection. Federal funds eligible for exchange under this subsection

1 are limited to the portion of the federal aid highway program
2 distributed to local jurisdictions by population through the motor
3 vehicle account.

4 (c) Transfers under this subsection (2) require the approval of
5 the director of the office of financial management. The director of
6 the office of financial management shall notify the transportation
7 committees of the legislature in writing ten days prior to approving
8 any allotment modifications or transfers under this subsection. The
9 written notifications shall include a narrative explanation and
10 justification of the changes, along with expenditures and allotments
11 by budget unit and appropriation, both before and after any allotment
12 modifications or transfers.

13 NEW SECTION. **Sec. 703. ACQUISITION OF PROPERTIES AND FACILITIES**
14 **THROUGH FINANCIAL CONTRACTS**

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

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

31 **Sec. 704.** RCW 43.19.642 and 2017 c 313 s 703 are each amended to
32 read as follows:

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

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

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

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

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

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

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

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

26 **Sec. 705.** RCW 46.20.745 and 2017 c 313 s 704 are each amended to
27 read as follows:

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

1 and ignition interlock enforcement work conducted by the Washington
2 state patrol.

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

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

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

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

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

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

20 (5) As part of monitoring compliance, the Washington traffic
21 safety commission shall also track recidivism for violations of RCW
22 46.61.502 and 46.61.504 by persons required to have an ignition
23 interlock driver's license under RCW 46.20.385 and 46.20.720.

24 **Sec. 706.** RCW 47.60.322 and 2015 3rd sp.s. c 44 s 213 are each
25 amended to read as follows:

26 (1) The capital vessel replacement account is created in the
27 motor vehicle fund. All revenues generated from the vessel
28 replacement surcharge under RCW 47.60.315(7) and service fees
29 collected by the department of licensing or county auditor or other
30 agent appointed by the director under RCW 46.17.040, 46.17.050, and
31 46.17.060 must be deposited into the account. Moneys in the account
32 may be spent only after appropriation. Expenditures from the account
33 may be used only for the construction or purchase of ferry vessels
34 and to pay the principal and interest on bonds authorized for the
35 construction or purchase of ferry vessels. However, expenditures from
36 the account must first be used to support the construction or
37 purchase, including any applicable financing costs, of a ferry vessel
38 with a carrying capacity of at least one hundred forty-four cars.

1 (2) The state treasurer may transfer moneys from the capital
2 vessel replacement account to the transportation 2003 account (nickel
3 account) and the connecting Washington account for debt service on
4 bonds issued for the construction of 144-car class ferry vessels.

5 (3) The legislature may transfer from the capital vessel
6 replacement account to the connecting Washington account created
7 under RCW 46.68.395 and the Puget Sound capital construction account
8 such amounts as reflect the excess fund balance of the capital vessel
9 replacement account to be used for ferry terminal construction and
10 vessel and terminal preservation.

11 **Sec. 707.** RCW 46.68.060 and 2017 c 313 s 707 are each amended to
12 read as follows:

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

31 **Sec. 708.** RCW 46.68.280 and 2017 c 313 s 708 are each amended to
32 read as follows:

33 (1) The transportation 2003 account (nickel account) is hereby
34 created in the motor vehicle fund. Money in the account may be spent
35 only after appropriation. Expenditures from the account must be used
36 only for projects or improvements identified as transportation 2003
37 projects or improvements in the omnibus transportation budget and to
38 pay the principal and interest on the bonds authorized for

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

9 (2) During the ((2015-2017)) 2019-2021 fiscal biennium, the
10 legislature may transfer from the transportation 2003 account (nickel
11 account) to the connecting Washington account such amounts as reflect
12 the excess fund balance of the transportation 2003 account (nickel
13 account).

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

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

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

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

29 (2) The legislature finds that:

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

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

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

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

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

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

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

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

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

31 (6) The audits may include:

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

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

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

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

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

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

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

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

19 (i) Identification and recognition of best practices;

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

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

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

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

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

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

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

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

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

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

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

29 (11) During the ((2015-2017)) 2019-2021 fiscal biennium, the
30 legislature may transfer from the transportation partnership account
31 to the connecting Washington account such amounts as reflect the
32 excess fund balance of the transportation partnership account.

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

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

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

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

10 (3) During the ((2015-2017)) 2019-2021 fiscal biennium, the
11 legislature may transfer from the rural mobility grant program
12 account to the multimodal transportation account such amounts as
13 reflect the excess fund balance of the rural mobility grant program
14 account.

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

19 **Sec. 711.** RCW 47.56.403 and 2017 c 313 s 712 are each amended to
20 read as follows:

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

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

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

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

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

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

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

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

18 (a) Freeway efficiency and safety;

19 (b) Effectiveness for transit;

20 (c) Person and vehicle movements by mode;

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

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

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

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

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

38 (b) If high occupancy vehicle tolls are being collected on June
39 30, (~~2019~~) 2021.

1 (6) The department of transportation shall adopt rules that allow
2 automatic vehicle identification transponders used for electronic
3 toll collection to be compatible with other electronic payment
4 devices or transponders from the Washington state ferry system, other
5 public transportation systems, or other toll collection systems to
6 the extent that technology permits.

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

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

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

15 **Sec. 712.** RCW 47.56.876 and 2017 c 313 s 713 are each amended to
16 read as follows:

17 A special account to be known as the state route number 520 civil
18 penalties account is created in the state treasury. All state route
19 number 520 bridge replacement and HOV program civil penalties
20 generated from the nonpayment of tolls on the state route number 520
21 corridor must be deposited into the account, as provided under RCW
22 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
23 appropriation. Expenditures from the account may be used to fund any
24 project within the state route number 520 bridge replacement and HOV
25 program, including mitigation. During the 2013-2015 and 2015-2017
26 fiscal biennia, the legislature may transfer from the state route
27 number 520 civil penalties account to the state route number 520
28 corridor account such amounts as reflect the excess fund balance of
29 the state route number 520 civil penalties account. Funds transferred
30 must be used solely for capital expenditures for the state route
31 number 520 bridge replacement and HOV project. During the 2017-2019
32 fiscal biennium, the legislature may direct the state treasurer to
33 make transfers of moneys in the state route number 520 civil
34 penalties account to the state route number 520 corridor account.
35 During the 2019-2021 fiscal biennium, the legislature may direct the
36 state treasurer to make transfers of moneys in the state route number
37 520 civil penalties account to the state route number 520 corridor
38 account.

1 NEW SECTION. **Sec. 713.** Section 711 of this act takes effect
2 only if chapter . . . (House Bill No. 2132), Laws of 2019 is not
3 enacted by June 30, 2019.

4 **Sec. 714.** RCW 46.68.300 and 2013 c 104 s 3 are each amended to
5 read as follows:

6 The freight mobility investment account is hereby created in the
7 state treasury. Money in the account may be spent only after
8 appropriation. Expenditures from the account may be used only for
9 freight mobility projects that have been approved by the freight
10 mobility strategic investment board in RCW 47.06A.020 and may include
11 any principal and interest on bonds authorized for the projects or
12 improvements. During the 2019-2021 fiscal biennium, the expenditures
13 from the account may also be used for the administrative expenses of
14 the freight mobility strategic investment board.

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
35 grants to organizations that seek to reduce driving under the

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

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

10 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

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

18 **Sec. 803.** 2018 c 297 s 203 (uncodified) is amended to read as
19 follows:

20 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

21	Transportation Improvement Account—State	
22	Appropriation	\$4,317,000

23 **Sec. 804.** 2018 c 297 s 204 (uncodified) is amended to read as
24 follows:

25 **FOR THE JOINT TRANSPORTATION COMMITTEE**

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

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

34 (1) (a) \$200,000 of the multimodal transportation account—state
35 appropriation is for a consultant study of marine pilotage in
36 Washington state, with a goal of recommending best practices for: An

1 analytically-driven pilotage tariff and fee setting process;
2 determination of the total number of pilots and pilot workload; pilot
3 recruitment, training, review, and selection, with a focus on
4 increasing pilot diversity; and selection of governance structures
5 for the oversight and management of pilotage activities. The study
6 must include the following:

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

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

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

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

33 (iv) An evaluation of the extent to which the best practices
34 examined can be implemented and would be effective in Washington
35 state; and

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

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

1 (2) \$160,000 of the motor vehicle account—state appropriation is
2 for the joint transportation committee to contract with the
3 University of Minnesota to independently analyze and assess traffic
4 data for the express toll lanes and general purpose lanes of the
5 Interstate 405 tolled corridor, including in terms of the performance
6 measures described in RCW 47.56.880, and to develop and recommend
7 near-term and longer-term strategies for the improvement of traffic
8 performance in this corridor. A report summarizing the results of the
9 traffic data assessment and providing recommended strategies is due
10 to the transportation committees of the legislature by January 8,
11 2018.

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

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

17 (ii) Evaluate the current and projected future capacity of the
18 air cargo system;

19 (iii) Identify underutilized capacity;

20 (iv) Identify and describe what market forces may determine
21 demand for cargo service at different facilities and what role the
22 shippers and cargo service providers play in determining how cargo is
23 moved in the state;

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

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

30 (A) Evaluate air, land, and surface transportation constraints,
31 including intermodal constraints, to accommodate current demand and
32 future growth;

33 (B) Evaluate impediments to addressing those constraints;

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

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

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

1 (c) The study must provide recommendations regarding:

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

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

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

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

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

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

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

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

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

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

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

38 (iv) The transportation commission's current roles and
39 responsibilities relating to transportation planning, transportation
40 policy development, and other functions; and

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

3 (b) A report of the assessment findings and recommendations is
4 due to the transportation committees of the legislature by December
5 31, 2017.

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

13 (i) Identify current city transportation funding
14 responsibilities, sources, and gaps;

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

17 (iii) Identify future city funding needs;

18 (iv) Evaluate alternative sources of funding; and

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

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

23 (c) In conducting the study, the joint transportation committee
24 must consult with:

25 (i) City representatives;

26 (ii) A representative from the department of transportation local
27 programs division;

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

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

32 (v) Others as appropriate.

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

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

38 (6) (a) \$315,000 of the multimodal transportation account—state
39 appropriation is for a consultant study of the capital needs of
40 public transportation systems operated by public transportation

1 benefit areas, metropolitan municipal corporations, cities, counties,
2 and county transportation authorities. The study must include:

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

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

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

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

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

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

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

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

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

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

1 aspects of a regulatory framework, including among other aspects, the
2 type of required background checks, and an assessment of the most
3 effective and efficient state and local regulatory structure for
4 regulation of transportation network companies. The joint
5 transportation committee must issue a report of its findings and
6 recommendations to the house and senate transportation committees by
7 January 14, 2019.

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

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

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

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

39 (ii) Medical waiver requirements for intrastate nonexcepted
40 commercial driver's license holders and applicants, which must be set

1 in a manner consistent with the requirements of 49 C.F.R. Sec.
2 350.341(h) (2).

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

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

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

18 **Sec. 805.** 2018 c 297 s 207 (uncodified) is amended to read as
19 follows:

20 **FOR THE WASHINGTON STATE PATROL**

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

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

34 (1) Washington state patrol officers engaged in off-duty
35 uniformed employment providing traffic control services to the
36 department of transportation or other state agencies may use state
37 patrol vehicles for the purpose of that employment, subject to
38 guidelines adopted by the chief of the Washington state patrol. The

1 Washington state patrol must be reimbursed for the use of the vehicle
2 at the prevailing state employee rate for mileage and hours of usage,
3 subject to guidelines developed by the chief of the Washington state
4 patrol.

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

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

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

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

37 (6) \$580,000 of the state patrol highway account—state
38 appropriation is provided solely for the operation of and
39 administrative support to the license investigation unit to enforce

1 vehicle registration laws in southwestern Washington. The Washington
2 state patrol, in consultation with the department of revenue, shall
3 maintain a running estimate of sales and use taxes remitted to the
4 state pursuant to activity conducted by the license investigation
5 unit. At the end of the calendar quarter in which it is estimated
6 that more than \$625,000 in taxes have been remitted to the state
7 since the effective date of this section, the Washington state patrol
8 shall notify the state treasurer and the state treasurer shall
9 transfer funds pursuant to section 408(25), chapter 313, Laws of
10 2017.

11 (7) \$600,000 of the state patrol highway account—state
12 appropriation is provided solely for the implementation of chapter
13 181, Laws of 2017 (WSPRS salary definition).

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

18 **Sec. 806.** 2018 c 297 s 208 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF LICENSING**

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

1	Appropriation	\$6,903,000
2	License Plate Technology Account—State	
3	Appropriation	\$3,000,000
4	Abandoned Recreational Vehicle Account—State	
5	Appropriation.	((\$172,000))
6		<u>\$312,000</u>
7	((Driver Licensing Technology Support Account—State	
8	Appropriation.	\$150,000))
9	TOTAL APPROPRIATION.	((\$367,955,000))
10		<u>\$364,001,000</u>

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

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

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

36 ((~~4~~)) (3) \$4,471,000 of the highway safety account—state
37 appropriation is provided solely for costs necessary to accommodate
38 increased demand for enhanced drivers' licenses and enhanced
39 identicards. The office of financial management shall place the

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

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

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

33 ~~((+7))~~ (6) \$19,000 of the highway safety account—state
34 appropriation is provided solely for the implementation of chapter
35 334, Laws of 2017 (distracted driving).

36 ~~((+8))~~ (7) \$57,000 of the motor vehicle account—state
37 appropriation is provided solely for the implementation of chapter
38 11, Laws of 2017 (aviation license plate).

1 ~~((+9))~~ (8) \$572,000 of the highway safety account—state
2 appropriation is provided solely for the implementation of chapter
3 197, Laws of 2017 (driver education uniformity).

4 ~~((+10))~~ (9) \$39,000 of the motor vehicle account—state
5 appropriation is provided solely for the implementation of chapter
6 25, Laws of 2017 (Fred Hutch license plate).

7 ~~((+11))~~ (10) \$104,000 of the ignition interlock device revolving
8 account—state appropriation is provided solely for the implementation
9 of chapter 336, Laws of 2017 (impaired driving).

10 ~~((+12))~~ (11) \$500,000 of the highway safety account—state
11 appropriation is provided solely for the implementation of chapter
12 206, Laws of 2017 (foster youth/driving).

13 ~~((+13))~~ (12) \$61,000 of the highway safety account—state
14 appropriation is provided solely for the implementation of chapter
15 310, Laws of 2017 (REAL ID compliance).

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

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

30 ~~((+15))~~ (14) \$30,000 of the highway safety account—state
31 appropriation is provided solely for the implementation of chapter
32 122, Laws of 2017 (reduced-cost identicards).

33 ~~((+16))~~ (15) \$112,000 of the motor vehicle account—state
34 appropriation is provided solely for the implementation of chapter
35 218, Laws of 2017 (registration enforcement).

36 ~~((+17))~~ (16) \$30,000 of the highway safety account—state
37 appropriation is provided solely for the implementation of chapter
38 43, Laws of 2017 (tow truck notices).

1 ~~((18))~~ (17) \$230,000 of the highway safety account—state
2 appropriation is provided solely for developing an application
3 program interface service. This work must result in a mobile browser
4 based application for use on tablet devices at licensing services
5 offices.

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

8 (i) Prescreening customers and directing them to the most
9 efficient service line;

10 (ii) Performing any transaction within the department's online
11 services;

12 (iii) Answering customer questions regarding license status and
13 reinstatement; and

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

16 (b) Additionally, the application must be:

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

20 (ii) Scalable to add other features to mobile devices to expedite
21 customer service.

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

38 ~~((21))~~ (19) \$45,000 of the highway safety account—state
39 appropriation is provided solely for the implementation of

1 chapter . . . (Second Substitute House Bill No. 1513), Laws of 2018
2 (enhancing youth voter registration). If chapter . . . (Second
3 Substitute House Bill No. 1513), Laws of 2018 is not enacted by June
4 30, 2018, the amount provided in this subsection lapses.

5 ~~((23))~~ (20) \$70,000 of the highway safety account—state
6 appropriation is provided solely for the implementation of
7 chapter . . . (Engrossed Second Substitute House Bill No. 2595), Laws
8 of 2018 (procedures in order to automatically register citizens to
9 vote). If chapter . . . (Engrossed Second Substitute House Bill No.
10 2595), Laws of 2018 is not enacted by June 30, 2018, the amount
11 provided in this subsection lapses.

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

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

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

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

37 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
38 appropriation is provided solely for the implementation of
39 chapter . . . (Substitute Senate Bill No. 6438), Laws of 2018

1 (clarifying the collection process for existing vehicle service
2 transactions). If chapter . . . (Substitute Senate Bill No. 6438),
3 Laws of 2018 is not enacted by June 30, 2018, the amount provided in
4 this subsection lapses.

5 ~~((34))~~ (26) The department shall within the department's
6 appropriations, conduct a study to evaluate options and potential
7 methods for allowing digital license plates. The report must include
8 information on the durability and legibility of digital license
9 plates in different weather conditions, costs, data security, tolling
10 and vehicle fees, protection of personal and vehicle information, and
11 other implementation issues. This will include an evaluation of how
12 the digital license plates can contain tamper-resistant and antitheft
13 features, but can continue to display the unique license plate number
14 assigned to the vehicle at all times. The department of licensing
15 must consult with the Washington state patrol, the department of
16 transportation, and other appropriate entities in conducting the
17 study. The department of licensing must present a report to the
18 standing transportation committees of the legislature by January 1,
19 2019.

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

25 (28) \$140,000 of the abandoned recreational vehicle disposal
26 account—state appropriation is provided solely for providing
27 reimbursements in accordance with the department's abandoned
28 recreational vehicle disposal reimbursement program. It is the intent
29 of the legislature that the department prioritize this funding for
30 allowable and approved reimbursements and not to build a reserve of
31 funds within the account.

32 **Sec. 807.** 2018 c 297 s 209 (uncodified) is amended to read as
33 follows:

34 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
35 **—PROGRAM B**

36 High Occupancy Toll Lanes Operations Account—State	
37 Appropriation	((\$4,462,000))
38	<u>\$4,391,000</u>

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

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

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

31 (2) \$3,100,000 of the Interstate 405 express toll lanes
32 operations account—state appropriation, \$1,498,000 of the state route
33 number 520 corridor account—state appropriation, and \$1,802,000 of
34 the high occupancy toll lanes operations account—state appropriation
35 are provided solely for the operation and maintenance of roadside
36 toll collection systems.

37 (3) \$4,131,000 of the state route number 520 civil penalties
38 account—state appropriation, \$2,192,000 of the Tacoma Narrows toll
39 bridge account—state appropriation, and \$1,191,000 of the Interstate

1 405 express toll lanes operations account—state appropriation are
2 provided solely for expenditures related to the toll adjudication
3 process.

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

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

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

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

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

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

4 (6) (~~(\$666,000)~~) \$595,000 of the high occupancy toll lanes
5 operations account—state appropriation, (~~(\$11,527,000)~~) \$10,289,000
6 of the state route number 520 corridor account—state appropriation,
7 (~~(\$4,955,000)~~) \$4,423,000 of the Tacoma Narrows toll bridge account—
8 state appropriation, (~~(\$4,286,000)~~) \$3,826,000 of the Interstate 405
9 express toll lanes operations account—state appropriation, and
10 (~~(\$6,506,000)~~) \$5,807,000 of the Alaskan Way viaduct replacement
11 project account—state appropriation are provided solely for the
12 department to implement a new tolling customer service toll
13 collection system, and are subject to the conditions, limitations,
14 and review provided in section 701, chapter 313, Laws of 2017.

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

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

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

35 (i) Detailed information about the planned and actual scope,
36 schedule, and budget;

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

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

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

9 (7) The department shall make detailed quarterly reports to the
10 governor and the transportation committees of the legislature on the
11 following:

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

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

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

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

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

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

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

34 (iv) Workload costs related to hearings;

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

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

37 (8) (~~(\$13,179,000)~~) \$12,720,000 of the Interstate 405 express
38 toll lanes operations account—state appropriation is provided solely
39 for operational costs related to the express toll lane facility. The
40 office of financial management shall place \$6,808,000 of the amount

1 provided in this subsection in unallotted status. The office of
2 financial management may only release the funds to the department
3 upon the passage of a 2018 supplemental transportation budget.

4 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
5 have reached the end of its operational life. During the 2017-2019
6 fiscal biennium, the department plans to issue a request for
7 proposals as the first stage of a competitive procurement process
8 that will replace the toll equipment and select a new tolling
9 operator for the Tacoma Narrows Bridge. The request for proposals and
10 subsequent competitive procurement must incorporate elements that
11 prioritize the overall goal of lowering costs per transaction for the
12 facility, such as incentives for innovative approaches which result
13 in lower transactional costs, requests for efficiencies on the part
14 of the bidder that lower operational costs, and incorporation of
15 technologies such as self-serve credit card machines or other point-
16 of-payment technologies that lower costs or improve operational
17 efficiencies.

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

36 ~~(11) \$1,849,000))~~ \$849,000 of the Alaskan Way viaduct replacement
37 project account—state appropriation is provided solely for the costs
38 associated with the sale of transponders for the opening of the new
39 state route number 99 tunnel toll facility in Seattle. ~~((The office~~
40 ~~of financial management shall place \$510,000 of the amount provided~~

1 ~~in this subsection in unallotted status. The office of financial~~
2 ~~management may only release the funds to the department if it~~
3 ~~determines the transponder inventory will otherwise not be sufficient~~
4 ~~for facility ramp up.))~~

5 **Sec. 808.** 2018 c 297 s 210 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
8 **C**

9	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
10	Motor Vehicle Account—State Appropriation	((87,865,000))
11		<u>\$87,880,000</u>
12	Puget Sound Ferry Operations Account—State	
13	Appropriation	\$263,000
14	Multimodal Transportation Account—State	
15	Appropriation	\$2,878,000
16	Transportation 2003 Account (Nickel Account)—State	
17	Appropriation	\$1,460,000
18	TOTAL APPROPRIATION.	((93,926,000))
19		<u>\$93,941,000</u>

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

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

1 (2) \$2,296,000 of the motor vehicle account—state appropriation
2 is provided solely for the development of ferries network systems
3 support.

4 (3) \$365,000 of the motor vehicle account—state appropriation is
5 provided solely for the department to contract with a consultant to
6 develop a plan, in consultation with the office of financial
7 management, and cost estimate to modernize and migrate the
8 department's business applications from an agency-based data center
9 to the state data center or a cloud-based environment.

10 **Sec. 809.** 2018 c 297 s 211 (uncodified) is amended to read as
11 follows:

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

14 Motor Vehicle Account—State Appropriation	((\$29,368,000))
	<u>\$29,325,000</u>
16 State Route Number 520 Corridor Account—State	
17 Appropriation	\$34,000
18 TOTAL APPROPRIATION.	((\$29,402,000))
	<u>\$29,359,000</u>

20 **Sec. 810.** 2018 c 297 s 212 (uncodified) is amended to read as
21 follows:

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

23 Aeronautics Account—State Appropriation	((\$7,326,000))
	<u>\$7,247,000</u>
25 Aeronautics Account—Federal Appropriation	((\$6,855,000))
	<u>\$7,722,000</u>
27 Aeronautics Account—Private/Local Appropriation	\$171,000
28 Public Use General Aviation Airport Loan Revolving	
29 Account—State Appropriation.	\$35,000
30 TOTAL APPROPRIATION.	((\$14,387,000))
	<u>\$15,175,000</u>

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

34 (1) \$3,122,000 of the aeronautics account—state appropriation is
35 provided solely for the airport aid grant program, which provides
36 competitive grants to public airports for pavement, safety, planning,
37 and security.

1 (2) The entire public use general aviation airport loan revolving
2 account—state appropriation is provided solely for the department to
3 support and implement the public use general aviation airport loan
4 program prior to the creation of the community aviation
5 revitalization board.

6 ~~((4))~~ (3) Within amounts appropriated in this section, the
7 department shall convene an electric aircraft work group to analyze
8 the state of the electrically powered aircraft industry and assess
9 infrastructure needs related to the deployment of electric or hybrid-
10 electric aircraft for commercial air travel in Washington state.

11 (a) The work group must include, but is not limited to,
12 representation from the electric aircraft industry, the aircraft
13 manufacturing industry, electric utility districts, the battery
14 industry, the department of commerce, the department of
15 transportation aviation division, the airline pilots association, a
16 primary airport representing an airport association, and the airline
17 industry.

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

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

34 **Sec. 811.** 2018 c 297 s 213 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
37 **SUPPORT—PROGRAM H**

38 Motor Vehicle Account—State Appropriation (~~(\$56,408,000)~~)

1		<u>\$56,407,000</u>
2	Motor Vehicle Account—Federal Appropriation	\$500,000
3	Multimodal Transportation Account—State Appropriation . . .	\$256,000
4	TOTAL APPROPRIATION.	((\$57,164,000))
5		<u>\$57,163,000</u>

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

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

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

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

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

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

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

17 **Sec. 812.** 2018 c 297 s 214 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
20 **PROGRAM K**

21	Motor Vehicle Account—State Appropriation	((\$639,000))
22		<u>\$636,000</u>
23	Electric Vehicle Charging Infrastructure	
24	Account—State Appropriation.	\$1,000,000
25	Multimodal Transportation Account—State	
26	Appropriation.	\$610,000
27	TOTAL APPROPRIATION.	((\$2,249,000))
28		<u>\$2,246,000</u>

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

31 (1) \$35,000 of the multimodal transportation account—state
32 appropriation is provided solely for the public-private partnerships
33 program to conduct an outreach effort to assess interest in a public-
34 private partnership to rebuild the Anacortes ferry terminal. The
35 public-private partnerships program shall issue a request for letters
36 of interest, similar to the request issued in 2009, in a public-
37 private partnership to rebuild the Anacortes ferry terminal by
38 combining the ferry terminal functions and structure with one or more

1 commercial ventures, including, but not limited to, ventures to
2 provide lodging, conference and meeting facilities, food service,
3 shopping, or other retail operations. The public-private partnerships
4 program shall notify the transportation committees of the legislature
5 upon release of the request for letters of interest and shall provide
6 the transportation committees of the legislature with a summary of
7 the information collected once the letters of interest have been
8 received.

9 (2) \$1,000,000 of the electric vehicle charging infrastructure
10 account—state appropriation is provided solely for the purpose of
11 capitalizing the Washington electric vehicle infrastructure bank as
12 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
13 revenue). The department may spend no more than one million dollars
14 from the electric vehicle charging infrastructure account during the
15 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

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

19 (4) \$500,000 of the multimodal transportation account—state
20 appropriation is provided solely to study public-private partnership
21 alternatives for the financing and construction of an entry building
22 located at Colman Dock.

23 (a) As part of the study, the public-private partnerships program
24 must work with the city of Seattle, Native American tribes, and local
25 community groups to evaluate the efficacy of contracting with a
26 private entity to participate in the construction of the Colman Dock
27 entry building. The study must:

28 (i) Identify and discuss options to construct the facility as
29 currently scoped;

30 (ii) Identify and discuss options, including rescoping the
31 current design of the facility for purposes of providing a project
32 that has the potential to increase economic development activities
33 along the Seattle waterfront area, such as through the inclusion of
34 office space and restaurants;

35 (iii) Consider concepts and options found in the design
36 development described in the 2013-2015 capital budget (chapter 19,
37 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
38 future public park;

39 (iv) Consider rooftop public access for panoramic views of the
40 Puget Sound and Olympic mountains; and

1 (v) Consider exhibits of the history and heritage of the
2 vicinity.

3 (b) By November 15, 2017, the public-private partnerships program
4 must provide a report to the governor and the transportation
5 committees of the legislature on the program's findings and
6 recommendations.

7 (5) \$75,000 of the multimodal transportation account—state
8 appropriation is provided solely for the department to contract with
9 the Puget Sound Clean Air Agency to conduct a study that identifies
10 and evaluates opportunities to facilitate low-income utilization of
11 electric vehicles. The study must include, but is not limited to,
12 development and evaluation of an electric vehicle car-sharing program
13 for low-income housing sites that is designed to maximize the use of
14 electric vehicles by residents of these sites, and that must consider
15 any infrastructure needs that will need to be met to support the use
16 of electric vehicles at these sites. The department must provide a
17 report detailing the findings of this study to the transportation
18 committees of the legislature by December 1, 2018.

19 **Sec. 813.** 2018 c 297 s 215 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

22 Motor Vehicle Account—State Appropriation	((\$451,660,000))
	<u>\$469,820,000</u>
24 Motor Vehicle Account—Federal Appropriation	\$7,000,000
25 State Route Number 520 Corridor Account—State	
26 Appropriation	\$4,447,000
27 Tacoma Narrows Toll Bridge Account—State	
28 Appropriation	\$1,233,000
29 Alaskan Way Viaduct Replacement Project	
30 Account—State Appropriation	\$2,982,000
31 TOTAL APPROPRIATION.	((\$467,322,000))
	<u>\$485,482,000</u>

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

35 (1) \$8,000,000 of the motor vehicle account—state appropriation
36 is provided solely for utility fees assessed by local governments as
37 authorized under RCW 90.03.525 for the mitigation of stormwater
38 runoff from state highways.

1 (2) \$4,447,000 of the state route number 520 corridor account—
2 state appropriation is provided solely to maintain the state route
3 number 520 floating bridge. These funds must be used in accordance
4 with RCW 47.56.830(3).

5 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
6 appropriation is provided solely to maintain the new Tacoma Narrows
7 bridge. These funds must be used in accordance with RCW 47.56.830(3).

8 (4) \$35,000 of the motor vehicle account—state appropriation is
9 provided solely for the department to submit a request for proposals
10 as part of a pilot project that explores the use of rotary auger
11 ditch cleaning and reshaping service technology in maintaining
12 roadside ditches for state highways. The pilot project must consist
13 of at least one technology test on each side of the Cascade mountain
14 range.

15 (5) \$631,000 of the motor vehicle account—state appropriation is
16 provided solely for the department to implement safety improvements
17 and debris clean up on department-owned rights-of-way in the city of
18 Seattle. Direct or contracted activities must include collecting and
19 disposing of garbage, clearing debris or hazardous material, and
20 implementing safety improvements. Funds may also be used to contract
21 with the city of Seattle to provide mutual services in rights-of-way
22 similar to contract agreements in the 2015-2017 fiscal biennium.
23 \$381,000 of the amount provided in this subsection is provided solely
24 for one-time equipment procurement needed to implement this
25 subsection.

26 **Sec. 814.** 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))
31		<u>\$65,711,000</u>
32	Motor Vehicle Account—Federal Appropriation	\$2,050,000
33	Motor Vehicle Account—Private/Local Appropriation . . .	((\$250,000))
34		<u>\$350,000</u>
35	TOTAL APPROPRIATION.	((\$68,043,000))
36		<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. 815.** 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. 816.** 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~~) November 30, 2019.

31 (6) \$500,000 of the motor vehicle account—state appropriation and
32 \$50,000 of the motor vehicle account—local appropriation are provided
33 solely for implementation of a corridor study to identify potential
34 improvements between exit 116 and exit 99 of Interstate 5. The study
35 should further develop mid- and long-term strategies from the
36 corridor sketch, and identify potential US 101/I-5 interchange
37 improvements, a strategic plan for the Nisqually River bridges,
38 regional congestion relief options, and ecosystem benefits to the
39 Nisqually River estuary for salmon productivity and flood control.

1 (7) Among the options studied as part of the SR 410 Corridor
2 Study, the department shall examine the mobility and safety benefits
3 of replacing or expanding the White River bridge between Enumclaw and
4 Buckley to four lanes and removing the trestle.

5 (8) Within existing resources, the department shall meet with
6 local stakeholders in south Pierce county and North Thurston county
7 to discuss potential solutions to traffic congestion; emergency
8 management concerns regarding routes away from natural disasters and
9 around incidents similar to the train derailment that occurred on
10 December 18, 2017; and what state transportation investments would
11 benefit the economic development of the area. The department shall
12 provide regular updates on its progress to the joint transportation
13 committee.

14 **Sec. 817.** 2018 c 297 s 219 (uncodified) is amended to read as
15 follows:

16 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
17 **PROGRAM U**

18 Motor Vehicle Account—State Appropriation	((\$75,058,000))
	<u>\$81,004,000</u>
20 Multimodal Transportation Account—State	
21 Appropriation	\$1,982,000
22 TOTAL APPROPRIATION.	((\$77,040,000))
	<u>\$82,986,000</u>

24 **Sec. 818.** 2018 c 297 s 220 (uncodified) is amended to read as
25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

27 State Vehicle Parking Account—State Appropriation	\$784,000
28 Regional Mobility Grant Program Account—State	
29 Appropriation	((\$101,786,000))
	<u>\$80,486,000</u>
31 Rural Mobility Grant Program Account—State	
32 Appropriation	\$32,223,000
33 Multimodal Transportation Account—State	
34 Appropriation	((\$98,381,000))
	<u>\$90,723,000</u>
36 Multimodal Transportation Account—Federal	
37 Appropriation	\$3,574,000

1 TOTAL APPROPRIATION. ((~~\$236,748,000~~))
2 \$207,790,000

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

5 (1) \$52,679,000 of the multimodal transportation account—state
6 appropriation is provided solely for a grant program for special
7 needs transportation provided by transit agencies and nonprofit
8 providers of transportation. Of this amount:

9 (a) \$12,000,000 of the multimodal transportation account—state
10 appropriation is provided solely for grants to nonprofit providers of
11 special needs transportation. Grants for nonprofit providers must be
12 based on need, including the availability of other providers of
13 service in the area, efforts to coordinate trips among providers and
14 riders, and the cost effectiveness of trips provided. Of the amount
15 provided in this subsection (1)(a), \$25,000 of the multimodal
16 transportation account—state appropriation is provided solely for the
17 ecumenical christian helping hands organization for special needs
18 transportation services.

19 (b) \$40,679,000 of the multimodal transportation account—state
20 appropriation is provided solely for grants to transit agencies to
21 transport persons with special transportation needs. To receive a
22 grant, the transit agency must, to the greatest extent practicable,
23 have a maintenance of effort for special needs transportation that is
24 no less than the previous year's maintenance of effort for special
25 needs transportation. Grants for transit agencies must be prorated
26 based on the amount expended for demand response service and route
27 deviated service in calendar year 2015 as reported in the "Summary of
28 Public Transportation - 2015" published by the department of
29 transportation. No transit agency may receive more than thirty
30 percent of these distributions.

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

34 (3) (a) \$10,702,000 of the multimodal transportation account—state
35 appropriation is provided solely for a vanpool grant program for: (i)
36 Public transit agencies to add vanpools or replace vans; and (ii)
37 incentives for employers to increase employee vanpool use. The grant
38 program for public transit agencies will cover capital costs only;
39 operating costs for public transit agencies are not eligible for

1 funding under this grant program. Additional employees may not be
2 hired from the funds provided in this section for the vanpool grant
3 program, and supplanting of transit funds currently funding vanpools
4 is not allowed. The department shall encourage grant applicants and
5 recipients to leverage funds other than state funds.

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

8 (4) \$24,107,000 of the regional mobility grant program account—
9 state appropriation is reappropriated and provided solely for the
10 regional mobility grant projects identified in LEAP Transportation
11 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 25,
12 ((2018)) 2019, Program - Public Transportation Program (V). Of the
13 amounts provided in this subsection, \$757,000 of the regional
14 mobility grant program account—state appropriation is reappropriated
15 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
16 Way Park and Ride (Project 20130101).

17 (5) (a) ((~~\$77,679,000~~)) \$56,333,000 of the regional mobility grant
18 program account—state appropriation is provided solely for the
19 regional mobility grant projects identified in LEAP Transportation
20 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 25,
21 ((2018)) 2019, Program - Public Transportation Program (V). The
22 department shall review all projects receiving grant awards under
23 this program at least semiannually to determine whether the projects
24 are making satisfactory progress. Any project that has been awarded
25 funds, but does not report activity on the project within one year of
26 the grant award, must be reviewed by the department to determine
27 whether the grant should be terminated. The department shall promptly
28 close out grants when projects have been completed, and any remaining
29 funds must be used only to fund projects identified in the LEAP
30 transportation document referenced in this subsection. The department
31 shall provide annual status reports on December 15, 2017, and
32 December 15, 2018, to the office of financial management and the
33 transportation committees of the legislature regarding the projects
34 receiving the grants. It is the intent of the legislature to
35 appropriate funds through the regional mobility grant program only
36 for projects that will be completed on schedule. A grantee may not
37 receive more than twenty-five percent of the amount appropriated in
38 this subsection. The department shall not approve any increases or

1 changes to the scope of a project for the purpose of a grantee
2 expending remaining funds on an awarded grant.

3 (b) In order to be eligible to receive a grant under (a) of this
4 subsection during the 2017-2019 fiscal biennium, a transit agency
5 must establish a process for private transportation providers to
6 apply for the use of park and ride facilities. For purposes of this
7 subsection, (i) "private transportation provider" means: An auto
8 transportation company regulated under chapter 81.68 RCW; a passenger
9 charter carrier regulated under chapter 81.70 RCW, except marked or
10 unmarked stretch limousines and stretch sport utility vehicles as
11 defined under department of licensing rules; a private nonprofit
12 transportation provider regulated under chapter 81.66 RCW; or a
13 private employer transportation service provider; and (ii) "private
14 employer transportation service" means regularly scheduled, fixed-
15 route transportation service that is offered by an employer for the
16 benefit of its employees.

17 (6) Funds provided for the commute trip reduction (CTR) program
18 may also be used for the growth and transportation efficiency center
19 program.

20 (7) \$7,170,000 of the multimodal transportation account—state
21 appropriation and \$784,000 of the state vehicle parking account—state
22 appropriation are provided solely for CTR grants and activities. Of
23 this amount:

24 (a) \$500,000 of the multimodal transportation account—state
25 appropriation is provided solely for a voluntary pilot program to
26 expand public-private partnership CTR incentives to make measurable
27 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
28 be integrated into grant proposals. The department shall prioritize
29 grant proposals that focus on the Interstate 90, Interstate 5, state
30 route number 167, or Interstate 405 corridor. The department shall
31 offer competitive trip-reduction grants. The department shall report
32 to the transportation committees of the legislature by December 1,
33 2018, on the pilot program's impacts to the transportation system and
34 potential improvements to the CTR grant program.

35 (b) \$1,000,000 of the multimodal transportation account—state
36 appropriation is provided solely for the department to direct a pilot
37 transit pass incentive program. Businesses and nonprofit
38 organizations located in a county adjacent to Puget Sound with a
39 population of more than seven hundred thousand that have never

1 offered transit subsidies to employees are eligible to apply to the
2 program for a fifty percent rebate on the cost of employee transit
3 subsidies provided through the regional ORCA fare collection system.
4 No single business or nonprofit organization may receive more than
5 ten thousand dollars from the program.

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

10 (ii) The department shall report to the transportation committees
11 of the legislature on the impact of the program by June 30, 2019, and
12 may adopt rules to administer the program; and

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

19 (8) \$20,891,000 of the multimodal transportation account—state
20 appropriation is provided solely for connecting Washington transit
21 projects identified in LEAP Transportation Document ((2018)) 2019-2
22 ALL PROJECTS as developed March ((5)) 25, ((2018)) 2019. It is the
23 intent of the legislature that entities identified to receive funding
24 in the LEAP document referenced in this subsection receive the
25 amounts specified in the time frame specified in that LEAP document.
26 If an entity has already completed a project in the LEAP document
27 referenced in this subsection before the time frame identified, the
28 entity may substitute another transit project or projects that cost a
29 similar or lesser amount.

30 (9) \$2,000,000 of the multimodal transportation account—state
31 appropriation is provided solely for transit coordination grants.

32 (10) \$250,000 of the multimodal transportation account—state
33 appropriation is provided solely for King county for a pilot program
34 to provide certain students in the Highline and Lake Washington
35 school districts with an ORCA card during the summer. To be eligible
36 for an ORCA card under this program, a student must also be in high
37 school, be eligible for free and reduced-price lunches, and have a
38 job or other responsibility during the summer. King county must
39 provide a report to the department and the transportation committees

1 of legislature by December 15, 2018, regarding: The annual student
2 usage of the pilot program, available ridership data, the cost to
3 expand the program to other King county school districts, the cost to
4 expand the program to student populations other than high school or
5 eligible for free and reduced-price lunches, opportunities for
6 subsidized ORCA cards or local grant or matching funds, and any
7 additional information that would help determine if the pilot program
8 should be extended or expanded.

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

11 (12)(a) For projects funded as part of the 2015 connecting
12 Washington transportation package listed on the LEAP transportation
13 document identified in subsection (4) of this section, if the
14 department expects to have substantial reappropriations for the
15 2019-2021 fiscal biennium, the department may, on a pilot basis,
16 apply funding from a project with an appropriation that cannot be
17 used for the current fiscal biennium to advance one or more of the
18 following projects:

19 (i) King County Metro - RapidRide Expansion, Burien-Delridge
20 (G2000031);

21 (ii) King County Metro - Route 40 Northgate to Downtown
22 (G2000032);

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

24 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

25 or

26 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
27 (G2000041).

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 2019-2021 fiscal biennium.

34 (13) \$300,000 of the multimodal transportation account—state
35 appropriation is provided solely for Pierce Transit to procure and
36 install digital transit information technology at various transit
37 centers, in order to provide transit riders with real-time arrival
38 and departure information.

1 (14) \$750,000 of the multimodal transportation account—state
2 appropriation is provided solely for the Intercity Transit Dash
3 shuttle program.

4 **Sec. 819.** 2018 c 297 s 221 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

7	Puget Sound Ferry Operations Account—State	
8	Appropriation	((\$509,954,000))
9		<u>\$516,229,000</u>
10	Puget Sound Ferry Operations Account—Federal	
11	Appropriation	\$8,743,000
12	Puget Sound Ferry Operations Account—Private/Local	
13	Appropriation	\$121,000
14	TOTAL APPROPRIATION.	((\$518,818,000))
15		<u>\$525,093,000</u>

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

18 (1) The office of financial management budget instructions
19 require agencies to recast enacted budgets into activities. The
20 Washington state ferries shall include a greater level of detail in
21 its 2017-2019 supplemental and 2019-2021 omnibus transportation
22 appropriations act requests, as determined jointly by the office of
23 financial management, the Washington state ferries, and the
24 transportation committees of the legislature. This level of detail
25 must include the administrative functions in the operating as well as
26 capital programs.

27 (2) For the 2017-2019 fiscal biennium, the department may enter
28 into a distributor controlled fuel hedging program and other methods
29 of hedging approved by the fuel hedging committee.

30 (3) ((~~\$71,004,000~~)) \$73,587,000 of the Puget Sound ferry
31 operations account—state appropriation is provided solely for auto
32 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
33 reflect cost savings from a reduced biodiesel fuel requirement and,
34 therefore, is contingent upon the enactment of section 703 chapter
35 313, Laws of 2017. The amount provided in this subsection represents
36 the fuel budget for the purposes of calculating any ferry fare fuel
37 surcharge.

1 (4) \$30,000 of the Puget Sound ferry operations account—state
 2 appropriation is provided solely for the marine division assistant
 3 secretary's designee to the board of pilotage commissioners, who
 4 serves as the board chair. As the agency chairing the board, the
 5 department shall direct the board chair, in his or her capacity as
 6 chair, to require that the report to the governor and chairs of the
 7 transportation committees required under RCW 88.16.035(1)(f) be filed
 8 by September 1, 2017, and annually thereafter, and that the report
 9 include the continuation of policies and procedures necessary to
 10 increase the diversity of pilots, trainees, and applicants, including
 11 a diversity action plan. The diversity action plan must articulate a
 12 comprehensive vision of the board's diversity goals and the steps it
 13 will take to reach those goals.

14 (5) \$500,000 of the Puget Sound ferry operations account—state
 15 appropriation is provided solely for operating costs related to
 16 moving vessels for emergency capital repairs. Funds may only be spent
 17 after approval by the office of financial management.

18 (6) \$25,000 of the Puget Sound ferry operations account—state
 19 appropriation is provided solely for additional hours of traffic
 20 control assistance by a uniformed officer at the Fauntleroy ferry
 21 terminal.

22 (7) \$75,000 of the Puget Sound ferry operations account—state
 23 appropriation is provided solely for the department to contract with
 24 the University of Washington to conduct an analysis of loading
 25 procedures at the Fauntleroy ferry terminal. The department must
 26 share the results of the analysis with the governor's office and the
 27 transportation committees of the legislature by December 31, 2018.

28 **Sec. 820.** 2018 c 297 s 222 (uncodified) is amended to read as
 29 follows:

30 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
 31 Multimodal Transportation Account—State

32	Appropriation	((\$81,013,000))
33		<u>\$65,878,000</u>
34	Multimodal Transportation Account—Private/Local	
35	Appropriation	\$496,000
36	TOTAL APPROPRIATION.	((\$81,509,000))
37		<u>\$66,374,000</u>

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

3 (1) \$300,000 of the multimodal transportation account—state
4 appropriation is provided solely for a consultant study of ultra
5 high-speed ground transportation. "Ultra high-speed" means two
6 hundred fifty miles per hour or more. The study must identify the
7 costs and benefits of ultra high-speed ground transportation along a
8 north-south alignment in Washington state. The study must provide:

9 (a) An update to the high speed ground transportation study
10 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
11 the governor and legislature on October 15, 1992;

12 (b) An analysis of an ultra high-speed ground transportation
13 alignment between Vancouver, British Columbia and Portland, Oregon
14 with stations in: Vancouver, British Columbia; Bellingham, Everett,
15 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and
16 Portland, Oregon, with an option to connect with an east-west
17 alignment in Washington state and with a similar system in the state
18 of California; and

19 (c) An analysis of the following key elements:

20 (i) Economic feasibility;

21 (ii) Forecasted demand;

22 (iii) Corridor identification;

23 (iv) Land use and economic development and environmental
24 implications;

25 (v) Compatibility with other regional transportation plans,
26 including interfaces and impacts on other travel modes such as air
27 transportation;

28 (vi) Technological options for ultra high-speed ground
29 transportation, both foreign and domestic;

30 (vii) Required specifications for speed, safety, access, and
31 frequency;

32 (viii) Identification of existing highway or railroad rights-of-
33 way that are suitable for ultra high-speed travel, including
34 identification of additional rights-of-way that may be needed and the
35 process for acquiring those rights-of-way;

36 (ix) Institutional arrangements for carrying out detailed system
37 planning, construction, and operations; and

38 (x) An analysis of potential financing mechanisms for an ultra
39 high-speed travel system.

1 The department shall provide a report of its study findings to
2 the governor and transportation committees of the legislature by
3 December 15, 2017.

4 (2) (a) \$450,000 of the multimodal transportation account—private/
5 local appropriation and \$750,000 of the multimodal transportation
6 account—state appropriation is provided solely for a consultant
7 business case analysis of ultra high-speed ground transportation. The
8 business case analysis must build on the results of the 2017
9 Washington state ultra high-speed ground transportation feasibility
10 study.

11 (b) The business case analysis must include an advisory group
12 with members as provided in this subsection. The president of the
13 senate shall appoint one member from each of the two largest caucuses
14 of the senate; the speaker of the house of representatives shall
15 appoint one member from each of the two largest caucuses of the house
16 of representatives; the governor or his or her designee; the
17 secretary of transportation or his or her designee; the director of
18 the department of commerce or his or her designee; the rail director
19 of the department of transportation or his or her designee; and
20 representatives from communities and stakeholders from public and
21 private sectors relevant to the analysis, including from the province
22 of British Columbia and the state of Oregon.

23 (c) The department shall provide a report of its findings to the
24 governor and transportation committees of the legislature by June 30,
25 2019.

26 **Sec. 821.** 2018 c 297 s 223 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
29 **OPERATING**

30 Motor Vehicle Account—State Appropriation	(\$11,347,000)
	<u>\$11,346,000</u>
31 Motor Vehicle Account—Federal Appropriation	\$2,567,000
32 Multiuse Roadway Safety Account—State Appropriation	\$132,000
33 TOTAL APPROPRIATION.	(\$14,046,000)
	<u>\$14,045,000</u>

36 The appropriations in this section are subject to the following
37 conditions and limitations: \$1,100,000 of the motor vehicle account—
38 state appropriation is provided solely for the department, from

1 amounts set aside out of statewide fuel taxes distributed to counties
 2 according to RCW 46.68.120(3), to contract with the Washington state
 3 association of counties to: Provide statewide updates to
 4 transportation metrics and financial reporting; develop and implement
 5 an inventory of county culvert and short-span bridge infrastructure;
 6 and develop and implement enhanced road safety data in support of
 7 county road systemic safety programs. The Washington state
 8 association of counties must develop and implement data collection,
 9 management, and reporting in cooperation with state agencies involved
 10 with the collection and maintenance of related inventory systems.

11 **TRANSPORTATION AGENCIES—CAPITAL**

12 **Sec. 901.** 2018 c 297 s 301 (uncodified) is amended to read as
 13 follows:

14 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

15	Freight Mobility Investment Account—State	
16	Appropriation	((\$22,507,000))
17		<u>\$16,387,000</u>
18	Highway Safety Account—State Appropriation	\$2,000,000
19	Motor Vehicle Account—Federal Appropriation	((\$3,250,000))
20		<u>\$1,000,000</u>
21	Freight Mobility Multimodal Account—State	
22	Appropriation	((\$22,283,000))
23		<u>\$12,614,000</u>
24	Freight Mobility Multimodal Account—Private/Local	
25	Appropriation	((\$1,320,000))
26		<u>\$70,000</u>
27	TOTAL APPROPRIATION.	((\$51,360,000))
28		<u>\$32,071,000</u>

29 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
 30 follows:

31 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

32	Rural Arterial Trust Account—State Appropriation	((\$63,186,000))
33		<u>\$45,186,000</u>
34	Motor Vehicle Account—State Appropriation	\$706,000
35	County Arterial Preservation Account—State	
36	Appropriation	\$38,434,000

1	TOTAL APPROPRIATION.	((\$102,326,000))
2		<u>\$84,326,000</u>
3	Sec. 903. 2018 c 297 s 304 (uncodified) is amended to read as	
4	follows:	
5	FOR THE TRANSPORTATION IMPROVEMENT BOARD	
6	Small City Pavement and Sidewalk Account—State	
7	Appropriation	((\$5,780,000))
8		<u>\$3,880,000</u>
9	Transportation Improvement Account—State	
10	Appropriation	((\$279,300,000))
11		<u>\$268,100,000</u>
12	Multimodal Transportation Account—State	
13	Appropriation	\$14,670,000
14	TOTAL APPROPRIATION.	((\$299,750,000))
15		<u>\$286,650,000</u>

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

- 18 (1) The entire multimodal transportation account—state
- 19 appropriation is provided solely for the complete streets program.
- 20 (2) \$9,687,000 of the transportation improvement account—state
- 21 appropriation is provided solely for:
 - 22 (a) The arterial preservation program to help low tax-based,
 - 23 medium-sized cities preserve arterial pavements;
 - 24 (b) The small city pavement program to help cities meet urgent
 - 25 preservation needs; and
 - 26 (c) The small city low-energy street light retrofit program.

27 **Sec. 904.** 2018 c 297 s 305 (uncodified) is amended to read as
28 follows:

29	FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—	
30	(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL	
31	Motor Vehicle Account—State Appropriation	((\$10,070,000))
32		<u>\$8,434,000</u>
33	Connecting Washington Account—State Appropriation	((\$26,537,000))
34		<u>\$24,466,000</u>
35	Transportation Partnership Account—State	
36	Appropriation	\$17,000
37	TOTAL APPROPRIATION.	((\$36,624,000))

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

(1) (~~(\$17,237,000)~~) \$15,166,000 of the connecting Washington account—state appropriation is provided solely for a new Olympic region maintenance and administration facility to be located on the department-owned site at the intersection of Marvin Road and 32nd Avenue in Lacey, Washington.

(2) \$9,300,000 of the connecting Washington account—state appropriation is provided solely for a new administration facility on Euclid Avenue in Wenatchee, Washington.

(3) (a) (~~(\$3,400,000)~~) \$1,764,000 of the motor vehicle account—state appropriation is provided solely for the department facility located at 15700 Dayton Ave N in Shoreline. This appropriation is contingent upon the department of ecology and department of licensing signing a not less than twenty-year agreement to pay proportional shares of an annual amount equal to any financing contract issued pursuant to chapter 39.94 RCW.

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

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

Sec. 905. 2018 c 297 s 306 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I

Transportation Partnership Account—State

Appropriation (~~(\$689,745,000)~~)
\$617,572,000

Motor Vehicle Account—State Appropriation (~~(\$72,967,000)~~)
\$65,459,000

Motor Vehicle Account—Federal Appropriation (~~(\$253,410,000)~~)
\$226,018,000

Motor Vehicle Account—Private/Local Appropriation (~~(\$49,330,000)~~)
\$48,821,000

Connecting Washington Account—State

Appropriation (~~(\$1,215,013,000)~~)
\$1,067,841,000

Special Category C Account—State Appropriation (~~(\$11,000,000)~~)

1		<u>\$11,100,000</u>
2	Multimodal Transportation Account—State	
3	Appropriation	((\$16,299,000))
4		<u>\$13,562,000</u>
5	Alaskan Way Viaduct Replacement Project Account—State	
6	Appropriation	((\$122,047,000))
7		<u>\$122,051,000</u>
8	Transportation 2003 Account (Nickel Account)—State	
9	Appropriation	((\$52,457,000))
10		<u>\$39,625,000</u>
11	Interstate 405 Express Toll Lanes Operations Account—State	
12	Appropriation	((\$6,258,000))
13		<u>\$6,222,000</u>
14	TOTAL APPROPRIATION.	((\$2,488,526,000))
15		<u>\$2,218,271,000</u>

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

18 (1) Except as provided otherwise in this section, the entire
19 connecting Washington account—state appropriation and the entire
20 transportation partnership account—state appropriation are provided
21 solely for the projects and activities as listed by fund, project,
22 and amount in LEAP Transportation Document ((~~2018~~)) 2019-1 as
23 developed March ((~~5~~)) 25, ((~~2018~~)) 2019, Program - Highway
24 Improvements Program (I). However, limited transfers of specific
25 line-item project appropriations may occur between projects for those
26 amounts listed subject to the conditions and limitations in section
27 601 of this act.

28 (2) Except as otherwise provided in this section, the entire
29 transportation 2003 account (nickel account)—state appropriation is
30 provided solely for the projects and activities as listed in LEAP
31 Transportation Document ((~~2018~~)) 2019-1 as developed March ((~~5~~)) 25,
32 ((~~2018~~)) 2019, Program - Highway Improvements Program (I).

33 (3) 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 ((~~2018~~)) 2019-2 ALL
37 PROJECTS as developed March ((~~5~~)) 25, ((~~2018~~)) 2019, Program -
38 Highway Improvements Program (I). Any federal funds gained through
39 efficiencies, adjustments to the federal funds forecast, additional

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

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

11 (5) The connecting Washington account—state appropriation
12 includes up to \$323,175,000 in proceeds from the sale of bonds
13 authorized in RCW 47.10.889.

14 (6) The transportation 2003 account (nickel account)—state
15 appropriation includes up to \$25,000,000 in proceeds from the sale of
16 bonds authorized in RCW 47.10.861.

17 (7) The transportation partnership account—state appropriation
18 includes up to \$367,622,000 in proceeds from the sale of bonds
19 authorized in RCW 47.10.873.

20 (8) The Alaskan Way viaduct replacement project account—state
21 appropriation includes up to \$122,047,000 in proceeds from the sale
22 of bonds authorized in RCW 47.10.873.

23 (9) The motor vehicle account—state appropriation includes up to
24 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
25 47.10.843.

26 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
27 partnership account—state appropriation, \$7,000 of the motor vehicle
28 account—federal appropriation, (~~(\$27,903,000)~~) \$27,904,000 of the
29 motor vehicle account—private/local appropriation, (~~(\$30,097,000)~~)
30 \$30,098,000 of the transportation 2003 account (nickel account)—state
31 appropriation, (~~(\$122,047,000)~~) \$122,051,000 of the Alaskan Way
32 viaduct replacement project account—state appropriation, and
33 \$2,663,000 of the multimodal transportation account—state
34 appropriation are provided solely for the SR 99/Alaskan Way Viaduct
35 Replacement project (809936Z).

36 (11) \$12,500,000 of the multimodal transportation account—state
37 appropriation is provided solely for transit mitigation for the SR
38 99/Viaduct Project - Construction Mitigation project (809940B).

1 (12) Within existing resources, during the regular sessions of
2 the legislature, the department of transportation shall participate
3 in work sessions, before the transportation committees of the house
4 of representatives and senate, on the Alaskan Way viaduct replacement
5 project. These work sessions must include a report on current
6 progress of the project, timelines for completion, outstanding
7 claims, the financial status of the project, and any other
8 information necessary for the legislature to maintain appropriate
9 oversight of the project. The parties invited to present may include
10 the department of transportation, the Seattle tunnel partners, and
11 other appropriate stakeholders.

12 (13) \$7,769,000 of the transportation partnership account—state
13 appropriation, \$6,744,000 of the transportation 2003 account (nickel
14 account)—state appropriation, \$215,000 of the motor vehicle account—
15 federal appropriation, and \$5,000,000 of the special category C
16 account—state appropriation are provided solely for the US 395/North
17 Spokane Corridor project (600010A). Any future savings on the project
18 must stay on the US 395/Interstate 90 corridor and be made available
19 to the current phase of the North Spokane corridor project or any
20 future phase of the project in 2017-2019.

21 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
22 account—state appropriation (~~(and—\$13,158,000)~~), \$353,000 of the
23 transportation 2003 account (nickel account)—state appropriation, and
24 \$16,000 of the motor vehicle account—local appropriation are provided
25 solely for the I-405/Kirkland Vicinity Stage 2 - Widening project
26 (8BI1002). This project must be completed as soon as practicable as a
27 design-build project. Any future savings on this project or other
28 Interstate 405 corridor projects must stay on the Interstate 405
29 corridor and be made available to either the I-405/SR 167 Interchange
30 - Direct Connector project (140504C), the I-405 Renton to Bellevue
31 project (M00900R), or the I-405/SR 522 to I-5 Capacity Improvements
32 project (L2000234) in the 2017-2019 fiscal biennium.

33 (15) \$4,960,000 of the transportation partnership account—state
34 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
35 operations account—state appropriation are provided solely for the
36 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
37 activities related to adding capacity on Interstate 405 between state
38 route number 522 and Interstate 5, with the goals of increasing
39 vehicle throughput and aligning project completion with the

1 implementation of bus rapid transit in the vicinity of the project.
2 The transportation partnership account—state appropriation funding is
3 a transfer or a reappropriation of a transfer from the I-405/Kirkland
4 Vicinity Stage 2 - Widening project due to savings, and will start an
5 additional phase of this I-405 project.

6 (16) (a) The SR 520 Bridge Replacement and HOV project (8BI1003)
7 is supported over time from multiple sources, including a
8 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
9 state bonds, interest earnings, and other miscellaneous sources.

10 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
11 account—state appropriation, \$12,296,000 of the motor vehicle account
12 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
13 account—local appropriation are provided solely for the SR 520 Bridge
14 Replacement and HOV project (8BI1003).

15 (c) When developing the financial plan for the project, the
16 department shall assume that all maintenance and operation costs for
17 the new facility are to be covered by tolls collected on the toll
18 facility and not by the motor vehicle account.

19 (17) The department shall itemize all future requests for the
20 construction of buildings on a project list and submit them through
21 the transportation executive information system as part of the
22 department's annual budget submittal. It is the intent of the
23 legislature that new facility construction must be transparent and
24 not appropriated within larger highway construction projects.

25 (18) Any advisory group that the department convenes during the
26 2017-2019 fiscal biennium must consider the interests of the entire
27 state of Washington.

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

37 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
38 account—state appropriation is provided solely for the SR 167/SR 509
39 Puget Sound Gateway project (M00600R).

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

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

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

17 (b) The secretary of transportation must develop a memorandum of
18 understanding with local project stakeholders that identifies a
19 schedule for stakeholders to provide local matching funds for the
20 Puget Sound Gateway project. Criteria for eligibility of local match
21 includes matching funds and equivalent in-kind contributions
22 including, but not limited to, land donations. The memorandum of
23 understanding must be finalized by July 1, 2018. The department must
24 submit a copy of the memorandum of understanding to the
25 transportation committees of the legislature and report regularly on
26 the status of the requirements outlined in this subsection (21)(b)
27 and (c) of this subsection.

28 (c) During the course of developing the memorandum of
29 understanding, the department must evaluate the project schedules to
30 determine if there are any benefits to be gained by moving the
31 project schedule forward. It is the legislature's intent that if the
32 department identifies any savings after the funding gap on the base
33 project is closed as part of the proposal to expedite the project,
34 that these cost savings shall go toward construction of a full
35 single-point urban interchange at the junction of state route number
36 161 (Meridian avenue) and state route number 167 and a full single-
37 point urban interchange at the junction of state route number 509 and
38 188th Street. If the department receives additional funds from an
39 outside source for this project after the funding gap on the base

1 project is closed, the funds must be applied toward the completion of
2 these two full single-point urban interchanges.

3 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
4 the department is strongly encouraged to work to relocate any
5 significant businesses currently located within the planned path of
6 the state route number 509/Interstate 5 under-crossing to a location
7 within the Kent city limits. The department shall provide regular
8 updates on its progress to the joint transportation committee and
9 affected stakeholders.

10 (e) In designing the state route number 509/state route number
11 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
12 project (M00600R), the department shall make every effort to utilize
13 the preferred "4B" design.

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

21 (23) (a) (~~(\$2,000,000)~~) \$1,992,000 of the transportation
22 partnership account—state appropriation and \$942,000 of the motor
23 vehicle account—state appropriation are provided solely for the U.S.
24 2 Trestle IJR project (L1000158).

25 (b) Of the amounts provided in this subsection, \$942,000 of the
26 motor vehicle account—state appropriation is provided solely for the
27 department to complete an interchange justification report (IJR) for
28 the U.S. 2 trestle, covering the state route number 204 and 20th
29 Street interchanges at the end of the westbound structure.

30 (a) The department shall develop the IJR in close collaboration
31 with affected local jurisdictions, including Snohomish county and the
32 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

33 (b) Within the amount provided for the IJR, the department must
34 address public outreach and the overall operational approval of the
35 IJR.

36 (c) The department shall complete the IJR and submit the final
37 report to the governor and the transportation committees of the
38 legislature by July 1, 2018.

1 (24) (a) The legislature recognizes that the city of Mercer Island
2 has unique access issues that require the use of Interstate 90 to
3 leave the island and that this access may be affected by the I-90/
4 Two-Way Transit and HOV Improvements project. One of the most heavily
5 traveled on-ramps from Mercer Island to the westbound Interstate 90
6 general purpose lanes is from Island Crest Way. The department must
7 continue to consult with the city of Mercer Island and the other
8 signatories to the 1976 memorandum of agreement to preserve access
9 provided to Mercer Island by the Island Crest Way on-ramp, and thus
10 grandfather in the current use of the on-ramp for both high occupancy
11 vehicles as well as vehicles seeking to access the general purpose
12 lanes of Interstate 90. The department must consider all reasonable
13 access solutions, including allowing all vehicles to use the Island
14 Crest Way on-ramp to access the new high occupancy vehicle lane with
15 a reasonable and safe distance provided for single-occupancy vehicles
16 to merge into the general purpose lanes.

17 (b) A final access solution for Mercer Island must consider the
18 following criteria: Safety; operational effects on all users,
19 including maintaining historic access to Interstate 90 provided from
20 Mercer Island by Island Crest Way; enforcement requirements; and
21 compliance with state and federal law.

22 (c) The department may not restrict by occupancy the westbound
23 on-ramp from Island Crest Way until a final access solution that
24 meets the criteria in (b) of this subsection has been reached.

25 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
26 lanes operations account—state appropriation is provided solely for
27 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
28 (L1000163).

29 (26) The legislature finds that there are sixteen companies
30 involved in wood preserving in the state that employ four hundred
31 workers and have an annual payroll of fifteen million dollars. Before
32 the department's switch to steel guardrails, ninety percent of the
33 twenty-five hundred mile guardrail system was constructed of
34 preserved wood and one hundred ten thousand wood guardrail posts were
35 produced annually for state use. Moreover, the policy of using steel
36 posts requires the state to use imported steel. Given these findings,
37 where practicable, and until June 30, 2019, the department shall
38 include the design option to use wood guardrail posts, in addition to
39 steel posts, in new guardrail installations. The selection of posts

1 must be consistent with the agency design manual policy that existed
2 before December 2009.

3 (27) For the SR 526 Corridor Improvements project (N52600R), the
4 department shall look holistically at the state route number 526
5 corridor from the state route number 526/Interstate 5 interchange at
6 the east end to the southwest Everett industrial area and Boeing's
7 west access road on the west end. The department, working with
8 affected jurisdictions and stakeholders, shall select project
9 elements that best maximize mobility and congestion relief in the
10 corridor and draw from project elements identified in a practical
11 solutions process.

12 (28)(a) For projects funded as part of the 2015 connecting
13 Washington transportation package listed on the LEAP transportation
14 document identified in subsection (1) of this section, if the
15 department expects to have substantial reappropriations for the
16 2019-2021 fiscal biennium, the department may, on a pilot basis,
17 apply funding from a project with an appropriation that cannot be
18 used for the current fiscal biennium to advance one or more of the
19 following projects:

- 20 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 21 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 22 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 23 (iv) US 395/Ridgeline Intersection (L2000127);
- 24 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 25 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 26 (vii) SR 14/Bingen Overpass (L2220062);
- 27 (viii) US Hwy 2 Safety (N00200R);
- 28 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 29 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 30 (xi) I-5/Rebuild ChamberWay Interchange Improvements (L2000223);
- 31 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 32 (xiii) SR 3 Freight Corridor (T30400R); or
- 33 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

34 (b) At least ten business days before advancing a project
35 pursuant to this subsection, the department must notify the office of
36 financial management and the transportation committees of the
37 legislature. The advancement of a project may not hinder the delivery
38 of the projects for which the reappropriations are necessary for the
39 2019-2021 fiscal biennium.

1 (29) Within existing resources and in consultation with local
2 communities, the department shall begin planning efforts, including
3 traffic data collection, analysis and evaluation, scoping, and
4 environmental review, for roundabouts at the intersection of state
5 route number 900 and SE May Valley Road and at the intersection of
6 state route number 169 and Cedar Grove Road SE.

7 (30) The legislature continues to prioritize the replacement of
8 the state's aging infrastructure and recognizes the importance of
9 reusing and recycling construction aggregate and recycled concrete
10 materials in our transportation system.

11 To accomplish Washington state's sustainability goals in
12 transportation and in accordance with RCW 70.95.805, the legislature
13 reaffirms its direction to the department to lead the way in
14 advancing the reuse and recycling of construction aggregate and
15 recycled concrete materials whenever readily available, to use these
16 recycled products when cost competitive, and to work with industry
17 implementation partners to remove obstacles that unnecessarily
18 preclude or inhibit their use and implement strategies for the reuse
19 and recycling of construction aggregate and recycled concrete
20 materials.

21 Specific steps and efforts made to achieve these objectives and
22 accomplishments shall be included in the annual report to the
23 legislature as required by RCW 70.95.807.

24 (31) Within existing resources, the department shall implement a
25 safety solution after evaluating barrier and mitigation options on
26 state route number 167 between the intersections with 50th Ave E and
27 E 40th Street in Pierce county to prevent vehicles from leaving the
28 roadway and entering private property below the grade of the highway.

29 (32) \$350,000 of the motor vehicle account—state appropriation is
30 provided solely for implementation of chapter 288 (Substitute Senate
31 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
32 Replacement Bridge on Interstate 5 across the Columbia River project
33 number (L2000259).

34 (33) For the SR 520 Seattle Corridor Improvements - West End
35 project (M00400R), the legislature recognizes the department must
36 acquire the entirety of parcel number 1-23190 for construction of the
37 project. The department shall work with its design-build contractor
38 to ensure to the maximum extent practicable that the building housing
39 any grocery store or market currently located on parcel number
40 1-23190 will be preserved. The legislature recognizes the city of

1 Seattle has requirements in the project area that the department must
 2 address and that those requirements may affect the use of parcel
 3 number 1-23190 and may affect the ability of the department to
 4 preserve any grocery store or market currently located on the
 5 property. The department shall meet and confer regularly with
 6 residents in the vicinity of the parcel regarding the status of the
 7 project and its effects on any grocery store or market currently
 8 located on the property. The legislature strongly encourages the city
 9 to utilize maximum flexibility in how the department meets the city's
 10 requirements and to be an equal partner in efforts to preserve any
 11 grocery store or market on parcel number 1-23190.

12 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
 13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

15	Recreational Vehicle Account—State Appropriation	\$3,584,000
16	High-Occupancy Toll Lanes Operations Account—State	
17	Appropriation.	(\$161,000)
18		<u>\$1,000</u>
19	Transportation Partnership Account—State	
20	Appropriation	\$12,785,000
21	Motor Vehicle Account—State Appropriation	(\$63,246,000)
22		<u>\$65,279,000</u>
23	Motor Vehicle Account—Federal Appropriation	(\$579,624,000)
24		<u>\$579,586,000</u>
25	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
26	State Route Number 520 Corridor Account—State	
27	Appropriation	\$1,747,000
28	Connecting Washington Account—State Appropriation	(\$204,242,000)
29		<u>\$197,567,000</u>
30	Tacoma Narrows Toll Bridge Account—State Appropriation	(\$856,000)
31		<u>\$918,000</u>
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation	\$57,849,000
34	TOTAL APPROPRIATION.	(\$935,833,000)
35		<u>\$931,055,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 connecting Washington account—state appropriation and the entire
3 transportation partnership account—state appropriation are provided
4 solely for the projects and activities as listed by fund, project,
5 and amount in LEAP Transportation Document ((2018)) 2019-1 as
6 developed March ((5)) 25, ((2018)) 2019, Program - Highway
7 Preservation Program (P). However, limited transfers of specific
8 line-item project appropriations may occur between projects for those
9 amounts listed subject to the conditions and limitations in section
10 601 of this act.

11 (2) Except as otherwise provided in this section, the entire
12 transportation 2003 account (nickel account)—state appropriation is
13 provided solely for the projects and activities as listed in LEAP
14 Transportation Document ((2018)) 2019-1 as developed March ((5)) 25,
15 ((2018)) 2019, Program - Highway Preservation Program (P).

16 (3) Except as provided otherwise in this section, the entire
17 motor vehicle account—state appropriation and motor vehicle account—
18 federal appropriation are provided solely for the projects and
19 activities listed in LEAP Transportation Document ((2018)) 2019-2 ALL
20 PROJECTS as developed March ((5)) 25, ((2018)) 2019, Program -
21 Highway Preservation Program (P). Any federal funds gained through
22 efficiencies, adjustments to the federal funds forecast, additional
23 congressional action not related to a specific project or purpose, or
24 the federal funds redistribution process must then be applied to
25 highway and bridge preservation activities.

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

33 (5) The transportation 2003 account (nickel account)—state
34 appropriation includes up to \$29,553,000 in proceeds from the sale of
35 bonds authorized in RCW 47.10.861.

36 (6) The motor vehicle account—state appropriation includes up to
37 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
38 47.10.843.

1 (7) \$11,553,000 of the connecting Washington account—state
2 appropriation is provided solely for the land mobile radio upgrade
3 (G2000055) and is subject to the conditions, limitations, and review
4 provided in section 701, chapter 313, Laws of 2017. The land mobile
5 radio project is subject to technical oversight by the office of the
6 chief information officer. The department, in collaboration with the
7 office of the chief information officer, shall identify where
8 existing or proposed mobile radio technology investments should be
9 consolidated, identify when existing or proposed mobile radio
10 technology investments can be reused or leveraged to meet multiagency
11 needs, increase mobile radio interoperability between agencies, and
12 identify how redundant investments can be reduced over time. The
13 department shall also provide quarterly reports to the technology
14 services board on project progress.

15 (8) \$3,000,000 of the motor vehicle account—state appropriation
16 is provided solely for extraordinary costs incurred from litigation
17 awards, settlements, or dispute mitigation activities not eligible
18 for funding from the self-insurance fund. The amount provided in this
19 subsection must be held in unallotted status until the department
20 submits a request to the office of financial management that includes
21 documentation detailing litigation-related expenses. The office of
22 financial management may release the funds only when it determines
23 that all other funds designated for litigation awards, settlements,
24 and dispute mitigation activities have been exhausted. No funds
25 provided in this subsection may be expended on any legal fees related
26 to the SR 99/Alaskan Way viaduct replacement project.

27 (9) \$20,755,000 of the motor vehicle account—federal
28 appropriation and \$844,000 of the motor vehicle account—state
29 appropriation are provided solely for the preservation of
30 structurally deficient bridges or bridges that are at risk of
31 becoming structurally deficient. These funds must be used widely
32 around the state of Washington. When practicable, the department
33 shall pursue design-build contracts for these bridge projects to
34 expedite delivery. The department shall provide a report that
35 identifies the progress of each project funded in this subsection as
36 part of its annual agency budget request.

37 (10) The appropriation in this section includes funding for
38 starting planning, engineering, and construction of the Elwha River

1 bridge replacement. To the greatest extent practicable, the
2 department shall maintain public access on the existing route.

3 (11) (a) \$9,014,000 of the motor vehicle account—federal
4 appropriation and \$217,000 of the motor vehicle account—state
5 appropriation are provided solely for weigh station preservation
6 (0BP3006). These amounts must be held in unallotted status, except
7 that the director of the office of financial management may approve
8 allotment of the funds upon fulfillment of the conditions of (b) of
9 this subsection.

10 (b) The department and the Washington state patrol shall jointly
11 submit a prioritized list of weigh station projects to the office of
12 financial management by October 1, 2017. Projects submitted must
13 include estimated costs for preliminary engineering, rights-of-way,
14 and construction and must also consider the timing of any available
15 funding for weigh station projects.

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

23 (13) During the course of any planned resurfacing or other
24 preservation activity on state route number 26 between Colfax and
25 Othello in the 2017-2019 fiscal biennium, the department must add
26 dug-in reflectors.

27 (14) The department shall continue to monitor the test patch of
28 pavement that used electric arc furnace slag as an aggregate and
29 report back to the legislature by December 1, 2018, on its
30 comparative wear resistance, skid resistance, and feasibility for use
31 throughout the state in new pavement construction.

32 (15) 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 2019-2021 fiscal biennium, the department may, on a pilot basis,
37 apply funding from a project with an appropriation that cannot be
38 used for the current fiscal biennium to advance the US 12/Wildcat
39 Bridge Replacement project (L2000075). At least ten business days
40 before advancing the project pursuant to this subsection, the

1 department must notify the office of financial management and the
2 transportation committees of the legislature. The advancement of the
3 project may not hinder the delivery of the projects for which the
4 reappropriations are necessary for the 2019-2021 fiscal biennium.

5 (16) Within the connecting Washington account—state
6 appropriation, the department may transfer funds from Highway System
7 Preservation (L1100071) to other preservation projects listed in the
8 LEAP transportation document identified in subsection (1) of this
9 section, if it is determined necessary for completion of these high
10 priority preservation projects. The department's next budget
11 submittal after using this subsection must appropriately reflect the
12 transfer.

13 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
16 **CAPITAL**

17 Motor Vehicle Account—State Appropriation	((\$6,636,000))
	<u>\$5,753,000</u>
19 Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
	<u>\$5,578,000</u>
21 Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
	<u>\$650,000</u>
23 TOTAL APPROPRIATION.	((\$12,851,000))
	<u>\$11,981,000</u>

25 The appropriations in this section are subject to the following
26 conditions and limitations: The department shall set aside a
27 sufficient portion of the motor vehicle account—state appropriation
28 for federally selected competitive grants or congressional earmark
29 projects that require matching state funds. State funds set aside as
30 matching funds for federal projects must be accounted for in project
31 000005Q and remain in unallotted status until needed for those
32 federal projects.

33 **Sec. 908.** 2018 c 297 s 309 (uncodified) is amended to read as
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
36 **CONSTRUCTION—PROGRAM W**

37 Puget Sound Capital Construction Account—State

1	Appropriation	((\$72,024,000))
2		<u>\$66,477,000</u>
3	Puget Sound Capital Construction Account—Federal	
4	Appropriation	((\$205,032,000))
5		<u>\$199,623,000</u>
6	Puget Sound Capital Construction Account—Private/Local	
7	Appropriation	((\$27,196,000))
8		<u>\$27,197,000</u>
9	Transportation Partnership Account—State	
10	Appropriation	((\$2,923,000))
11		<u>\$1,892,000</u>
12	Connecting Washington Account—State Appropriation	((\$136,918,000))
13		<u>\$121,996,000</u>
14	Multimodal Transportation Account—State Appropriation.	\$2,734,000
15	Transportation 2003 Account (Nickel Account)—State	
16	Appropriation.	\$4,169,000
17	TOTAL APPROPRIATION.	((\$450,996,000))
18		<u>\$424,088,000</u>

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

21 (1) Except as provided otherwise in this section, the entire
22 appropriations in this section are provided solely for the projects
23 and activities as listed in LEAP Transportation Document ((2018))
24 2019-2 ALL PROJECTS as developed March ((5)) 25, ((2018)) 2019,
25 Program - Washington State Ferries Capital Program (W) and is
26 contingent upon the enactment of subsection (6) of this section.

27 (2) \$27,825,000 of the Puget Sound capital construction account—
28 federal appropriation, ((~~\$44,485,000~~)) \$29,485,000 of the connecting
29 Washington account—state appropriation, and \$1,483,000 of the Puget
30 Sound capital construction account—state appropriation are provided
31 solely for the Mukilteo ferry terminal (952515P). To the greatest
32 extent practicable and within available resources, the department
33 shall design the new terminal to be a net-zero energy building. To
34 achieve this goal, the department shall evaluate using highly energy
35 efficient equipment and systems, and the most appropriate renewable
36 energy systems for the needs and location of the terminal. To the
37 extent practicable, the department shall avoid the closure of, or
38 disruption to, any existing public access walkways in the vicinity of
39 the terminal project during construction. Of the amounts provided in

1 this subsection, \$750,000 of the Puget Sound capital construction
2 account—state appropriation is provided solely for additional
3 photovoltaic panels for this project.

4 (3) \$94,671,000 of the Puget Sound capital construction account—
5 federal appropriation, \$46,919,000 of the connecting Washington
6 account—state appropriation, \$26,949,000 of the Puget Sound capital
7 construction account—private/local appropriation, \$2,734,000 of the
8 multimodal transportation account—state appropriation, \$511,000 of
9 the Puget Sound capital construction account—state appropriation, and
10 \$679,000 of the transportation 2003 (nickel account)—state
11 appropriation are provided solely for the Seattle Terminal
12 Replacement project (900010L).

13 (4) (~~(\$5,000,000)~~) \$7,100,000 of the Puget Sound capital
14 construction account—state appropriation is provided solely for
15 emergency capital repair costs (999910K). Funds may only be spent
16 after approval by the office of financial management.

17 (5) \$950,000 of the Puget Sound capital construction account—
18 state appropriation is provided solely for life extension of the
19 existing ticketing system and ORCA acceptance (998521A and 998521B).
20 The ferry system shall work with Washington technology solutions and
21 the tolling division on the development of a new, interoperable
22 ticketing system.

23 (6) (a) The department shall, in consultation with the office of
24 financial management, hire an independent planning consultant to
25 assist with overall scope development of a new ferry system long-
26 range plan, including incorporating the items listed in (b) of this
27 subsection. The independent planning consultant must have experience
28 in planning for other ferry systems.

29 (b) The department shall update the ferries division long-range
30 plan by January 1, 2019. In reviewing the changing needs of the users
31 of the ferry system and the associated funding opportunities and
32 challenges, the department must include, but is not limited to, the
33 following elements in the new long-range plan:

- 34 (i) Identify changes in the demographics of users of the system;
35 (ii) Review route timetables and propose adjustments that take
36 into consideration ridership volume, vessel load times, proposed and
37 current passenger-only ferry system ridership, and other operational
38 needs;

1 (iii) Review vessel needs by route and propose a vessel
2 replacement schedule, vessel retirement schedule, and estimated
3 number of vessels needed. This analysis should also articulate a
4 reserve vessel strategy;

5 (iv) Identify the characteristics most appropriate for
6 replacement vessels, such as passenger and car-carrying capacity,
7 while taking into consideration other cost-driving factors. These
8 factors should include:

9 (A) Anticipated crewing requirements;

10 (B) Fuel type;

11 (C) Other operating and maintenance costs;

12 (v) Review vessel dry dock needs, consider potential impacts of
13 the United States navy, and propose strategies to meet these needs;

14 (vi) Address the seismic vulnerability of the system and
15 articulate emergency preparedness plans;

16 (vii) Evaluate leased and state-owned property locations for the
17 ferry headquarters, to include an analysis of properties outside the
18 downtown area of Seattle;

19 (viii) Evaluate strategies that may help spread peak ridership,
20 such as time-of-day ticket pricing and expanding the reservation
21 system; and

22 (ix) Identify operational changes that may reduce costs, such as
23 nighttime tie-up locations.

24 (c) The department shall submit a status report on the long-range
25 plan update to the governor and the transportation committees of the
26 legislature by June 30, 2018, and a final report by January 1, 2019.

27 (7) \$600,000 of the Puget Sound capital construction account—
28 state appropriation is provided solely for development of a request
29 for proposal to convert the three ferry vessels in the Jumbo Mark II
30 class to hybrid electric propulsion and make associated necessary
31 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
32 terminals. The department is directed to explore capital project
33 financing options to include, but not be limited to, federal funding
34 opportunities, private or local contributions, application for
35 Volkswagen settlement funds, and energy-savings performance
36 contracting to be repaid in whole or in part by fuel-cost savings.
37 The department will report total capital cost estimates, optimal
38 construction schedule, annual capital and operating savings or costs,
39 and a recommended funding option to the governor and to the
40 transportation committees of the legislature by June 30, 2019.

1 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

4	Essential Rail Assistance Account—State Appropriation	((\$845,000))
5		<u>\$710,000</u>
6	Transportation Infrastructure Account—State	
7	Appropriation	((\$7,575,000))
8		<u>\$5,388,000</u>
9	Multimodal Transportation Account—State	
10	Appropriation	((\$79,357,000))
11		<u>\$74,965,000</u>
12	Multimodal Transportation Account—Federal	
13	Appropriation	((\$59,814,000))
14		<u>\$43,175,000</u>
15	TOTAL APPROPRIATION.	((\$147,591,000))
16		<u>\$124,238,000</u>

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 appropriations in this section are provided solely for the projects
21 and activities as listed by project and amount in LEAP Transportation
22 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5, 2018))
23 25, 2019, Program - Rail Program (Y).

24 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
25 infrastructure account—state appropriation is provided solely for new
26 low-interest loans approved by the department through the freight
27 rail investment bank (FRIB) program. The department shall issue FRIB
28 program loans with a repayment period of no more than ten years, and
29 charge only so much interest as is necessary to recoup the
30 department's costs to administer the loans. The department shall
31 report annually to the transportation committees of the legislature
32 and the office of financial management on all FRIB loans issued.

33 (3) \$7,017,000 of the multimodal transportation account—state
34 appropriation and \$24,000 of the essential rail assistance account—
35 state appropriation are provided solely for new statewide emergent
36 freight rail assistance projects identified in the LEAP
37 transportation document referenced in subsection (1) of this section.

38 (4) \$367,000 of the transportation infrastructure account—state
39 appropriation and \$1,100,000 of the multimodal transportation account

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

16 (5) (a) \$686,000 of the essential rail assistance account—state
17 appropriation, \$422,000 of the multimodal transportation account—
18 state appropriation, and \$21,000 of the transportation infrastructure
19 account—state appropriation are provided solely for the purpose of
20 the rehabilitation and maintenance of the Palouse river and Coulee
21 City railroad line (F01111B).

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

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

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

31 (6) The department shall issue a call for projects for the
32 freight rail assistance program, and shall evaluate the applications
33 in a manner consistent with past practices as specified in section
34 309, chapter 367, Laws of 2011. By November 15, 2018, the department
35 shall submit a prioritized list of recommended projects to the office
36 of financial management and the transportation committees of the
37 legislature.

38 (7) For projects funded as part of the 2015 connecting Washington
39 transportation package identified on the LEAP transportation document

1 identified in subsection (1) of this section, if the department
 2 expects to have substantial reappropriations for the 2019-2021 fiscal
 3 biennium, the department may, on a pilot basis, apply funding from a
 4 project with an appropriation that cannot be used for the current
 5 fiscal biennium to advance the South Kelso Railroad Crossing project
 6 (L1000147). At least ten business days before advancing a project
 7 pursuant to this subsection, the department must notify the office of
 8 financial management and the transportation committees of the
 9 legislature. The advancement of a project may not hinder the delivery
 10 of the projects for which the reappropriations are necessary for the
 11 2019-2021 fiscal biennium.

12 (8) It is the intent of the legislature to encourage the
 13 department to pursue federal grant opportunities leveraging up to
 14 \$6,696,000 in connecting Washington programmed funds to be used as a
 15 state match to improve the state-owned Palouse river and Coulee City
 16 system. The amount listed in this subsection is not a commitment for
 17 future legislatures, but is the legislature's intent that future
 18 legislatures will work to approve biennial appropriations up to a
 19 state match share not to exceed \$6,696,000 of a grant award.

20 **Sec. 910.** 2018 c 297 s 311 (uncodified) is amended to read as
 21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
 23 **CAPITAL**

24 Highway Infrastructure Account—State Appropriation	(\$1,083,000)
	<u>\$583,000</u>
26 Highway Infrastructure Account—Federal Appropriation	\$488,000
27 Transportation Partnership Account—State	
28 Appropriation	(\$2,321,000)
	<u>\$1,571,000</u>
30 Highway Safety Account—State Appropriation	(\$4,287,000)
	<u>\$3,487,000</u>
32 Motor Vehicle Account—State Appropriation	(\$28,659,000)
	<u>\$16,791,000</u>
34 Motor Vehicle Account—Federal Appropriation	(\$71,614,000)
	<u>\$64,414,000</u>
36 Motor Vehicle Account—Private/Local Appropriation	(\$18,000,000)
	<u>\$7,500,000</u>
38 Connecting Washington Account—State Appropriation	(\$137,387,000)

1		<u>\$66,400,000</u>
2	Multimodal Transportation Account—State	
3	Appropriation	((\$82,382,000))
4		<u>\$59,999,000</u>
5	TOTAL APPROPRIATION.	((\$346,221,000))
6		<u>\$221,233,000</u>

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

9 (1) Except as provided otherwise in this section, the entire
10 appropriations in this section are provided solely for the projects
11 and activities as listed by project and amount in LEAP Transportation
12 Document ((~~2018~~)) 2019-2 ALL PROJECTS as developed March ((~~5, 2018~~))
13 25, 2019, Program - Local Programs Program (Z).

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

17 (a) ((~~\$18,380,000 of the multimodal transportation account—state~~
18 ~~appropriation is provided solely for newly selected pedestrian and~~
19 ~~bicycle safety program projects. \$14,219,000~~)) \$26,659,000 of the
20 multimodal transportation account—state appropriation and
21 ((~~\$1,846,000~~)) \$1,096,000 of the transportation partnership account—
22 state appropriation are ((~~reappropriated~~)) provided solely for
23 pedestrian and bicycle safety program projects ((~~selected in the~~
24 ~~previous biennia~~)) (L2000188).

25 (b) ((~~\$11,400,000~~)) \$15,681,000 of the motor vehicle account—
26 federal appropriation ((~~and \$7,750,000~~)), \$6,824,000 of the
27 multimodal transportation account—state appropriation ((~~are provided~~
28 ~~solely for newly selected safe routes to school projects. \$11,181,000~~
29 ~~of the motor vehicle account—federal appropriation, \$1,394,000 of the~~
30 ~~multimodal—transportation—account—state—appropriation, and~~
31 ~~\$4,287,000~~)), and \$3,487,000 of the highway safety account—state
32 appropriation are ((~~reappropriated~~)) provided solely for safe routes
33 to school projects ((~~selected in the previous biennia~~)) (L2000189).

34 The department may consider the special situations facing high-need
35 areas, as defined by schools or project areas in which the percentage
36 of the children eligible to receive free and reduced-price meals
37 under the national school lunch program is equal to, or greater than,
38 the state average as determined by the department, when evaluating

1 project proposals against established funding criteria while ensuring
2 continued compliance with federal eligibility requirements.

3 (3) The department shall submit a report to the transportation
4 committees of the legislature by December 1, 2017, and December 1,
5 2018, on the status of projects funded as part of the pedestrian
6 safety/safe routes to school grant program. The report must include,
7 but is not limited to, a list of projects selected and a brief
8 description of each project's status.

9 (4) \$32,984,000 of the multimodal transportation account—state
10 appropriation is provided solely for bicycle and pedestrian projects
11 listed in the LEAP transportation document referenced in subsection
12 (1) of this section.

13 (5) \$43,800,000 of the motor vehicle account—federal
14 appropriation is provided solely for national highway freight network
15 projects identified on the project list submitted in accordance with
16 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
17 department shall validate the projects on the list. Only tier one
18 projects on the prioritized freight project list that are validated
19 by the department may receive funding under this subsection. The
20 department shall continue to work with the Washington state freight
21 advisory committee to improve project screening and validation to
22 support project prioritization and selection, including during the
23 freight mobility plan update in 2017. The department may compete for
24 funding under this program and shall provide an updated prioritized
25 freight project list when submitting its 2019-2021 budget request. To
26 the greatest extent practicable, the department shall follow the
27 Washington state freight advisory committee recommendation to
28 allocate ten percent of the funds in this subsection to multimodal
29 projects as permitted under the fixing America's surface
30 transportation (FAST) act.

31 (6) It is the expectation of the legislature that the department
32 will be administering a local railroad crossing safety grant program
33 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
34 Of the amounts identified in this subsection, a minimum of \$500,000
35 must be for railroad grade-crossing safety grants at locations where
36 multiple pedestrian or bicyclist fatalities have occurred in the
37 vicinity of a grade-crossing in the last five years.

38 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
39 account—state appropriation is provided solely for the Covington

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

8 (8) (a) 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 one or more of the
15 following projects:

- 16 (i) SR 502 Main Street Project/Widening (L2000065);
- 17 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 18 (iii) Issaquah-Fall City Road (L1000094);
- 19 (iv) Lewis Street Bridge (L2000066);
- 20 (v) Covington Connector (L2000104);
- 21 (vi) Orchard Street Connector (L2000120);
- 22 (vii) Harbour Reach Extension (L2000136);
- 23 (viii) Sammamish Bridge Corridor (L2000137);
- 24 (ix) Brady Road (L2000164);
- 25 (x) Thornton Road Overpass (L2000228);
- 26 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 27 (xii) Wilburton Reconnection Project (G2000006);
- 28 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 29 (xiv) Bay Street Pedestrian Project (G2000015); or
- 30 (xv) Cowiche Canyon Trail (G2000010).

31 (b) At least ten business days before advancing a project
32 pursuant to this subsection, the department must notify the office of
33 financial management and the transportation committees of the
34 legislature. The advancement of a project may not hinder the delivery
35 of the projects for which the reappropriations are necessary for the
36 2019-2021 fiscal biennium.

37 **TRANSFERS AND DISTRIBUTIONS**

1 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
2 follows:

3 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
4 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
5 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
6 **REVENUE**

7	Transportation Partnership Account—State	
8	Appropriation.	((\$4,646,000))
9		<u>\$2,046,000</u>
10	Motor Vehicle Account—State Appropriation.	((\$736,000))
11		<u>\$396,000</u>
12	Connecting Washington Account—State Appropriation.	((\$3,199,000))
13		<u>\$1,699,000</u>
14	Highway Bond Retirement Account—State	
15	Appropriation.	((\$1,229,874,000))
16		<u>\$1,279,604,000</u>
17	Ferry Bond Retirement Account—State Appropriation.	((\$28,873,000))
18		<u>\$28,223,000</u>
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation.	\$13,254,000
21	Nondebt-Limit Reimbursable Bond Retirement	
22	Account—State Appropriation.	\$26,391,000
23	Toll Facility Bond Retirement Account—State	
24	Appropriation.	\$86,493,000
25	Transportation 2003 Account (Nickel Account)—State	
26	Appropriation.	((\$450,000))
27		<u>\$250,000</u>
28	TOTAL APPROPRIATION.	((\$1,393,916,000))
29		<u>\$1,438,356,000</u>

30 **Sec. 1002.** 2018 c 297 s 403 (uncodified) is amended to read as
31 follows:

32 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

33	Motor Vehicle Account—State Appropriation:	
34	For motor vehicle fuel tax distributions to	
35	cities and counties.	((\$508,182,000))
36		<u>\$508,105,000</u>

1 For transfer to the Transportation Improvement
2 Account—State. \$9,688,000
3 ~~((8) Highway Safety Account—State Appropriation:~~
4 ~~For transfer to the State Patrol Highway~~
5 ~~Account—State. \$33,000,000~~
6 ~~(9) Puget Sound Ferry Operations Account—State~~
7 ~~Appropriation: For transfer to the Connecting~~
8 ~~Washington Account—State. \$1,305,000~~
9 ~~(10)) (5) Rural Mobility Grant Program Account—State~~
10 ~~Appropriation: For transfer to the Multimodal~~
11 ~~Transportation Account—State. \$3,000,000~~
12 ~~((11)) (6) State Route Number 520 Civil Penalties~~
13 ~~Account—State Appropriation: For transfer to~~
14 ~~the State Route Number 520 Corridor~~
15 ~~Account—State. \$2,000,000~~
16 ~~((12)) (7) Capital Vessel Replacement Account—State~~
17 ~~Appropriation: For transfer to the Connecting~~
18 ~~Washington Account—State. \$36,500,000~~
19 ~~((13)) (8) Multimodal Transportation Account—State~~
20 ~~Appropriation: For transfer to the Freight Mobility~~
21 ~~Multimodal Account—State. ((\$8,511,000))~~
22 \$1,255,000
23 ~~((14)) (9) Multimodal Transportation Account—State~~
24 ~~Appropriation: For transfer to the Puget Sound~~
25 ~~Capital Construction Account—State. \$34,000,000~~
26 ~~((15)) (10) Multimodal Transportation Account—State~~
27 ~~Appropriation: For transfer to the Puget Sound~~
28 ~~Ferry Operations Account—State. ((\$20,000,000))~~
29 \$25,000,000
30 ~~((16)) (11) Multimodal Transportation Account—State~~
31 ~~Appropriation: For transfer to the Regional~~
32 ~~Mobility Grant Program Account—State. \$27,679,000~~
33 ~~((17)) (12) Multimodal Transportation Account—State~~
34 ~~Appropriation: For transfer to the Rural~~
35 ~~Mobility Grant Program Account—State. \$15,223,000~~
36 ~~((18)) (13) Tacoma Narrows Toll Bridge Account—State~~
37 ~~Appropriation: For transfer to the Motor~~
38 ~~Vehicle Account—State. \$950,000~~

1 \$11,135,000

2 (b) The funds provided in (a) of this subsection are a loan to
3 the Alaskan Way viaduct replacement project account—state, and the
4 legislature assumes that these funds will be reimbursed to the motor
5 vehicle account—state at a later date when the portion of state route
6 number 99 that is a deep bore tunnel is operational.

7 ~~((26) Multimodal Transportation Account—State~~
8 ~~Appropriation: For transfer to the Highway Safety~~
9 ~~Account—State. \$7,000,000~~

10 ~~(27)) (21) (a) Alaskan Way Viaduct Replacement Project~~
11 ~~Account—State Appropriation: For transfer to the~~
12 ~~Transportation Partnership Account—State. ((\$2,400,000))~~
13 \$1,471,000

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

17 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

18 NEW SECTION. **Sec. 1101.** A new section is added to 2018 c 297
19 (uncodified) to read as follows:

20 The appropriations to the department of transportation in chapter
21 297, Laws of 2018 and this act must be expended for the programs and
22 in the amounts specified in this act. However, after May 1, 2019,
23 unless specifically prohibited, the department may transfer state
24 appropriations for the 2017-2019 fiscal biennium among operating
25 programs after approval by the director of the office of financial
26 management. However, the department shall not transfer state moneys
27 that are provided solely for a specific purpose. The department shall
28 not transfer funds, and the director of the office of financial
29 management shall not approve the transfer, unless the transfer is
30 consistent with the objective of conserving, to the maximum extent
31 possible, the expenditure of state funds and not federal funds. The
32 director of the office of financial management shall notify the
33 transportation committees of the legislature prior to approving any
34 allotment modifications or transfers under this section.

35 **MISCELLANEOUS**

1 NEW SECTION. **Sec. 1201.** If any provision of this act or its
2 application to any person or circumstance is held invalid, the
3 remainder of the act or the application of the provision to other
4 persons or circumstances is not affected.

5 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
6 preservation of the public peace, health, or safety, or support of
7 the state government and its existing public institutions, and takes
8 effect immediately.

(End of Bill)

INDEX	PAGE #
MINIMUM STARTING WAGE.	81
TARGETED COMPENSATION INCREASES.	81
ANNUAL REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	64
BOARD OF PILOTAGE COMMISSIONERS.	4
COLLECTIVE BARGAINING AGREEMENT	
COALITION OF UNIONS.	78
PTE LOCAL 17.	77
WFSE.	77
WPEA.	78
WSP LIEUTENANTS AND CAPTAINS ASSOCIATION.	78
WSP TROOPERS ASSOCIATION.	78
COLLECTIVE BARGAINING AGREEMENTS.	73
COLLECTIVE BARGAINING AGREEMENTS NOT IMPAIRED.	73
CARPENTERS.	75
FASPAA.	74
IBU.	77
MEBA-L.	75
MEBA-UL.	75
METAL TRADES.	75
MM&P MASTERS.	76
MM&P MATES.	76
MM&P WATCH CENTER SUPERVISORS.	76
OPEIU.	74
PORT ENGINEERS.	76
SEIU LOCAL 6.	74
COMPENSATION	
NONREPRESENTED EMPLOYEES-INSURANCE BENEFITS.	79
PENSION CONTRIBUTIONS.	82
REPRESENTED EMPLOYEES-HEALTH CARE-COALITION-INSURANCE BENEFITS	79
REPRESENTED EMPLOYEES-OUTSIDE HEALTH CARE COALITION-INSURANCE	
BENEFITS.	79
REVISE PENSION CONTRIBUTION RATES.	81
COUNTY ROAD ADMINISTRATION BOARD.	5, 41, 102, 146
DEPARTMENT OF AGRICULTURE.	3
DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION.	2
DEPARTMENT OF FISH AND WILDLIFE.	3
DEPARTMENT OF LICENSING.	10, 111
TRANSFERS.	68, 173
DEPARTMENT OF NATURAL RESOURCES.	5

DEPARTMENT OF TRANSPORTATION.	85, 86
AVIATION—PROGRAM F.	20, 124
CHARGES FROM OTHER AGENCIES—PROGRAM U.	29, 136
FACILITIES—PROGRAM D—CAPITAL.	42, 147
FACILITIES—PROGRAM D—OPERATING.	20, 124
HIGHWAY MAINTENANCE—PROGRAM M.	24, 129
IMPROVEMENTS—PROGRAM I.	43, 148
INFORMATION TECHNOLOGY—PROGRAM C.	19, 123
LOCAL PROGRAMS—PROGRAM Z—CAPITAL.	60, 168
LOCAL PROGRAMS—PROGRAM Z—OPERATING.	38, 145
MARINE—PROGRAM X.	34, 142
PRESERVATION—PROGRAM P.	52, 158
PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H.	22, 125
PUBLIC TRANSPORTATION—PROGRAM V.	29, 136
PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K.	23, 127
RAIL—PROGRAM Y—CAPITAL.	57, 166
RAIL—PROGRAM Y—OPERATING.	36, 143
TOLL OPERATIONS AND MAINTENANCE—PROGRAM B.	15, 117
TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL.	55, 162
TRAFFIC OPERATIONS—PROGRAM Q—OPERATING.	25, 130
TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S.	27, 132
TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T.	28, 133
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W.	55, 162
WEB SITE REPORTING REQUIREMENTS.	85
FEDERAL FUNDS RECEIVED FOR CAPITAL PROJECT EXPENDITURES.	67
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD.	9, 40, 146
FUND TRANSFERS.	82
GENERAL WAGE INCREASES.	80
HOUSE OF REPRESENTATIVES.	4
JOINT LEGISLATIVE AUDIT AND REVIEW COMMITTEE.	3
JOINT TRANSPORTATION COMMITTEE.	6, 102
LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE.	3
OFFICE OF FINANCIAL MANAGEMENT.	2
CENTRAL CHARGES.	72
MISCELLANEOUS COMPENSATION AND BENEFIT ADJUSTMENTS.	71
PREMIUM PAY.	81
QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	65
RECREATION AND CONSERVATION OFFICE.	42
SENATE.	5
STATE PARKS AND RECREATION COMMISSION.	2

STATE TREASURER

ADMINISTRATIVE TRANSFERS.	68, 173
BOND RETIREMENT AND INTEREST.	67, 67, 172
STATE REVENUES FOR DISTRIBUTION.	68, 172
TRANSFERS.	68, 173
TRANSPORTATION COMMISSION.	7
TRANSPORTATION IMPROVEMENT BOARD.	5, 41, 102, 147
UTILITIES AND TRANSPORTATION COMMISSION.	4
WASHINGTON STATE PATROL.	9, 40, 109
WASHINGTON TRAFFIC SAFETY COMMISSION.	5, 101

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