

ESHB 2134 - CONF REPT
By Conference Committee

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

3 "2023-2025 FISCAL BIENNIUM

4 GENERAL GOVERNMENT AGENCIES—OPERATING

5 Sec. 101. 2023 c 472 s 101 (uncodified) is amended to read as
6 follows:

7 FOR THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

8 Motor Vehicle Account—State Appropriation. (~~(\$588,000)~~)
9 \$587,000

10 Sec. 102. 2023 c 472 s 105 (uncodified) is amended to read as
11 follows:

12 FOR THE DEPARTMENT OF AGRICULTURE

13 Motor Vehicle Account—State Appropriation. (~~(\$1,462,000)~~)
14 \$1,473,000

15 Sec. 103. 2023 c 472 s 108 (uncodified) is amended to read as
16 follows:

17 FOR THE DEPARTMENT OF COMMERCE

18 Carbon Emissions Reduction Account—State
19 Appropriation. \$5,000,000
20 Electric Vehicle Account—State Appropriation. \$220,000
21 TOTAL APPROPRIATION. \$5,220,000

22 The (~~appropriation~~) appropriations in this section (~~is~~) are
23 subject to the following conditions and limitations:

24 (1) \$220,000 of the electric vehicle account—state appropriation
25 is provided solely to the department to commission an independent
26 study, based on the findings of the transportation electrification
27 strategy authorized under RCW 43.392.040, of costs of installation,
28 maintenance, and operation of electrical distribution infrastructure

1 on the utility's side of the meter to commercial customers
2 installing electric vehicle supply equipment. The department shall
3 gather data from at least five electric utilities serving retail
4 customers in the state for purposes of completing the study. The
5 department shall submit a report of study findings and an explanation
6 of how those findings will support implementation of the
7 transportation electrification strategy authorized
8 under RCW 43.392.040 to the governor and appropriate legislative
9 committees by November 1, 2024.

10 (2) Beginning January 1, 2025, \$5,000,000 of the carbon emissions
11 reduction account—state appropriation is provided solely for a tribal
12 electric boat grant program. Federally recognized tribes, tribal
13 enterprises, and tribal members are eligible to apply for grant funds
14 for the purchase of or conversion to electric motors and engines for
15 fishing vessels.

16 **Sec. 104.** 2023 c 472 s 109 (uncodified) is amended to read as
17 follows:

18 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

19 Pilotage Account—State Appropriation.	((\$3,574,000))
	<u>\$3,366,000</u>
21 <u>Multimodal Transportation Account—State Appropriation.</u>	<u>\$211,000</u>
22 <u>TOTAL APPROPRIATION.</u>	<u>\$3,577,000</u>

23 The ((~~appropriation~~)) appropriations in this section ((~~is~~)) are
24 subject to the following conditions and limitations:

25 (1) The board of pilotage commissioners shall file the annual
26 report to the governor and chairs of the transportation committees
27 required under RCW 88.16.035(1)(f) by September 1, 2023, and annually
28 thereafter. The report must include the continuation of policies and
29 procedures necessary to increase the diversity of pilots, trainees,
30 and applicants, including a diversity action plan. The diversity
31 action plan must articulate a comprehensive vision of the board's
32 diversity goals and the steps it will take to reach those goals.

33 (2) ((~~\$232,000~~)) \$21,000 of the pilotage account—state
34 appropriation ((~~is~~)) and \$211,000 of the multimodal transportation
35 account—state appropriation are for a temporary environmental planner
36 position to support rule making to fulfill the requirements of
37 chapter 289, Laws of 2019.

1 (b) Of the amounts provided in this subsection, \$81,000 is
2 provided solely for the center to consult with the board of
3 registration for professional engineers and land surveyors to conduct
4 a statewide survey and analysis assessing workforce shortages of
5 civil engineers, civil engineering technicians, land surveyors, land
6 surveyor technicians, and related disciplines. The center shall
7 create a recommended action plan, with input from the legislative
8 transportation committees, to address engineering workforce shortages
9 and to meet the increased demand for services. The analysis and
10 recommended action plan must include, for civil engineers, civil
11 engineering technicians, land surveyors, land surveyor technicians,
12 and related disciplines, at a minimum:

13 (i) Opportunities to create diverse and equitable engineering
14 workforce;

15 (ii) Workforce data and gaps;

16 (iii) Current education pathways and licensure processes;

17 (iv) Current programs focused on workforce development and
18 position skill-up opportunities;

19 (v) Strategies to retain workforce within the state;

20 (vi) Outreach opportunities and interinstitutional partnerships
21 with middle schools, high schools, postsecondary institutions, and
22 postgraduate programs; and

23 (vii) Recommendations for additional scholarships, internship and
24 apprenticeship opportunities, undergraduate and graduate fellowship
25 opportunities, and industry partnership opportunities.

26 (c) The center shall provide a preliminary plan with proposed
27 actions, budgets, and outcomes to the transportation committees of
28 the legislature by November 2024. The center shall provide a final
29 action plan report with relevant recommendations to the
30 transportation committees of the legislature by December 31, 2024.

31 **Sec. 106.** 2023 c 472 s 114 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

34 Carbon Emissions Reduction Account—State

35 Appropriation. (~~\$6,000,000~~)
36 \$18,000,000

37 The appropriation in this section is subject to the following
38 conditions and limitations:

1 (1) (a) \$6,000,000 of the carbon emissions reduction account—state
2 appropriation (~~(is)~~) , and beginning January 1, 2025, \$12,000,000 of
3 the carbon emissions reduction account—state appropriation, are
4 provided solely for zero emission electric vehicle supply equipment
5 infrastructure at facilities to accommodate charging station
6 installations. The electric vehicle charging equipment (~~(must allow~~
7 ~~for the collection of usage data and)~~) must be coordinated with the
8 state efficiency and environmental performance program. The
9 department must prioritize locations based on state efficiency and
10 environmental performance location priorities and where zero emission
11 fleet vehicles are located or are scheduled to be purchased.

12 (~~(2)~~) (b) The department must report when and where the
13 equipment was installed(~~(usage data at each charging station)~~) and
14 the state agencies and facilities that benefit from the installation
15 of the charging station to the fiscal committees of the legislature
16 by June 30, 2025, with an interim report due January 2, 2024. The
17 department shall collaborate with the interagency electric vehicle
18 coordinating council to implement this section and must work to meet
19 benchmarks established in chapter 182, Laws of 2022 (transportation
20 resources).

21 (~~(3)~~) (2) In carrying out this section, the department shall
22 cooperate and provide assistance, as requested, in the joint
23 transportation committee's development of program delivery evaluation
24 tools and methodologies provided under section 204 (~~(of this act)~~),
25 chapter 472, Laws of 2023 for programs that receive funding from the
26 carbon emissions reduction account.

27 (~~(4)~~) (3) The department, with the assistance of designated
28 staff in the Washington state department of transportation, must
29 register for the clean fuels credit program and start tracking
30 revenue generation pursuant to chapter 70A.535 RCW for investments
31 funded in an omnibus transportation appropriations act.

32 (4) The department must provide a report to the transportation
33 committees of the legislature that estimates current biennial and
34 future carbon reduction impacts resulting from zero-emission electric
35 vehicles and supply equipment infrastructure funded in this section
36 by June 30, 2025.

37 NEW SECTION. Sec. 107. A new section is added to 2023 c 472
38 (uncodified) to read as follows:

39 **FOR THE JOINT LEGISLATIVE AUDIT AND REVIEW COMMITTEE**

1 Ignition Interlock Device Revolving Account—State
2 Appropriation. \$400,000

3 The appropriation in this section is subject to the following
4 conditions and limitations: \$400,000 of the ignition interlock device
5 revolving account—state appropriation is provided solely for an
6 evaluation of compliance and results associated with the state's
7 ignition interlock device requirements. The evaluation must include,
8 but is not limited to, the following: (1) An assessment of the
9 compliance rates for individuals with a legal requirement to have an
10 ignition interlock device installed on their vehicle; (2) a review of
11 impediments or barriers to individual compliance with ignition
12 interlock device installation and use requirements; (3) an
13 examination of state and local agency performance in monitoring and
14 enforcing ignition interlock device requirements; and (4) prioritized
15 recommendations of potential procedural, policy, or statutory
16 changes, including additional fiscal resources to state or local
17 agencies, which will improve ignition interlock device compliance
18 rates. The office of financial management shall place the amount
19 provided in this section in unallotted status until the joint
20 legislative and audit review committee indicates that the evaluation
21 can be completed within its workplan for the 2023-2025 fiscal
22 biennium. If the evaluation cannot be initiated in the 2023-2025
23 fiscal biennium, the joint legislative and audit review committee
24 must prioritize the evaluation of compliance and results associated
25 with the state's ignition interlock device requirements in its
26 workplan for the 2025-2027 fiscal biennium. The director of the
27 office of financial management or the director's designee shall
28 consult with the chairs and ranking members of the transportation
29 committees of the legislature before making a decision to allot these
30 funds.

31 NEW SECTION. **Sec. 108.** A new section is added to 2023 c 472
32 (uncodified) to read as follows:

33 **FOR THE DEPARTMENT OF ECOLOGY**

34 Model Toxics Control Capital Account—State
35 Appropriation. \$15,715,000
36 Carbon Emissions Reduction Account—State
37 Appropriation. \$4,000,000
38 TOTAL APPROPRIATION. \$19,715,000

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

3 (1) \$15,715,000 of the model toxics control capital account—state
4 appropriation, and beginning January 1, 2025, \$4,000,000 of the
5 carbon emissions reduction account—state appropriation, are provided
6 solely for the department to provide grants to transition from diesel
7 school buses and other student transport vehicles to zero emission
8 vehicles and for the necessary fueling infrastructure needed for zero
9 emission student transportation. The department must prioritize
10 school districts serving tribes and vulnerable populations in
11 overburdened communities as defined under RCW 70A.02.010. Up to five
12 percent of the appropriation in this section may be used for
13 technical assistance and grant administration.

14 (2) In carrying out this section, the department shall cooperate
15 and provide assistance, as requested, in the joint transportation
16 committee's development of program delivery evaluation tools and
17 methodologies provided under section 204, chapter 472, Laws of 2023
18 for programs that receive funding from the carbon emissions reduction
19 account.

20 NEW SECTION. **Sec. 109.** A new section is added to 2023 c 472
21 (uncodified) to read as follows:

22 **FOR WESTERN WASHINGTON UNIVERSITY**
23 Multimodal Transportation Account—State
24 Appropriation. \$140,000

25 The appropriation in this section is subject to the following
26 conditions and limitations: \$140,000 of the multimodal transportation
27 account—state appropriation is provided solely for the Western
28 Washington University center for economic and business research to
29 conduct an economic study focused on multiple economic activities
30 surrounding the Washington state ferry system. The study must examine
31 the impacts on a statewide and systemwide basis, on all 10 routes of
32 service provided by the Washington state ferries. Specifically, the
33 study must analyze the direct economic impacts of Washington state
34 ferry system spending, along with peer-reviewed, estimated ranges of
35 indirect impacts on economic activities supported by the ferry
36 fleets' movement of passengers and freight as it relates to tourism,
37 labor, and commerce. The study must also include a review of key
38 factors that impact the overall economy of both ferry-served

1 communities and the state economy, which may include impacts on
2 housing, health care costs and access, emergency response, climate
3 resilience, and small business. The university must submit a report
4 summarizing the study to the office of the governor and the
5 transportation committees of the legislature by December 31, 2024.

6 NEW SECTION. **Sec. 110.** A new section is added to 2023 c 472
7 (uncodified) to read as follows:

8 **FOR THE EVERGREEN STATE COLLEGE**

9 Aeronautics Account—State Appropriation. \$188,000

10 The appropriation in this section is subject to the following
11 conditions and limitations: \$188,000 of the aeronautics account—state
12 appropriation is provided solely for the Washington state institute
13 for public policy to:

14 (1) Conduct an independent assessment of the passenger and air
15 cargo forecasts cited in the Puget Sound regional council regional
16 aviation baseline study, including an evaluation of the underlying
17 data, assumptions, methodologies, and calculation of the level of
18 uncertainty around the forecast;

19 (2) Conduct a comprehensive literature review to identify
20 effective national and international strategies to reduce demand for
21 air travel, including diverting such demand to other modes and
22 whether such diversion avoids net environmental impacts
23 to overburdened communities and vulnerable populations;

24 (3) Conduct a review of existing operational and technological
25 enhancements to address environmental impacts from commercial
26 aviation activities, including, but not limited to, climate friendly
27 routing of aircraft, innovations intended to address the climate
28 change effects of noncarbon dioxide emissions from aviation
29 activities, simulation models applied to congested airports, and
30 online tools to track, analyze, and improve carbon footprints related
31 to aviation activities. The review should identify the feasibility of
32 enhancements to be deployed in the state of Washington; and

33 (4) Provide a report to the office of the governor and the
34 transportation committees of the legislature by December 31, 2025.

35 **Sec. 111.** 2023 c 472 s 110 (uncodified) is amended to read as
36 follows:

37 **FOR THE OFFICE OF THE GOVERNOR**

1 State Patrol Highway Account—State Appropriation. \$750,000

2 The appropriation in this section is subject to the following
3 conditions and limitations: \$750,000 of the state patrol highway
4 account—state appropriation is provided solely to the state office of
5 equity to contract with an independent consultant to conduct the
6 studies, evaluations, and reporting functions required in RCW
7 43.06D.060(2), and for the office to conduct the work specified in
8 RCW 43.06D.060 (1) and (3).

(End of part)

1 **TRANSPORTATION AGENCIES—OPERATING**

2 **Sec. 201.** 2023 c 472 s 201 (uncodified) is amended to read as
3 follows:

4 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

5 Highway Safety Account—State Appropriation.	((\$5,252,000))
	<u>\$7,842,000</u>
6 Highway Safety Account—Federal Appropriation.	((\$27,735,000))
	<u>\$35,745,000</u>
7 Highway Safety Account—Private/Local Appropriation.	\$60,000
8 Cooper Jones Active Transportation Safety Account—	
9 State Appropriation.	((\$636,000))
	<u>\$836,000</u>
10 School Zone Safety Account—State Appropriation.	\$850,000
11 TOTAL APPROPRIATION.	((\$34,533,000))
	<u>\$45,333,000</u>

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

15
16 (1) Within existing resources, the commission must examine
17 national safety reports and recommendations on alcohol and drug
18 impaired driving and report to the transportation committees of the
19 legislature, by December 15, 2023, any recommendations for
20 legislative or policy changes to improve traffic safety in Washington
21 state.

22 (2) (a) \$235,500 of the Cooper Jones active transportation safety
23 account—state appropriation is provided solely for the commission to
24 conduct research pertaining to the issue of street lighting and
25 safety, including a public input component and learning from
26 counties, cities, the state, and other impacted entities. Research
27 may include the following:

28 (i) Interviewing additional local and regional roads departments,
29 water-sewer districts, and other utility services to gather a
30 holistic data set or further input on which authority assumes primary
31 responsibility for street illumination in various underserved areas
32 throughout the state;

33 (ii) Systematically soliciting information from communities with
34 poor street illumination and lighting to gather input as to whether
35 this is an issue the community would like to see improved;
36
37

1 (iii) Conferring with regional and state-level police, fire, and
2 emergency medical services to assess and document potential delays in
3 emergency response times due to poor street illumination;

4 (iv) Further assessing the impact of using LED lights in roadway
5 and pedestrian scale lighting in reducing carbon emissions and light
6 pollution throughout the United States; and

7 (v) Subject to more in-depth findings, convening a meeting with
8 appropriate state, regional, and local stakeholders and community
9 partners.

10 (b) The commission must report research results and provide any
11 recommendations for legislative or policy action to the
12 transportation committees of the legislature by January 1, 2025.

13 (3) Within existing resources, the commission, through the Cooper
14 Jones active transportation safety council, must prioritize the
15 review of pedestrian, bicyclist, or nonmotorist fatality and serious
16 injury review when the victim is a member of a federally recognized
17 tribe. Consistent with RCW 43.59.156(5), the commission may recommend
18 any policy or legislative changes to improve traffic safety for
19 tribes through such review.

20 (4) Within existing resources, the commission must review and
21 report to the transportation committees of the legislature, by
22 December 15, 2023, on strategies and technologies used in other
23 states to prevent and respond to wrong-way driving crashes.

24 (5) (a) The Washington traffic safety commission shall coordinate
25 with each city that implements a pilot program as authorized in RCW
26 46.63.170(6) to provide the transportation committees of the
27 legislature with the following information by June 30, 2025:

28 ~~((a))~~ (i) The number of warnings and infractions issued to
29 first-time violators under the pilot program;

30 ~~((b))~~ (ii) The number of warnings and infractions issued to the
31 registered owners of vehicles that are not registered with an address
32 located in the city conducting the pilot program; and

33 ~~((c))~~ (iii) The frequency with which warnings and infractions
34 are issued on weekdays versus weekend days.

35 (b) If chapter . . . (Engrossed Substitute House Bill No. 2384),
36 Laws of 2024 is enacted by June 30, 2024, the requirement in this
37 subsection lapses.

38 (6) \$50,000 of the highway safety account—state appropriation is
39 provided solely for the implementation of chapter 471, Laws of 2023

1 (negligent driving). If chapter 471, Laws of 2023 is not enacted by
2 June 30, 2023, the amount provided in this subsection lapses.

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

7 (a) Any programs authorized by the commission must be authorized
8 by December 31, 2024.

9 (b) If a city has established an authorized automated vehicle
10 noise enforcement camera pilot program under this section, the
11 compensation paid to the manufacturer or vendor of the equipment used
12 must be based upon the value of the equipment and services provided
13 or rendered in support of the system.

14 (c) Any city administering a pilot program overseen by the
15 traffic safety commission shall use the following guidelines to
16 administer the program:

17 (i) Automated vehicle noise enforcement camera may record
18 photographs or audio of the vehicle and vehicle license plate only
19 while a violation is occurring. The picture must not reveal the face
20 of the driver or of passengers in the vehicle;

21 (ii) The law enforcement agency of the city or county government
22 shall install two signs facing opposite directions within 200 feet,
23 or otherwise consistent with the uniform manual on traffic control
24 devices, where the automated vehicle noise enforcement camera is used
25 that state "Street Racing Noise Pilot Program in Progress";

26 (iii) Cities testing the use of automated vehicle noise
27 enforcement cameras must post information on the city website and
28 notify local media outlets indicating the zones in which the
29 automated vehicle noise enforcement cameras will be used;

30 (iv) A city may only issue a warning notice with no penalty for a
31 violation detected by automated vehicle noise enforcement cameras in
32 a Stay Out of Areas of Racing zone. Warning notices must be mailed to
33 the registered owner of a vehicle within 14 days of the detected
34 violation;

35 (v) A violation detected through the use of automated vehicle
36 noise enforcement cameras is not part of the registered owner's
37 driving record under RCW 46.52.101 and 46.52.120;

38 (vi) Notwithstanding any other provision of law, all photographs,
39 videos, microphotographs, audio recordings, or electronic images
40 prepared under this subsection (7) are for the exclusive use of law

1 enforcement in the discharge of duties under this section and are not
2 open to the public and may not be used in a court in a pending action
3 or proceeding. No photograph, microphotograph, audio recording, or
4 electronic image may be used for any purpose other than the issuance
5 of warnings for violations under this section or retained longer than
6 necessary to issue a warning notice as required under this subsection
7 (7); and

8 (vii) By June 30, 2025, the participating cities shall provide a
9 report to the commission and appropriate committees of the
10 legislature regarding the use, public acceptance, outcomes, warnings
11 issued, data retention and use, and other relevant issues regarding
12 automated vehicle noise enforcement cameras demonstrated by the pilot
13 projects.

14 (8) \$200,000 of the Cooper Jones active transportation safety
15 account—state appropriation is provided solely for the commission, in
16 consultation with the Cooper Jones active transportation safety
17 council, to research and develop a pilot program for the use of light
18 meters by law enforcement to measure lighting levels at locations
19 where a serious injury or fatality involving a vehicle has occurred.
20 However, the funds must be held in unallotted status until the
21 commission submits a spending plan for the pilot program to the
22 transportation committees of the legislature and the office of the
23 governor.

24 (9) \$300,000 of the highway safety account—state appropriation is
25 provided solely for the commission to purchase telematics data from a
26 qualified vendor that provides anonymized information on vehicle
27 speeds and driver behaviors, such as hard braking, on a statewide
28 basis and in selected geographical areas based upon demographic
29 characteristics and crash history. The commission must provide an
30 annual report summarizing findings from the telematics data to the
31 transportation committees of the legislature beginning by June 30,
32 2025, and until June 30, 2027.

33 (10) \$750,000 of the highway safety account—state appropriation
34 is provided solely for a pilot program for dedicated probation or
35 compliance officers at the local level to improve compliance with
36 ignition interlock device installation requirements associated with
37 impaired driving offenses. The commission must select locations based
38 on an assessment of ignition interlock device compliance rates, and
39 the willingness and ability to have staff dedicated to this activity.

1 By June 30, 2025, the commission must provide to the transportation
2 committees of the legislature a status report on the specific
3 locations selected and any outcome information.

4 (11) \$1,000,000 of the highway safety account—state appropriation
5 is provided solely to implement a multifaceted approach to supplement
6 existing funding targeted at impaired driving and other enforcement.
7 The areas of emphasis expected to be funded include additional high
8 visibility enforcement and indigenous knowledge-informed tribal
9 traffic safety support. Funding is also provided for the commission
10 to administer and provide oversight of these activities. The
11 commission must provide a preliminary report to the transportation
12 committees of the legislature on these funded activities and any
13 outcome information by December 1, 2025, with a final report due by
14 December 1, 2026.

15 **Sec. 202.** 2023 c 472 s 202 (uncodified) is amended to read as
16 follows:

17 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

18 Rural Arterial Trust Account—State Appropriation. . .	((\$2,405,000))
	<u>\$1,615,000</u>
19 Motor Vehicle Account—State Appropriation.	((\$3,005,000))
	<u>\$3,524,000</u>
20 County Arterial Preservation Account—State	
21 Appropriation.	((\$1,808,000))
	<u>\$1,839,000</u>
22 TOTAL APPROPRIATION.	((\$7,218,000))
	<u>\$6,978,000</u>

27 The appropriations in this section are subject to the following
28 conditions and limitations: Within appropriated funds, the county
29 road administration board may opt in as provided under RCW 70A.02.030
30 to assume all of the substantive and procedural requirements of
31 covered agencies under chapter 70A.02 RCW. The board shall include in
32 its 2023 and 2024 annual reports to the legislature a progress report
33 on opting into the healthy environment for all act and a status
34 report on diversity, equity, and inclusion within the board's
35 jurisdiction.

36 **Sec. 203.** 2023 c 472 s 203 (uncodified) is amended to read as
37 follows:

1 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

2 Transportation Improvement Account—State

3 Appropriation. (~~(\$4,798,000)~~)
4 \$4,820,000

5 The appropriation in this section is subject to the following
6 conditions and limitations: Within appropriated funds, the
7 transportation improvement board may opt in as provided under RCW
8 70A.02.030 to assume all of the substantive and procedural
9 requirements of covered agencies under chapter 70A.02 RCW. The board
10 shall include in its 2023 and 2024 annual reports to the legislature
11 a progress report on opting into the healthy environment for all act
12 and a status report on diversity, equity, and inclusion within the
13 board's jurisdiction.

14 **Sec. 204.** 2023 c 472 s 204 (uncodified) is amended to read as
15 follows:

16 **FOR THE JOINT TRANSPORTATION COMMITTEE**

17 Carbon Emissions Reduction Account—State

18 Appropriation. (~~(\$3,000,000)~~)
19 \$3,477,000

20 Multimodal Transportation Account—State

21 Appropriation. (~~(\$125,000)~~)
22 \$552,000

23 Motor Vehicle Account—State Appropriation. (~~(\$4,270,000)~~)
24 \$5,100,000

25 Puget Sound Ferry Operations Account—State

26 Appropriation. \$100,000

27 TOTAL APPROPRIATION. (~~(\$7,395,000)~~)
28 \$9,229,000

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

31 (1)(a) \$300,000 of the motor vehicle account—state appropriation
32 is for the joint transportation committee, from amounts set aside out
33 of statewide fuel taxes distributed to cities according to RCW
34 46.68.110(2), to convene a study of a statewide retail delivery fee
35 on orders of taxable retail items delivered by motor vehicles within
36 the state. The study must:

37 (i) Determine the annual revenue generation potential of a range
38 of fee amounts;

1 (ii) Examine options for revenue distributions to state and local
2 governments based upon total deliveries, lane miles, or other
3 factors;

4 (iii) Estimate total implementation costs, including start-up and
5 ongoing administrative costs; and

6 (iv) Evaluate the potential impacts to consumers, including
7 consideration of low-income households and vulnerable populations and
8 potential impacts to businesses.

9 (b) The study should document and evaluate similar programs
10 adopted in other states. The joint transportation committee must
11 submit a report on the study to the transportation committees of the
12 legislature by June 30, 2024.

13 (2) (a) \$400,000 of the motor vehicle account—state appropriation
14 is for the joint transportation committee, in collaboration with the
15 department of transportation, to convene a work group to study and
16 recommend a new statutory framework for the department's public-
17 private partnership program. The committee may contract with a third-
18 party consultant for work group support and drafting the new
19 statutory framework.

20 (b) (i) The work group must consist of, but is not limited to, the
21 following members:

22 (A) The secretary of transportation or their designee;

23 (B) Joint transportation committee executive committee members or
24 their designees;

25 (C) The state treasurer or the state treasurer's designee;

26 (D) A representative of a national nonprofit organization
27 specializing in public-private partnership program development;

28 (E) A representative of the construction trades; and

29 (F) A representative from an organization representing general
30 contractors.

31 (ii) The work group must also consult with the Washington state
32 transportation commission and the department of commerce.

33 (c) (i) The work group must review the 2012 joint transportation
34 committee's "Evaluation of Public-Private Partnerships" study,
35 consisting of an evaluation of the recommendations for replacing
36 chapter 47.29 RCW and development of a process for implementing
37 public-private partnerships that serve the defined public interest,
38 including, but not limited to:

1 (A) Protecting the state's ability to retain public ownership of
2 assets constructed or managed under a public-private partnership
3 contract;

4 (B) Allowing for the most transparency during the negotiation of
5 terms of a public-private partnership agreement; and

6 (C) Addressing the state's ability to oversee the private
7 entity's management of the asset.

8 (ii)(A) The work group must identify any barriers to the
9 implementation of funding models that best protect the public
10 interest, including statutory and constitutional barriers.

11 (B) The work group may also evaluate public-private partnership
12 opportunities for required fish passage and culvert work on state
13 highways, for the construction of, replacement of, or commercial
14 retail options within Washington state ferries' terminals, and for
15 other projects as determined by the work group.

16 (iii) The work group must update the 2012 recommendations and
17 devise an implementation plan for the state.

18 (d) The work group must submit a preliminary report, including
19 any recommendations or draft legislation, to the office of the
20 governor and the transportation committees of the legislature by
21 December 15, 2023. The work group must submit a final report with
22 draft legislation to the office of the governor and the
23 transportation committees of the legislature by July 1, 2024.

24 (~~(4)~~) (3) \$300,000 of the motor vehicle account—state
25 appropriation is for the joint transportation committee, from amounts
26 set aside out of statewide fuel taxes distributed to cities according
27 to RCW 46.68.110(2), to contract with the municipal research and
28 services center to convene a department of transportation-local
29 government partnership work group to create a procedure in which the
30 department of transportation can partner with a local jurisdiction to
31 perform preservation and maintenance and construct projects on state
32 highways.

33 (a) The work group must consist of, but is not limited to, the
34 following members:

35 (i) One representative from a city with a population of more than
36 5,000 and fewer than 50,000;

37 (ii) One representative from a city with a population of more
38 than 50,000;

39 (iii) One representative from a county with a population of more
40 than 100,000 and fewer than 400,000;

1 (iv) One representative from a county with a population of more
2 than 400,000;

3 (v) At least one representative of a public port;

4 (vi) A representative from the county road administration board;

5 (vii) A representative of the transportation improvement board;

6 (viii) At least one representative from the department of
7 transportation's local programs division;

8 (ix) At least two representatives from the department of
9 transportation with expertise in procurement and legal services; and

10 (x) At least one member from the house of representatives
11 transportation committee and at least one member from the senate
12 transportation committee.

13 (b) Of the members described in (a) of this subsection, at least
14 one of the city representatives and one of the county representatives
15 must have public works contracting experience, and at least one of
16 the city representatives and one of the county representatives must
17 have public works project management experience.

18 (c) The work group must make recommendations of how the
19 department of transportation could better work in partnership with
20 local jurisdictions to ensure that roadway construction projects can
21 be performed when funds are made available in the omnibus
22 transportation appropriations act even if the department of
23 transportation does not have the capacity to be the project manager
24 on a project and a local jurisdiction is ready, willing, and able to
25 implement the project within the time frames envisioned in the
26 omnibus transportation appropriations act. In developing its
27 recommendations, the work group must consider, at a minimum:

28 (i) Differing roadway and construction standards between state
29 and local agencies;

30 (ii) Revenue, reimbursement, and financial agreements between
31 state and local agencies;

32 (iii) Differing procurement processes between state and local
33 agencies;

34 (iv) Liability; and

35 (v) Other issues as determined by the work group.

36 (d) The work group must submit a preliminary report, including
37 any recommendations, to the office of the governor and the
38 transportation committees of the legislature by December 15, 2023.
39 The work group must submit a final report to the office of the

1 governor and the transportation committees of the legislature by July
2 1, 2024.

3 ~~((+5))~~ (4)(a) \$2,000,000 of the carbon emissions reduction
4 account—state appropriation is for the joint transportation committee
5 to oversee:

6 (i) The design of an infrastructure and incentive strategy to
7 drive the purchase and use of zero emission medium and heavy duty
8 vehicles, as well as cargo handling and off-road equipment, in the
9 state including, but not limited to, programs for tractor trucks, box
10 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and
11 medium-duty buses, school buses, on and off-road terminal tractors,
12 transport refrigeration units, forklifts, container handling
13 equipment, airport cargo loaders, and railcar movers; and

14 (ii) A review of the passenger vehicle tax incentive in current
15 law and evaluation of its utility, to include possible modification
16 of the criteria for eligibility and tax incentive amount maximums, as
17 applicable.

18 (b) Design development must include recommendations for
19 encouraging vehicle conversions for smaller commercial vehicle fleets
20 and owner-operators of commercial vehicles, as well as tools for
21 facilitating carbon emission reductions to benefit vulnerable
22 populations and overburdened communities. Infrastructure and
23 incentive programs recommended may include, but are not limited to,
24 grant, rebate, tax incentive, and financing assistance programs.

25 (c) Consultation with legislative members identified by the chair
26 and ranking members of the transportation committees of the
27 legislature throughout design of the infrastructure and incentive
28 strategy is required. A report is due to the transportation
29 committees of the legislature by January 2, 2024.

30 ~~((+6))~~ (5) \$125,000 of the motor vehicle account—state
31 appropriation and \$125,000 of the multimodal transportation account—
32 state appropriation are for the joint transportation committee to
33 evaluate potential options and make recommendations for a statewide
34 household travel survey and additional analytical capacity regarding
35 transportation research.

36 (a) The recommendation on the statewide household travel survey
37 must be based on how well a statewide survey investment would:
38 Address policy questions related to household travel; address gaps
39 between separate regional and local transportation models; and create

1 a dataset to allow both for analysis and response to policymakers'
2 questions relating to household travel and for transportation
3 modeling and development. In evaluating potential survey options, the
4 committee shall consider opportunities for the state to partner and
5 expand on developed established household travel surveys, including
6 surveys conducted at both the Puget Sound regional council and the
7 federal highway administration. In its recommendation, the committee
8 shall outline the process required for a statewide survey, including
9 the costs and timing of each option.

10 (b) The committee shall recommend an agency or agencies to
11 perform ongoing analysis of a statewide household travel survey and
12 other transportation research. The committee shall consider the
13 ability of an agency or agencies to meet shorter timeline policy
14 needs, as well as longer timeline research projects. The
15 recommendation must include the timing and costs associated with the
16 development of such analytical capacity.

17 ~~((+7))~~ (6) \$1,000,000 of the carbon emissions reduction account—
18 state appropriation is for the joint transportation committee to
19 oversee the development of tools and methodologies to assist in
20 program delivery evaluation for programs that receive appropriations
21 from the carbon emissions reduction account. Program delivery
22 evaluation must include carbon emissions reduction estimates by
23 program and by unit of time, program cost per unit of emission
24 reduction, quantified benefits to vulnerable populations and
25 overburdened communities by program cost, any additional appropriate
26 qualitative and quantitative metrics, and actionable recommendations
27 for improvements in program delivery. A report is due to the
28 transportation committees of the legislature by October 1, 2024.

29 ~~((+8))~~ (7) \$500,000 of the motor vehicle account—state
30 appropriation is for the joint transportation committee to engage an
31 independent review team to work in coordination with the Washington
32 state department of transportation's analysis, funded in section
33 ~~217((+11) of this act))~~ (10), chapter 472, Laws of 2023, of highway,
34 road, and freight rail transportation needs, options, and impacts
35 from shifting the movement of freight and goods that currently move
36 by barge through the lower Snake river dams to highways, other roads,
37 and rail.

38 (a) The department shall include the independent review team in
39 all phases of the analysis to enable the team to develop an
40 independent assessment of the analysis, assumptions, stakeholder

1 engagement, and cost and impact estimates. Summary findings from the
2 independent assessment must be provided to the department, the
3 governor's office, and the transportation committees of the
4 legislature on a quarterly basis, with ~~((a-final))~~ an end of biennium
5 report due to the governor and the transportation committees of the
6 legislature by June 30, 2025.

7 (b) The independent review team must conduct an independent
8 stakeholder engagement effort. The river transportation work group
9 must be formed to provide data and guidance to the independent review
10 team for the independent stakeholder engagement effort. The river
11 transportation work group must be made up of stakeholders, including
12 farming and agricultural production, ~~((federally-recognized-tribes~~
13 ~~and))~~ fishing industry, tug and barge operators, shippers and
14 receivers, public ports, railroad operators, cruise lines, the
15 federal highway administration, and the army corps of engineers.
16 Consultations with federally recognized tribes must also occur in
17 coordination with the Washington state department of transportation.

18 (c) The independent review team shall make regular presentations
19 to the joint transportation committee and, by request, to the
20 transportation committees of the legislature.

21 ~~((+9))~~ (8) The joint transportation committee shall also convene
22 a work group that includes, but is not limited to, the executive
23 committee of the joint transportation committee, the office of
24 financial management, the Washington state department of
25 transportation, and the Washington state treasurer's office to
26 develop recommendations, by October 15, 2023, to meet the challenge
27 of identifying an achievable delivery schedule for completing
28 transportation projects across the state.

29 (9) (a) \$450,000 of the motor vehicle account—state appropriation
30 is for the joint transportation committee to conduct a study and make
31 recommendations on alternative project delivery methods that may be
32 used by the Washington state department of transportation in public
33 works contracting. The study must review use of design-build, design-
34 bid-build, progressive design build, general contractor/construction
35 manager, public-private partnerships, and other contracting methods,
36 and how choice of project delivery method impacts cost, contract
37 competition, and project delivery schedule.

38 (b) The study must also evaluate other innovative project
39 delivery practices utilized around the country and Washington state-
40 specific possibilities such as: (i) Increased use of the advanced

1 environmental mitigation revolving account and advance right-of-way
2 revolving fund as cost containment strategies; and (ii) benefits and
3 costs associated with the bundling of bridge, culvert, or other
4 groups of projects into single procurement packages.

5 (c) The study must specifically examine contracting methods,
6 alternative bundling concepts, and other options to manage costs as
7 the Washington state department of transportation continues to make
8 progress on meeting the requirements of the federal *U.S. v.*
9 *Washington* court injunction.

10 (d) The study must include recommendations on any changes to
11 current practices and statutory requirements.

12 (e) In developing project delivery method recommendations, the
13 joint transportation committee must engage with industry stakeholders
14 including, but not limited to, engineering, contracting,
15 environmental, and women and minority-owned business communities.

16 (f) A preliminary report is due to the office of the governor and
17 the transportation committees of the legislature by December 15,
18 2024. A final report is due to the office of the governor and the
19 transportation committees of the legislature by June 30, 2025.

20 (10) (a) \$375,000 of the motor vehicle account—state appropriation
21 is for the joint transportation committee to contract with the
22 municipal research and services center to convene a project delivery
23 streamlining work group to review streamlining options and recommend
24 practices that support expedited project delivery.

25 (b) The work group must consist of, but is not limited to, the
26 following members:

27 (i) One representative from a city with a population of more than
28 5,000 and fewer than 50,000;

29 (ii) One representative from a city with a population of more
30 than 50,000;

31 (iii) One representative from a county with a population of more
32 than 100,000 and fewer than 400,000;

33 (iv) One representative from a county with a population of more
34 than 400,000;

35 (v) At least one representative of a transit agency serving a
36 rural county;

37 (vi) At least one representative of a transit agency serving an
38 urban county;

39 (vii) At least one representative of a regional transit
40 authority;

1 (viii) At least one representative of a public port;
2 (ix) A representative from the county road administration board;
3 (x) A representative of the transportation improvement board;
4 (xi) A representative of the freight mobility strategic
5 investment board;

6 (xii) At least one representative from the department of
7 transportation's local programs division with experience in federal
8 funding oversight; and

9 (xiii) At least two representatives from the department of
10 transportation with expertise in procurement and the multiagency
11 permit program.

12 (c) Of the members described in (b) of this subsection, at least
13 one of the city representatives and one of the county representatives
14 must have public works contracting experience, and at least one of
15 the city representatives and one of the county representatives must
16 have public works project management experience.

17 (d) The work group must review options for project streamlining
18 to expedite project delivery that include, but are not limited to:
19 Preapplication communication; partnership agreements; contracting
20 processes; fund sources; mitigation; land use; rights-of-way;
21 permitting; and shared technology; and must identify opportunities
22 for pilot projects to test some of these recommendations.

23 (e) The work group must submit a preliminary report to the office
24 of the governor and the transportation committees of the legislature
25 by December 15, 2024. The work group must submit a final report to
26 the office of the governor and the transportation committees of the
27 legislature by June 30, 2025.

28 (11) \$100,000 of the Puget Sound ferry operations account—state
29 appropriation is for the joint transportation committee to convene a
30 work group in advance of the 75th anniversary of the Washington state
31 ferries on June 1, 2026, to review Washington state ferry funding
32 requirements and options to increase dedicated funding sources for
33 the ferry system. The executive committee of the joint transportation
34 committee may appoint relevant stakeholders as part of the work
35 group. A preliminary report must be submitted to the governor and
36 transportation committees of the legislature by December 15, 2024,
37 and the legislature intends that a final report will be submitted to
38 the governor and transportation committees of the legislature by June
39 1, 2026.

1 (12) Beginning January 1, 2025, \$477,000 of the carbon emissions
2 reduction account—state appropriation is for the joint transportation
3 committee to conduct a study of the impacts of implementing
4 California's emissions standards for ocean-going vessels at berth in
5 Titles 13 and 17 of the California Code of Regulations in Washington.
6 The study must include estimates of greenhouse gas emissions
7 reductions, criteria air pollutant reductions, potential labor
8 impacts, potential impacts on shipping costs and port
9 competitiveness, and shore power infrastructure needs and costs. The
10 joint transportation committee must, at a minimum, coordinate with
11 the department of ecology, department of transportation,
12 representatives from Washington ports, shippers, utilities, and the
13 trucking industry, impacted labor unions, and environmental
14 organizations. The joint transportation committee must report to the
15 transportation committees of the legislature by June 30, 2025.

16 (13)(a) \$250,000 of the multimodal transportation account—state
17 appropriation is for the joint transportation committee to contract
18 with a national expert on developing inclusive, mixed-income, mixed-
19 use transit-oriented housing to complete a review of transit-oriented
20 development conditions in cities in King, Pierce, Spokane, Clark, and
21 Snohomish counties that (i) have populations of more than 12,500; and
22 (ii) have at least one major transit stop, as defined in RCW
23 36.70A.030. The contracted party must have demonstrated expertise in
24 understanding the impact of housing development on racially diverse
25 communities, as well as expertise in, and existing peer-reviewed
26 research on, developing housing near transit that is inclusive of
27 low-income, workforce, and market rate housing.

28 (b) The review must look at any comprehensive plans, housing-
29 focused local tax and fee programs, and development regulations
30 required to be adopted on or before December 31, 2024. The review
31 must include examples of local and national best practices for
32 developing affordable housing and workforce housing near transit, and
33 allow for comparison on a city-by-city basis. The review must also
34 include a report with recommendations for state-level policy to
35 expand housing and mixed-use transit-oriented development in
36 Washington state, in a manner that minimizes displacement of existing
37 communities and ensures housing near transit remains affordable to
38 low-income Washingtonians. The contracted party shall provide its
39 review to the appropriate committees of the legislature by June 30,
40 2025.

1 **Sec. 205.** 2023 c 472 s 205 (uncodified) is amended to read as
2 follows:

3 **FOR THE TRANSPORTATION COMMISSION**

4	Motor Vehicle Account—State Appropriation.	((\$3,029,000))
5		<u>\$3,289,000</u>
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	\$150,000
8	Multimodal Transportation Account—State	
9	Appropriation.	\$200,000
10	State Route Number 520 Corridor Account—State	
11	Appropriation.	\$288,000
12	Tacoma Narrows Toll Bridge Account—State	
13	Appropriation.	\$179,000
14	Alaskan Way Viaduct Replacement Project Account—	
15	State Appropriation.	\$167,000
16	TOTAL APPROPRIATION.	((\$4,013,000))
17		<u>\$4,273,000</u>

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

20 (1) \$125,000 of the multimodal transportation account—state
21 appropriation and \$125,000 of the motor vehicle account—state
22 appropriation are provided solely for the commission to update the
23 statewide transportation plan required under RCW 47.01.071(4). The
24 update process must be informed by guidance from a steering committee
25 comprised of the commission, the joint transportation committee's
26 executive committee, the governor's office, the secretary of the
27 department of transportation, and representatives of metropolitan and
28 regional transportation planning organizations. As part of the update
29 process, the commission shall undertake specific actions in the
30 following order:

31 (a) Conduct stakeholder outreach, gathering input, and framing
32 the outreach around the current plan's policy construct and high
33 level priorities, the 2022 transportation revenue package, and
34 recently enacted significant policy legislation;

35 (b) Report outreach findings and results to the joint
36 transportation committee for review and input;

37 (c) Restructure the plan to (i) primarily focus on high level
38 policy priorities within the six transportation policy goals under

1 RCW 47.04.280 and (ii) align policies, strategies, and objectives
2 with the interests of stakeholders and legislators;

3 (d) Gather further input from stakeholders and the joint
4 transportation committee on the restructured plan's format and
5 content; and

6 (e) Finalize the updated plan, based upon input from stakeholders
7 and the joint transportation committee.

8 (2) The legislature finds that the current balance of and
9 projected revenues into the Alaskan Way viaduct replacement project
10 account are sufficient to meet financial obligations during fiscal
11 years 2024 and 2025.

12 (3) Within the parameters established under RCW 47.56.880, the
13 commission shall review toll revenue performance on the Interstate
14 405 and state route number 167 corridor and adjust Interstate 405
15 tolls as appropriate to increase toll revenue to provide sufficient
16 funds for payments of future debt pursuant to RCW 47.10.896 and to
17 support improvements to the corridor. The commission shall consider
18 adjusting maximum toll rates, minimum toll rates, and time-of-day
19 rates, and restricting direct access ramps to transit and HOV
20 vehicles only, or any combination thereof, in setting tolls to
21 increase toll revenue. The commission is encouraged to make any
22 adjustments to toll rates in coordination with the planned expansion
23 of express toll lanes between the cities of Renton and Bellevue.

24 (4) \$500,000 of the motor vehicle account—state appropriation is
25 provided solely for the commission to conduct a route jurisdiction
26 study aimed at assessing the current state highway inventory and
27 local roadway designations to determine if changes are needed in
28 jurisdictional assignment between the state, county, and city road
29 systems. The study must also review current criteria used to define
30 the state highway system to determine if such criteria continue to be
31 applicable. The commission shall submit a report of study findings
32 and recommendations to the transportation committees of the
33 legislature by July 1, 2025.

34 (5) The commission may coordinate with the department of
35 transportation to jointly seek federal funds available through the
36 federal strategic innovations in revenue collection grant program,
37 applying toll credits for meeting match requirements. The commission
38 must provide draft applications for federal grant opportunities to
39 the chairs and ranking members of the transportation committees of
40 the legislature for review and comment prior to submission.

1 (6) The transportation commission shall conduct an assessment
2 aimed at identifying approaches to streamlining the current rule-
3 making process for setting toll rates and policies for eligible toll
4 facilities, while maintaining public access and providing
5 opportunities to provide input on proposals. The intent of the
6 assessment is to identify rule-making approaches that support the
7 state's ability to set toll rates and policies in a timely and
8 efficient manner, so that the state can meet anticipated funding
9 obligations. This assessment should include a review of rate-setting
10 processes used by toll authorities in other states. The
11 transportation commission shall provide recommendations to the
12 transportation committees of the legislature by July 31, 2024.

13 (7) The commission shall provide regular updates on the status of
14 ongoing coordination with the state of Oregon on any bistate
15 agreements regarding the mutual or joint setting, adjustment, and
16 review of toll rates and exemptions. Prior to finalizing any such
17 agreement, the commission shall provide a draft of the agreement to
18 the transportation committees of the legislature for review and
19 input. Additionally, the commission shall advise on the status of any
20 bistate agreements to the joint transportation committee beginning in
21 September 2023 and quarterly thereafter until any agreements are
22 finalized.

23 (8) \$200,000 of the motor vehicle account—state appropriation is
24 provided solely for the commission to carry out a study assessing
25 approaches to increasing safety and compliance of high occupancy
26 vehicle lanes, express toll lanes, tolled facilities, and
27 construction zones, facilitated by advanced technologies.

28 (a) The approaches assessed must, at a minimum, focus on advanced
29 roadside technologies that: Are able to operate independently without
30 connection to the department of transportation's existing
31 communication systems and utilities; have a limited physical
32 footprint that does not use over-roadway infrastructure; and have a
33 95 percent or greater license plate reading accuracy.

34 (b) The study must review current laws, including assessing
35 underlying policies related to prohibitions on program cost coverage
36 coming from infraction or other revenues generated by advanced
37 technology systems, and identify provisions needed to enable a future
38 technology-based safety and compliance program.

39 (c) The commission shall submit an interim report to the
40 transportation committees of the legislature by January 10, 2024,

1 that, at a minimum, provides an initial assessment of the viability
2 of deploying a system into operation. A final report of findings and
3 recommendations must be submitted to the transportation committees of
4 the legislature by June 30, 2024.

5 (9) \$75,000 of the multimodal transportation account—state
6 appropriation is provided solely for the commission to carry out an
7 initial assessment and scoping effort to determine the feasibility of
8 creating a future west coast transportation network plan. This plan
9 would serve to proactively identify and coordinate improvements and
10 investments across the west coast states to freight rail, passenger
11 rail, highways, and air transportation. The intent for the plan is to
12 leverage and align west coast efforts to reduce our collective carbon
13 footprint, improve freight and passenger mobility, and strengthen
14 west coast resiliency. This effort must be carried out in partnership
15 with the Oregon and California transportation commissions and the
16 state department of transportations from each state, and must
17 consider, but not be limited to:

18 (a) Current state activities, investments, and plans that support
19 the establishment of clean transportation in the air, on the
20 highways, and on rail lines moving freight and passengers;

21 (b) Currently identified resiliency risks along the west coast
22 and existing strategic plans and investments that could inform a
23 future west coast unified plan; and

24 (c) Incorporation of work from the statewide transportation
25 policy plan.

26 (10) \$250,000 of the motor vehicle account—state appropriation is
27 provided solely for the commission to carry out engagement with
28 Washington stakeholders on the results of the recently completed
29 Forward Drive research program to inform next steps on road usage
30 charging. The commission must submit a report of findings and
31 recommendations to the transportation committees of the legislature
32 by December 1, 2024.

33 **Sec. 206.** 2023 c 472 s 206 (uncodified) is amended to read as
34 follows:

35 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**
36 Multimodal Transportation Account—State
37 Appropriation. \$400,000
38 Freight Mobility Investment Account—State

1	Appropriation.	((\$1,591,000))
2		<u>\$1,595,000</u>
3	TOTAL APPROPRIATION.	((\$1,991,000))
4		<u>\$1,995,000</u>

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

7 (1) Within appropriated funds, the freight mobility strategic
8 investment board may opt in as provided under RCW 70A.02.030 to
9 assume all of the substantive and procedural requirements of covered
10 agencies under chapter 70A.02 RCW. The board shall include in its
11 2023 and 2024 annual reports to the legislature a progress report on
12 opting into the healthy environment for all act and a status report
13 on diversity, equity, and inclusion within the board's jurisdiction.

14 (2) The board shall on an annual basis provide a status update on
15 project delivery, including information on project timeline, cost,
16 and budgeted cash flow over time to the office of financial
17 management and the transportation committees of the legislature on
18 the delivery of the freight mobility strategic investment projects on
19 LEAP Transportation Document ((~~2023-2~~)) 2024-2 ALL PROJECTS, as
20 developed on ((~~April 21, 2023~~)) March 6, 2024.

21 (3) \$731,000 of the freight mobility investment account—state
22 appropriation is provided solely for the implementation of chapter
23 167, Laws of 2023 (freight mobility priorities). If chapter 167, Laws
24 of 2023 is not enacted by June 30, 2023, the amount provided in this
25 subsection lapses.

26 (4) \$400,000 of the multimodal transportation account—state
27 appropriation is provided solely for the board, in consultation with
28 the department of transportation, to develop an implementation plan
29 for specific truck parking solutions. It is the intent of the
30 legislature for the board to identify specific sites to increase
31 truck parking capacity in the near term, as well as to recommend
32 other steps that can be taken in the 2024 and 2025 legislative
33 sessions to increase truck parking capacity. The board must provide a
34 status report that includes funding recommendations for the 2024
35 legislative session to the transportation committees of the
36 legislature by December 1, 2023, and a final report that includes
37 detailed findings on additional specific sites and specific actions
38 recommended to expand truck parking capacity in the near term to the
39 transportation committees of the legislature by December 1, 2024.

1 director of the office of financial management and the transportation
2 committees of the legislature. At the end of the fiscal quarter in
3 which it is estimated that more than \$625,000 in state sales and use
4 taxes have been remitted to the state since July 1, 2023, the
5 Washington state patrol shall notify the state treasurer and the
6 state treasurer shall transfer funds pursuant to section 406 (~~of~~
7 ~~this act~~), chapter 472, Laws of 2023.

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

17 (3) (a) By December 1st of each year during the 2023-2025 fiscal
18 biennium, the Washington state patrol must report to the
19 transportation committees of the legislature on the status of
20 recruitment and retention activities as follows:

21 (i) A summary of recruitment and retention strategies;

22 (ii) The number of transportation funded staff vacancies by major
23 category;

24 (iii) The number of applicants for each of the positions by these
25 categories;

26 (iv) The composition of workforce;

27 (v) Other relevant outcome measures with comparative information
28 with recent comparable months in prior years; and

29 (vi) Activities related to the implementation of the agency's
30 workforce diversity plan, including short-term and long-term,
31 specific comprehensive outreach, and recruitment strategies to
32 increase populations underrepresented within both commissioned and
33 noncommissioned employee groups.

34 (b) During the 2023-2025 fiscal biennium, the office of financial
35 management, with assistance of the Washington state patrol, must
36 conduct two surveys regarding the competitiveness with law
37 enforcement agencies within the boundaries of the state of Washington
38 pursuant to RCW 43.43.380, with the first survey being informational
39 regarding the change since the last survey was conducted and the
40 second survey used as part of the collective bargaining process.

1 Prior to the 2024 legislative session, the office of financial
2 management, with assistance of the Washington state patrol, must also
3 provide comparison information regarding recruitment bonus amounts
4 currently being offered by local law enforcement agencies in the
5 state.

6 (4) (a) \$6,575,000 of the state patrol highway account—state
7 appropriation is provided solely for the land mobile radio system
8 replacement, upgrade, and other related activities.

9 (b) Beginning January 1, 2024, the Washington state patrol must
10 report semiannually to the office of the chief information officer on
11 the progress related to the projects and activities associated with
12 the land mobile radio system, including the governance structure,
13 outcomes achieved in the prior six-month time period, and how the
14 activities are being managed holistically as recommended by the
15 office of the chief information officer. At the time of submittal to
16 the office of the chief information officer, the report must be
17 transmitted to the office of financial management and the
18 transportation committees of the legislature.

19 ((+6)) (5) \$2,688,000 of the state patrol highway account—state
20 appropriation is provided solely for enhancing the state patrol's
21 diversity, equity, and inclusion program, a community engagement
22 program to improve relationships with historically underrepresented
23 communities and to recruit and retain a diverse workforce, and
24 contracting with an external psychologist to perform exams. The state
25 patrol will work with the governor's office of equity and meet all
26 reporting requirements and responsibilities pursuant to RCW
27 43.06D.060. Funds provided for the community engagement program must
28 ensure engagement with communities throughout the state.

29 ((+7)) (6) (a) \$10,000 of the state patrol highway account—state
30 appropriation is provided solely for the Washington state patrol to
31 administer a pilot program that implements a yellow alert system
32 notifying the public when a hit-and-run accident resulting in a
33 fatality or substantial bodily harm has occurred and been reported to
34 the state patrol or other local law enforcement entity. The
35 Washington state patrol must post on traffic message boards or share
36 on public communication systems any identifying information acquired
37 including, but not limited to, a complete or partial license plate
38 number or a description of the vehicle. Each alert must be posted or
39 shared as such for at least 24 hours.

1 (b) The Washington state patrol must report the following to the
2 transportation committees of the legislature annually until June 30,
3 2025:

4 (i) The number of yellow alerts received;

5 (ii) The number of arrests made from accidents reported on the
6 yellow alert system;

7 (iii) The number of hit-and-run accidents resulting in a fatality
8 or substantial bodily harm statewide;

9 (iv) The number of arrests made from accidents described under
10 (b)(iii) of this subsection; and

11 (v) The number of hit-and-run accidents reported statewide.

12 (c) The Washington state patrol must also report on the efficacy
13 of the program and recommend in its final report if the pilot program
14 should continue or be enacted on a permanent basis and implemented
15 statewide, based on the results of the report.

16 ~~((+8))~~ (7) (a) ~~((\$2,608,000))~~ \$2,243,000 of the state patrol
17 highway account—state appropriation is provided solely for
18 administrative costs, advertising, outreach, and bonus payments
19 associated with developing and implementing a state trooper expedited
20 recruitment incentive program for the purpose of recruiting and
21 filling vacant trooper positions in the 2023-2025 fiscal biennium.
22 The legislature is committed to continuing the state trooper
23 expedited recruitment incentive program until the vacancy levels are
24 significantly reduced from current levels. The recruitment,
25 advertising, and outreach associated with this program must continue
26 efforts to create a more diverse workforce and must also provide an
27 accelerated pathway for joining the state patrol for high quality
28 individuals who have previously been employed as a general authority
29 peace officer.

30 (b) The state trooper expedited recruitment incentive program
31 established by the Washington state patrol must include:

32 (i) Thorough hiring procedures to ensure that only the highest
33 quality candidates are selected as cadets and as lateral hires,
34 including extensive review of past law enforcement employment history
35 through extensive reference checks, Brady list identification, and
36 any other issues that may impact the performance, credibility, and
37 integrity of the individual.

38 (ii) An accelerated training program for lateral hires from other
39 agencies that recognizes the knowledge and experience of candidates
40 previously employed in law enforcement; and

1 (iii) A sign-on bonus for each trooper hired through the
2 expedited recruitment incentive program as follows:

3 (A) \$5,000 for each cadet after completion of the Washington
4 state patrol academy;

5 (B) \$5,000 for each successful graduating cadet after completion
6 of a one-year probation period;

7 (C) \$8,000 for each lateral hire after completion of the
8 accelerated training program for lateral hires;

9 (D) \$6,000 for each lateral hire after completion of a one-year
10 probation period; and

11 (E) \$6,000 for each lateral hire after completion of two years of
12 service.

13 (c) The expenditure on the state trooper expedited recruitment
14 incentive program is contingent upon execution of an appropriate
15 memorandum of understanding between the governor or the governor's
16 designee and the exclusive bargaining representative, consistent with
17 the terms of this section. Expenditures and eligibility for the state
18 trooper expedited recruitment incentive program established in this
19 section are subject to the availability of amounts appropriated for
20 this specific purpose.

21 (d) For the purposes of this subsection:

22 (i) "Cadet" means a person employed for the express purpose of
23 receiving the on-the-job training required for attendance at the
24 Washington state patrol academy and for becoming a commissioned
25 trooper.

26 (ii) "Lateral hire" means an eligible employee previously
27 employed as a general authority peace officer.

28 ~~((+9))~~ (8) \$3,896,000 of the state patrol highway account—state
29 appropriation is provided solely for implementation of chapter 17,
30 Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023 is
31 not enacted by June 30, 2023, the amount provided in this subsection
32 lapses.

33 ~~((+10))~~ (9) \$500,000 of the state patrol highway account—state
34 appropriation is provided solely for bonuses and other recruitment
35 and retention-related compensation adjustments for communication
36 officers and other noncommissioned staff of the Washington state
37 patrol who are covered by a collective bargaining agreement. Funding
38 in this subsection must first be used for targeted adjustments for
39 communication officers. Remaining amounts may be used for
40 compensation adjustments for other noncommissioned staff. Funding

1 provided in this subsection is contingent upon the governor or the
2 governor's designee reaching an appropriate memorandum of
3 understanding with the exclusive bargaining representative.
4 Agreements reached for compensation adjustments under this section
5 may not exceed the amounts provided. If any agreement or combination
6 of agreements exceed the amount provided in this subsection, all the
7 agreements are subject to the requirements of RCW 41.80.010(3).

8 ~~((11) \$4,732,000))~~ (10) \$3,226,000 of the state patrol highway
9 account—state appropriation is provided solely for two accelerated
10 training programs for lateral hires. It is the intent of the
11 legislature that the second accelerated training program for lateral
12 hires offered in fiscal year 2025 achieves at least 40 qualified
13 graduates based on the Washington state patrol aggressively
14 recruiting, advertising bonus policies, and taking other steps to
15 achieve this outcome.

16 ~~((12))~~ (11) \$98,000 of the state patrol highway account—state
17 appropriation is provided solely for the implementation of chapter
18 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
19 not enacted by June 30, 2023, the amount provided in this subsection
20 lapses.

21 ~~((13))~~ (12) \$76,000 of the state patrol highway account—state
22 appropriation is provided solely for the implementation of chapter
23 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
24 is not enacted by June 30, 2023, the amount provided in this
25 subsection lapses.

26 ~~((14))~~ (13) \$107,000 of the state patrol highway account—state
27 appropriation is provided solely for the implementation of chapter
28 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023
29 is not enacted by June 30, 2023, the amount provided in this
30 subsection lapses.

31 ~~((15))~~ (14) By December 1, 2024, the Washington state patrol
32 must provide a report to the governor and appropriate committees of
33 the legislature on the status of *McClain v. Washington State Patrol*
34 and an update on legal expenses associated with the case.

35 ~~((16))~~ (15) \$32,000 of the state patrol highway account—state
36 appropriation is provided solely for the implementation of chapter
37 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
38 not enacted by June 30, 2023, the amount provided in this subsection
39 lapses.

1 (16) \$5,905,000 of the state patrol highway account—state
2 appropriation is provided solely for a third arming and third trooper
3 basic training class. The cadet class is expected to graduate in June
4 2025.

5 (17) \$2,381,000 of the state patrol highway account—state
6 appropriation is provided solely for the Washington state patrol to
7 implement the provisions of the settlement agreement under *Washington*
8 *State Patrol Troopers Association v. Washington State Patrol*, Public
9 Employment Relations Commission Case No. 134557-U-21.

10 (18) \$2,307,000 of the state patrol highway account—state
11 appropriation is provided solely for the migration of the agency's
12 active directory into the state enterprise active directory.

13 (19) \$250,000 of the state patrol highway account—state
14 appropriation is provided solely to expand the activities of the
15 license investigation unit to King county on a pilot basis beyond the
16 unit's current activities in southwestern Washington. By February 15,
17 2025, the Washington state patrol must provide a status report on the
18 pilot implementation.

19 (20) \$2,222,000 of the state patrol highway account—state
20 appropriation is provided solely for the first planned replacement of
21 an aging Cessna aircraft and \$100,000 of the state patrol highway
22 account—state appropriation is provided solely for the downpayment
23 and related costs of the second planned replacement of another aging
24 Cessna aircraft. It is the intent of the legislature to fund the
25 second planned Cessna replacement without financing the acquisition
26 as soon as the aircraft can be received in the 2025-2027 fiscal
27 biennium, and therefore, the Washington state patrol may take the
28 necessary steps to ensure delivery of the aircraft as soon as
29 possible in the 2025-2027 fiscal biennium.

30 (21) \$300,000 of the state patrol highway account—state
31 appropriation is provided solely for individual gun safes for
32 troopers and other staff to allow the safe storage of firearms used
33 in the performance of their duties.

34 (22) \$35,000 of the state patrol highway account—state
35 appropriation is provided solely for implementation of chapter . . .
36 (Substitute Senate Bill No. 6146), Laws of 2024 (tribal warrants). If
37 chapter . . . (Substitute Senate Bill No. 6146), Laws of 2024 is not
38 enacted by June 30, 2024, the amount provided in this subsection
39 lapses.

1 (23) \$250,000 of the ignition interlock device revolving account—
2 state appropriation is provided solely to improve compliance with
3 ignition interlock device requirements associated with impaired
4 driving offenses. By June 30, 2025, the Washington state patrol must
5 provide a report detailing the staff hired, the activities
6 undertaken, and outcome information associated with improving
7 ignition interlock device compliance rates.

8 (24) \$691,000 of the state patrol highway account—state
9 appropriation is provided solely for the implementation of
10 chapter . . . (Substitute House Bill No. 2357), Laws of 2024 (state
11 patrol longevity bonus). If chapter . . . (Substitute House Bill No.
12 2357), Laws of 2024 is not enacted by June 30, 2024, the amount
13 provided in this subsection lapses.

14 (25) \$46,000 of the state patrol highway account—state
15 appropriation is provided solely for the implementation of
16 chapter . . . (Engrossed Substitute House Bill No. 2153), Laws of
17 2024 (catalytic converters). If chapter . . . (Engrossed Substitute
18 House Bill No. 2153), Laws of 2024 is not enacted by June 30, 2024,
19 the amount provided in this subsection lapses.

20 **Sec. 208.** 2023 c 472 s 208 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF LICENSING**

23 Driver Licensing Technology Support Account—State	
24 Appropriation.	\$1,743,000
25 Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
26 Motorcycle Safety Education Account—State	
27 Appropriation.	((5,299,000))
28	<u>\$5,319,000</u>
29 Limited Fish and Wildlife Account—State	
30 Appropriation.	((765,000))
31	<u>\$768,000</u>
32 Highway Safety Account—State Appropriation.	((277,256,000))
33	<u>\$283,109,000</u>
34 Highway Safety Account—Federal Appropriation.	\$2,371,000
35 Motor Vehicle Account—State Appropriation.	((98,824,000))
36	<u>\$101,823,000</u>
37 Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
38 Ignition Interlock Device Revolving Account—State	

1	Appropriation.	((\$6,401,000))
2		<u>\$6,415,000</u>
3	Department of Licensing Services Account—State	
4	Appropriation.	((\$8,972,000))
5		<u>\$9,150,000</u>
6	License Plate Technology Account—State Appropriation.	((\$4,204,000))
7		<u>\$4,398,000</u>
8	Abandoned Recreational Vehicle Account—State	
9	Appropriation.	\$3,091,000
10	Limousine Carriers Account—State Appropriation.	\$126,000
11	Electric Vehicle Account—State Appropriation.	\$443,000
12	DOL Technology Improvement & Data Management	
13	Account—State Appropriation.	((\$944,000))
14		<u>\$943,000</u>
15	Agency Financial Transaction Account—State	
16	Appropriation.	\$16,998,000
17	Move Ahead WA Flexible Account—State Appropriation.	\$2,096,000
18	TOTAL APPROPRIATION.	((\$430,903,000))
19		<u>\$440,163,000</u>

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

22 (1) \$1,100,000 of the highway safety account—state appropriation
23 and \$1,100,000 of the move ahead WA flexible account—state
24 appropriation are provided solely for the department to provide an
25 interagency transfer to the department of children, youth, and
26 families for the purpose of providing driver's license support. In
27 addition to support services required under RCW 74.13.338(2), support
28 services may include reimbursement of:

29 (a) The cost for a youth in foster care of any eligible age to
30 complete a driver training education course, as outlined in chapter
31 46.82 or 28A.220 RCW;

32 (b) The costs incurred by foster youth in foster care for a motor
33 vehicle insurance policy;

34 (c) The costs of roadside assistance, motor vehicle insurance
35 deductibles, motor vehicle registration fees, towing services, car
36 maintenance, comprehensive car insurance, and gas cards; and

37 (d) Any other costs related to obtaining a driver's license and
38 driving legally and safely.

1 (2) \$150,000 of the highway safety account—state appropriation is
2 provided solely for the department to conduct a study on the
3 feasibility of implementing a mobile application for driver
4 licensing. The department must submit a report of the study findings
5 and any recommendations to the governor and the transportation
6 committees of the legislature by December 1, 2024. The study must:

7 (a) Review the adoption actions in other states, including
8 successes and lessons learned;

9 (b) Examine existing technical infrastructure and potential
10 changes needed to maximize interoperability, utility, and privacy
11 protection;

12 (c) Identify the technical investments and other costs associated
13 with issuing digital drivers' licenses through a mobile application;

14 (d) Identify how the technology may impact and can be used by
15 external stakeholders, such as law enforcement;

16 (e) Recommend any process changes required to implement the
17 program successfully and ensure customer satisfaction; and

18 (f) Recommend any statutory changes required to allow for the
19 usage of digital drivers' licenses, including recognition of
20 interstate travelers.

21 (3) (a) \$350,000 of the highway safety account—state appropriation
22 is provided solely for the department, in consultation with the
23 Washington traffic safety commission, the department of health, the
24 elder law section of the Washington state bar association,
25 organizations representing older drivers, and driver rehabilitation
26 specialists, to develop a comprehensive plan aimed at improving older
27 driver safety. The department must submit a report on the
28 comprehensive plan to the governor and the transportation committees
29 of the legislature by December 1, 2024. The plan must include, but is
30 not limited to:

31 (i) A comprehensive review of department policies surrounding
32 older drivers and medically at-risk drivers, including:

33 (A) The medical assessment review process; and

34 (B) The counter assessment process in licensing service offices;

35 (ii) A feasibility analysis of the department establishing a
36 medical advisory board to advise on general policy for at-risk
37 drivers, driving privileges for individual medically at-risk drivers,
38 and an appeals process for drivers whose privileges are revoked or
39 restricted due to medical conditions;

1 (iii) A recommended assessment tool to determine a driver's
2 potential risk to themselves or others when operating a motor vehicle
3 so the department may make informed decisions on appropriate courses
4 of action within the older driver program; and

5 (iv) Detailed information on how each component of the plan
6 improves the safety associated with older drivers, while preserving
7 the maximum level of older driver independence and privacy;

8 (b) The department may also use funds provided in this subsection
9 to implement improvements to older driver traffic safety within
10 existing authority.

11 (4) \$5,499,000 of the motor vehicle account—state appropriation
12 is provided solely for the department to upgrade and improve its
13 prorate and fuel tax system, and is subject to the conditions,
14 limitations, and review requirements of section 701 (~~of this act~~),
15 chapter 472, Laws of 2023. In each phase of the project, the
16 department must ensure and document the increase in business
17 capabilities and customer service outcomes, the improvements in fuel
18 tax collection related information designed to resolve historical
19 discrepancies in reporting information, and how the implementation
20 plan mitigates risks associated with the proposed timeline and
21 results in the sustainability of systems and platforms for the
22 future. Before initiating the implementation phase of the project,
23 the department must report to the office of the chief information
24 officer on how the project meets its FAST act modernization roadmap,
25 and vendor management and resource plans.

26 (5) \$16,000 of the motorcycle safety education account—state
27 appropriation, \$2,000 of the limited fish and wildlife account—state
28 appropriation, \$947,000 of the highway safety account—state
29 appropriation, \$308,000 of the motor vehicle account—state
30 appropriation, \$14,000 of the ignition interlock device revolving
31 account—state appropriation, and \$14,000 of the department of
32 licensing services account—state appropriation are provided solely
33 for the department to redesign and improve its online services and
34 website, and are subject to the conditions, limitations, and review
35 requirements in section 701 (~~of this act~~), chapter 472, Laws of
36 2023.

37 (6) The department shall report on a quarterly basis on licensing
38 service office operations, associated workload, and information with
39 comparative information with recent comparable months in prior years.

1 The report must include detailed statewide and by licensing service
2 office information on staffing levels, average monthly wait times,
3 the number of enhanced drivers' licenses and enhanced identicards
4 issued and renewed, and the number of primary drivers' licenses and
5 identicards issued and renewed. By November 1, 2024, the department
6 must prepare a report with recommendations on the future of licensing
7 service office operations based on the recent implementation of
8 efficiency measures designed to reduce the time for licensing
9 transactions and wait times, and the implementation of statutory and
10 policy changes made during the pandemic.

11 (7) For the 2023-2025 fiscal biennium, the department shall
12 charge \$1,336,000 for the administration and collection of a motor
13 vehicle excise tax on behalf of a regional transit authority, as
14 authorized under RCW 82.44.135. The amount in this subsection must be
15 deducted before distributing any revenues to a regional transit
16 authority.

17 (8) \$742,000 of the motor vehicle account—state appropriation is
18 provided solely for the increased costs associated with improvements
19 desired to resolve delays in the production of license plates,
20 including converting all subagents to the standard ordering process
21 as recommended in the December 2022 plate inventory report, and to
22 provide updated annual reports detailing changes in license plate
23 production, inventory, and other practices taken to guard against
24 plate production delays. The reports must be submitted to the
25 governor and the transportation committees of the legislature by
26 December 1, 2023, and December 1, 2024.

27 (9) \$243,000 of the highway safety account—state appropriation is
28 provided solely for the department to continue to provide written
29 materials on, place signage in licensing service offices regarding,
30 and include into new driver training curricula, the requirements of
31 RCW 46.61.212, the slow down and move over law.

32 (~~((11))~~) (10) \$3,082,000 of the abandoned recreational vehicle
33 disposal account—state appropriation is provided solely for providing
34 reimbursements in accordance with the department's abandoned
35 recreational vehicle disposal reimbursement program. It is the intent
36 of the legislature that the department prioritize this funding for
37 allowable and approved reimbursements and not to build a reserve of
38 funds within the account. During the 2023-2025 fiscal biennium, the
39 department must report any amounts recovered to the office of

1 financial management and appropriate committees of the legislature on
2 a quarterly basis.

3 ~~((12))~~ (11) \$1,077,000 of the highway safety account—federal
4 appropriation is provided solely for implementation of chapter 35,
5 Laws of 2023 (CDL drug and alcohol clearinghouse) ~~((or chapter . . .~~
6 ~~(House Bill No. 1448), Laws of 2023 (CDL drug and alcohol~~
7 ~~clearinghouse))~~. If ~~((neither))~~ chapter 35, Laws of 2023 ~~((or~~
8 ~~chapter . . . (House Bill No. 1448), Laws of 2023 are))~~ is not
9 enacted by June 30, 2023, the amount provided in this subsection
10 lapses.

11 ~~((13))~~ (12) \$116,000 of the highway safety account—state
12 appropriation is provided solely for implementation of
13 ~~((chapter . . . (Senate Bill No. 5251), Laws of 2023 (streamlining~~
14 ~~CDL issuance) or))~~ chapter 57, Laws of 2023 (streamlining CDL
15 issuance). If ~~((neither chapter . . . (Senate Bill No. 5251), Laws of~~
16 ~~2023 or))~~ chapter 57, Laws of 2023 ~~((are))~~ is not enacted by June 30,
17 2023, the amount provided in this subsection lapses.

18 ~~((14))~~ (13) \$845,000 of the highway safety account—state
19 appropriation is provided solely for the implementation of chapter
20 445, Laws of 2023 (improving young driver safety). If chapter 445,
21 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
22 this subsection lapses.

23 ~~((15))~~ (14) \$180,000 of the motor vehicle account—state
24 appropriation is provided solely for the implementation of chapter
25 440, Laws of 2023 (open motor vehicle safety recalls). If chapter
26 440, Laws of 2023 is not enacted by June 30, 2023, the amount
27 provided in this subsection lapses.

28 ~~((16))~~ (15) \$497,000 of the highway safety account—state
29 appropriation is provided solely for the implementation of chapter
30 466, Laws of 2023 (updating processes related to voter registration).
31 If chapter 466, Laws of 2023 is not enacted by June 30, 2023, the
32 amount provided in this subsection lapses.

33 ~~((20))~~ (16) \$29,000 of the highway safety account—state
34 appropriation is provided solely for the implementation of chapter
35 118, Laws of 2023 (driver's abstract changes). If chapter 118, Laws
36 of 2023 is not enacted by June 30, 2023, the amount provided in this
37 subsection lapses.

38 ~~((21))~~ (17) \$47,000 of the highway safety account—state
39 appropriation is provided solely for the implementation of chapter

1 453, Laws of 2023 (competency evaluations). If chapter 453, Laws of
2 2023 is not enacted by June 30, 2023, the amount provided in this
3 subsection lapses.

4 ~~((+22))~~ (18) \$23,000 of the highway safety account—state
5 appropriation is provided solely for the implementation of chapter
6 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
7 not enacted by June 30, 2023, the amount provided in this subsection
8 lapses.

9 ~~((+23))~~ (19) \$155,000 of the highway safety account—state
10 appropriation is provided solely for the implementation of chapter
11 316, Laws of 2023 (jury diversity). If chapter 316, Laws of 2023 is
12 not enacted by June 30, 2023, the amount provided in this subsection
13 lapses.

14 ~~((+24))~~ (20)(a) \$36,000 of the motor vehicle account—state
15 appropriation is provided solely for the issuance of nonemergency
16 medical transportation vehicle decals to implement the high occupancy
17 vehicle lane access pilot program established in section 217(2) (~~of~~
18 ~~this act~~), chapter 472, Laws of 2023. A for hire nonemergency
19 medical transportation vehicle is a vehicle that is a "for hire
20 vehicle" under RCW 46.04.190 that provides nonemergency medical
21 transportation, including for life-sustaining transportation
22 purposes, to meet the medical transportation needs of individuals
23 traveling to medical practices and clinics, cancer centers, dialysis
24 facilities, hospitals, and other care providers.

25 (b) As part of this pilot program, the owner of a for hire
26 nonemergency medical transportation vehicle may apply to the
27 department, county auditor or other agent, or subagent appointed by
28 the director, for a high occupancy vehicle exempt decal for a for
29 hire nonemergency medical transportation vehicle. The high occupancy
30 vehicle exempt decal allows the for hire nonemergency medical
31 transportation vehicle to use a high occupancy vehicle lane as
32 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
33 biennium.

34 (c) For the exemption in this subsection to apply to a for hire
35 nonemergency medical transportation vehicle, the decal:

36 (i) Must be displayed on the vehicle so that it is clearly
37 visible from outside the vehicle;

38 (ii) Must identify that the vehicle is exempt from the high
39 occupancy vehicle requirements; and

1 (iii) Must be visible from the rear of the vehicle.

2 (d) The owner of a for hire nonemergency medical transportation
3 vehicle or the owner's representative must apply for a high occupancy
4 vehicle exempt decal on a form provided or approved by the
5 department. The application must include:

6 (i) The name and address of the person who is the owner of the
7 vehicle;

8 (ii) A full description of the vehicle, including its make,
9 model, year, and the vehicle identification number;

10 (iii) The purpose for which the vehicle is principally used;

11 (iv) An attestation signed by the vehicle's owner or the owner's
12 representative that the vehicle's owner has a minimum of one contract
13 or service agreement to provide for hire transportation services for
14 medical purposes with one or more of the following entities: A health
15 insurance company; a hospital, clinic, dialysis center, or other
16 medical institution; a day care center, retirement home, or group
17 home; a federal, state, or local agency or jurisdiction; or a broker
18 who negotiates these services on behalf of one or more of these
19 entities; and

20 (v) Other information as required by the department upon
21 application.

22 (e) The department, county auditor or other agent, or subagent
23 appointed by the director shall collect the fee required under (f) of
24 this subsection when issuing or renewing a high occupancy vehicle
25 exempt decal.

26 (f) The department, county auditor or other agent, or subagent
27 must collect a \$5 fee when issuing or renewing a decal under this
28 subsection, in addition to any other fees and taxes required by law.

29 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
30 and must be marked to indicate its expiration date. The decal may be
31 renewed if the pilot program is continued past the date of a decal's
32 expiration. The status as an exempt vehicle continues until the high
33 occupancy vehicle exempt decal is suspended or revoked for misuse,
34 the vehicle is no longer used as a for hire nonemergency medical
35 transportation vehicle, or the pilot program established in section
36 217(2) (~~of this act~~), chapter 472, Laws of 2023 is terminated.

37 (h) The department may adopt rules to implement this subsection.

38 (~~(+25)~~) (21)(a) \$265,000 of the highway safety account—state
39 appropriation is provided solely for the department to provide an
40 interagency transfer to the Washington center for deaf and hard of

1 hearing youth, in consultation with the department and the office of
2 the superintendent of public instruction, to fund the cost of
3 interpreters for driver training education for deaf and hard of
4 hearing youth to enable them to access driver training education at
5 the same cost as their peers, and to pilot a sustainable driver
6 training education program to determine how best to meet the driver
7 training education needs of deaf and hard of hearing youth in the
8 state in the future. The pilot must include:

9 (i) Determination of an appropriate number of instructors and an
10 appropriate method of certification for instructors who are fluent in
11 American Sign Language (ASL);

12 (ii) Determination of how best to provide driver training
13 education statewide to deaf and hard of hearing novice drivers;

14 (iii) Development of a program to offer the required curriculum
15 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

16 (iv) Capped course instruction costs for deaf and hard of hearing
17 students at the average rate of their hearing peers.

18 (b) The department shall submit a report to the transportation
19 committees of the legislature developed by the Washington center for
20 deaf and hard of hearing youth by March 1, 2024, that provides
21 recommendations for a permanent program to make driver education
22 equitably accessible for deaf and hard of hearing students.

23 ~~((+26))~~ (22) \$350,000 of the highway safety account—state
24 appropriation is provided solely for the department to improve the
25 process for commercial driver's license (CDL) holders to submit
26 medical certification documents and update self-certification status
27 to the department. The department shall:

28 (a) Update license express to improve the process and make it
29 more user friendly;

30 (b) Add options for the driver to renew or replace the driver's
31 CDL credentials as part of the medical or self-certification process;

32 (c) Add a customer verification step confirming the requested
33 changes and clearly stating how this change will impact the driver's
34 CDL; and

35 (d) Add improved messaging throughout the process.

36 In addition, the department shall make available on the driving
37 record abstract a complete medical certificate downgrade history, and
38 provide a one-time mailing to all current CDL holders explaining the
39 process to update their medical certificate documents and self-
40 certification.

1 ~~((27))~~ (23) \$1,962,000 of the highway safety account—state
2 appropriation is provided solely for the establishment of a pilot
3 mobile licensing unit to provide licensing and identicard services.
4 By December 1, 2024, the department must submit a report to the
5 governor and the transportation committees of the legislature
6 detailing the locations served, the number and type of documents
7 issued, and other outcome measures associated with the mobile
8 licensing unit. The report must include consideration of the facility
9 needs of licensing service offices in the context of flexible mobile
10 licensing services.

11 ~~((28) \$2,000,000)~~ (24) \$2,750,000 of the highway safety account
12 —state appropriation is provided solely for organizations providing
13 driver's license assistance and support services. Of this amount:

14 (a) \$2,000,000 of the highway safety account—state appropriation
15 is provided solely for driver's license assistance and support
16 services in King county with an existing provider that is already
17 providing these services to low-income immigrant and refugee women;
18 and

19 (b) \$750,000 of the highway safety account—state appropriation is
20 provided solely for additional contracts in fiscal year 2025 with
21 organizations providing driver's license assistance and other related
22 support services in other parts of the state.

23 (c) By December 1st of each year, the department must submit
24 information on the contracted (~~provider~~) providers, including: The
25 annual budget of the contracted (~~provider~~) providers in the
26 preceding year; information regarding private and other governmental
27 support for the activities of the (~~provider~~) providers; and a
28 description of the number of people served, services delivered, and
29 outcome measures. In developing its 2025-2027 biennial budget
30 submittal, the department, after consulting with the existing
31 organization in King county and organizations receiving funds with
32 the fiscal year 2025 expansion, must develop a statewide delivery
33 plan that maximizes the number of people served, promotes efficiency
34 in service delivery, and recognizes different models based on needs
35 in particular areas of the state.

36 ~~((30))~~ (25) \$8,000 of the motorcycle safety education account—
37 state appropriation is provided solely for the implementation of
38 chapter 137, Laws of 2023 (motorcycle safety board). If chapter 137,

1 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
2 this subsection lapses.

3 ~~((+32))~~ (26) \$29,000 of the motor vehicle account—state
4 appropriation is provided solely for the implementation of chapter
5 431, Laws of 2023 (transportation resources). If chapter 431, Laws of
6 2023 is not enacted by June 30, 2023, the amount provided in this
7 subsection lapses.

8 ~~((+34))~~ (27) \$282,000 of the highway safety account—state
9 appropriation is provided solely for the implementation of chapter
10 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
11 is not enacted by June 30, 2023, the amount provided in this
12 subsection lapses.

13 (28) \$4,464,000 of the highway safety account—state appropriation
14 is provided solely for costs associated with relocating licensing
15 service offices during the 2023-2025 fiscal biennium. This includes
16 \$2,790,000 provided for relocations in the 2023-2025 omnibus
17 transportation appropriations act. By June 30th of each year, the
18 department must submit a status report on licensing service offices
19 planned for relocation during the 2023-2025 fiscal biennium.

20 (29) \$1,395,000 of the motor vehicle account—state appropriation
21 is provided solely for implementation of chapter . . . (Engrossed
22 House Bill No. 1964), Laws of 2024 (enhancing prorated and fuel tax
23 collections). If chapter . . . (Engrossed House Bill No. 1964), Laws
24 of 2024 is not enacted by June 30, 2024, the amount provided in this
25 subsection lapses.

26 (30) \$100,000 of the highway safety account—state appropriation
27 is provided solely for implementation of chapter . . . (Senate Bill
28 No. 5800), Laws of 2024 (improving access to department of licensing
29 issued documents). If chapter . . . (Senate Bill No. 5800), Laws of
30 2024 is not enacted by June 30, 2024, the amount provided in this
31 subsection lapses.

32 (31) \$150,000 of the motor vehicle account—state appropriation is
33 provided solely for the department to conduct a study on the
34 feasibility of implementing a process for the electronic submittal of
35 title and registration documents for motor vehicles, within the
36 current vehicle licensing model. The department must submit a report
37 of the study findings and any recommendations to the governor and the
38 transportation committees of the legislature by September 1, 2025.
39 The study must: (a) Review the current processes in Washington and

1 other states, including how such processes addressed fraud prevention
2 and document security; (b) examine existing technical infrastructure
3 and potential changes needed to allow for completion and submittal of
4 lien and titling documents by financial institutions and vehicle
5 dealers to subagents, county auditors, and the department of
6 licensing, while maximizing interoperability, utility, data security,
7 and customer privacy; (c) identify the technical investments and
8 other costs associated with the submission of electronic documents by
9 financial institutions and vehicle dealers to subagents, county
10 auditors, and the department of licensing; (d) recommend any
11 statutory changes required to allow for the submission of electronic
12 documentation to subagents, county auditors, and the department of
13 licensing; and (e) examine the impact of these technology changes on
14 external stakeholders including, but not limited to, subagents,
15 county auditors, financial institutions, vehicle dealers, and
16 insurance companies.

17 (32) \$6,000 of the motorcycle safety education account—state
18 appropriation, \$1,000 of the limited fish and wildlife account—state
19 appropriation, \$406,000 of the highway safety account—state
20 appropriation, \$137,000 of the motor vehicle account—state
21 appropriation, \$5,000 of the ignition interlock device revolving
22 account—state appropriation, and \$6,000 of the department of
23 licensing services account—state appropriation are provided solely
24 for the department of licensing for additional finance and budget
25 staff. By December 1, 2024, the department shall submit a report to
26 the governor and appropriate committees of the legislature on the
27 specific steps the department has taken to address the findings of
28 the State Auditor's Office FY2022 Accountability Audit Report No.
29 1032793.

30 (33) \$225,000 of the highway safety account—state appropriation
31 is provided solely for the department, for incorporation into its
32 comprehensive implementation plan required under chapter 445, Laws of
33 2023 (improving young driver safety), to expand driver training
34 education requirements for driver's license purposes to persons age
35 18 through 24 to include: (a) An assessment of opportunities to close
36 availability and accessibility gaps in rural and underserved areas,
37 as specified in section 612 of this act; and (b) an analysis of the
38 potential inclusion of a mandatory driver's education refresher
39 course requirement consisting of in-person or virtual classroom-based

1 instruction on risk management and hazard protections one year after
2 licensure, as specified in section 612 of this act.

3 (34) \$38,000 of the motor vehicle account—state appropriation is
4 provided solely for implementation of chapter . . . (Substitute
5 Senate Bill No. 6115), Laws of 2024 (speed safety cameras). If
6 chapter . . . (Substitute Senate Bill No. 6115), Laws of 2024 is not
7 enacted by June 30, 2024, the amount provided in this subsection
8 lapses.

9 (35) \$34,000 of the motor vehicle account—state appropriation is
10 provided solely for the implementation of chapter . . . (Second
11 Substitute House Bill No. 2014), Laws of 2024 (definition of
12 veteran). If chapter . . . (Second Substitute House Bill No. 2014),
13 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
14 this subsection lapses.

15 (36) \$159,000 of the highway safety account—state appropriation
16 is provided solely for the implementation of chapter . . . (Engrossed
17 Substitute House Bill No. 1493), Laws of 2024 (impaired driving). If
18 chapter . . . (Engrossed Substitute House Bill No. 1493), Laws of
19 2024 is not enacted by June 30, 2024, the amount provided in this
20 subsection lapses.

21 (37) \$300,000 of the highway safety account—state appropriation
22 is provided solely for the implementation of chapter . . . (Engrossed
23 Second Substitute House Bill No. 2099), Laws of 2024 (state
24 custody/ID cards). If chapter . . . (Engrossed Second Substitute
25 House Bill No. 2099), Laws of 2024 is not enacted by June 30, 2024,
26 the amount provided in this subsection lapses.

27 (38) \$50,000 of the motor vehicle account—state appropriation is
28 provided solely for the department to conduct a study on the
29 feasibility of implementing and administering a per mile fee program.
30 The study must identify the staffing and resources needed to
31 implement and administer the program, including possible technical
32 investments, leveraging existing technology platforms. A preliminary
33 report of the study findings relating to internal costs to administer
34 the program is due to the governor and transportation committees of
35 the legislature by December 31, 2024. The legislature intends to
36 require a final report that includes potential third-party costs and
37 options to the governor and the transportation committees of the
38 legislature by December 31, 2025.

1 only when it determines that all other funds designated for
2 operations and maintenance purposes have been exhausted.

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

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

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

21 (3) (~~(\$314,000)~~) \$535,000 of the Interstate 405 and state route
22 number 167 express toll lanes account—state appropriation,
23 (~~(\$734,000)~~) \$1,245,000 of the state route number 520 corridor
24 account—state appropriation, (~~(\$315,000)~~) \$535,000 of the Tacoma
25 Narrows toll bridge account—state appropriation, and (~~(\$413,000)~~)
26 \$702,000 of the Alaskan Way viaduct replacement project account—state
27 appropriation are provided solely for the reappropriation of unspent
28 funds on the new tolling back office system from the 2021-2023 fiscal
29 biennium.

30 (4) The department shall make detailed annual reports to the
31 transportation committees of the legislature and the public on the
32 department's website in a manner consistent with past practices as
33 specified in section 209(5), chapter 186, Laws of 2022.

34 (5) As part of the department's 2025-2027 biennial budget
35 request, the department shall update the cost allocation
36 recommendations that assign appropriate costs to each of the toll
37 funds for services provided by relevant Washington state department
38 of transportation programs, the Washington state patrol, and the
39 transportation commission. The recommendations shall be based on

1 updated traffic and toll transaction patterns and other relevant
2 factors.

3 (6) Up to (~~(\$16,460,000)~~) \$16,648,000 of the amounts provided for
4 operations and maintenance expenses on the state route number 520
5 facility from the state route number 520 corridor account during the
6 2023-2025 fiscal biennium in this act are derived from the receipt of
7 federal American rescue plan act of 2021 funds and not toll revenues.

8 (7) \$500,000 of the state route number 520 corridor account—state
9 appropriation is provided solely for the department to begin a
10 traffic and revenue study of tolling on the state route number 520
11 corridor. The department, in consultation with the transportation
12 commission, shall initiate planning work regarding updated tolling on
13 the state route number 520 corridor.

14 (8) \$19,248,000 of the state route number 520 corridor account—
15 state appropriation is provided solely for the costs of insurance for
16 the state route number 520 floating bridge.

17 (9) \$75,000 of the state route number 520 corridor account—state
18 appropriation is provided solely for the department to (a) conduct an
19 actuarial analysis of the short and long-term costs and benefits,
20 including risk mitigation of self-insurance as compared to the
21 commercial insurance option for the state route number 520 floating
22 bridge, as allowed under the terms of the state route number 520
23 master bond resolution, and (b) develop a plan to implement a self-
24 insurance program for the state route number 520 floating bridge. By
25 December 15, 2024, the department shall report to the governor and
26 the transportation committees of the legislature on the results of
27 the actuarial analysis and the self-insurance program. It is the
28 intent of the legislature to implement a self-insurance program for
29 the state route number 520 floating bridge by July 1, 2025.

30 **Sec. 210.** 2023 c 472 s 210 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
33 **C**

34 Transportation Partnership Account—State	
35 Appropriation.	\$1,494,000
36 Motor Vehicle Account—State Appropriation.	((\$122,240,000))
37	<u>\$122,732,000</u>
38 Puget Sound Ferry Operations Account—State	

1	Appropriation.	\$307,000
2	Multimodal Transportation Account—State	
3	Appropriation.	((2,986,000))
4		<u>\$2,988,000</u>
5	Transportation 2003 Account (Nickel Account)—State	
6	Appropriation.	\$1,488,000
7	TOTAL APPROPRIATION.	((128,515,000))
8		<u>\$129,009,000</u>

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

11 ~~((1))~~ \$2,006,000 of the motor vehicle account—state
12 appropriation is provided solely for hardware cost increases. Before
13 any hardware replacement, the department, in consultation with
14 WaTech, must further review leasing options.

15 ~~((2) The appropriations in this section provide sufficient
16 funding for the department assuming vacancy savings that may change
17 over time. Funding for staffing will be monitored and adjusted in the
18 2024 supplemental transportation appropriations act to restore
19 funding as authorized staffing levels are achieved.)~~

20 **Sec. 211.** 2023 c 472 s 211 (uncodified) is amended to read as
21 follows:

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

24	Motor Vehicle Account—State Appropriation.	((39,987,000))
25		<u>\$40,362,000</u>
26	Move Ahead WA Account—State Appropriation.	\$2,532,000
27	State Route Number 520 Corridor Account—State	
28	Appropriation.	\$34,000
29	TOTAL APPROPRIATION.	((42,553,000))
30		<u>\$42,928,000</u>

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

33 ~~((2)(a)(i))~~ (1) \$500,000 of the move ahead WA account—state
34 appropriation is provided solely for the department to conduct a
35 detailed space study and develop an implementation plan that builds
36 off the findings and recommendations of the department's "Telework
37 Impact Study" completed in September 2022. Such efforts must also
38 incorporate office space use reduction requirements for the

1 department in this act as well as current and planned telework
2 levels. The detailed space study and development of the
3 implementation plan must be conducted in consultation with the office
4 of financial management and the department of enterprise services,
5 and must focus on office and administrative space efficiency,
6 providing specific recommendations, cost estimates, and cost savings.
7 While focused on office and administrative space, the department is
8 encouraged to review other types of facilities where efficiencies can
9 be achieved. The final study report must include:

10 ~~((A))~~ (a) The development of low, medium, and high scenarios
11 based on reducing space use, with the high space reduction scenario
12 being based on a minimum of a 30 percent reduction by 2030;

13 ~~((B))~~ (b) Detailed information on any increased capital and
14 other implementation costs under each scenario;

15 ~~((C))~~ (c) Detailed information on reduced costs, such as
16 leases, facility maintenance, and utilities, under each scenario;

17 ~~((D))~~ (d) An analysis of opportunities to collocate with other
18 state, local, and other public agencies to reduce costs and improve
19 cost-efficiency while meeting utilization standards; and

20 ~~((E))~~ (e) An assessment of the commercial value and return to
21 the state transportation funds associated with the sale of the
22 property from consolidation and other space efficiency measures.

23 ~~((ii))~~ (2)(a) The department must submit the implementation
24 plan and final report from the detailed space study to the office of
25 financial management and the transportation committees of the
26 legislature by October 1, 2024.

27 ~~((i))~~ (b) ~~((a))~~ Conducting the detailed space study under ~~((a))~~
28 subsection (1) of this ~~((subsection))~~ section must not prevent or
29 delay the department from meeting other space use and related
30 requirements, or where warranted by current information or
31 opportunities.

32 ~~((ii))~~ (c) In addition to the reporting requirement under
33 ~~((a))~~ subsection (1) of this ~~((subsection))~~ section, the department
34 must provide information to the office of financial management in its
35 comparative analysis of office space, leases, and relocation costs
36 required by the omnibus operating appropriations act.

37 **Sec. 212.** 2023 c 472 s 212 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION EQUIPMENT FUND—**
2 **PROGRAM E**

3	<u>Motor Vehicle Account—State Appropriation.</u>	<u>\$700,000</u>
4	Move Ahead WA Account—State Appropriation.	\$20,000,000
5	Multimodal Transportation Account—State	
6	Appropriation.	\$433,000
7	TOTAL APPROPRIATION.	((20,433,000))
8		<u>\$21,133,000</u>

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

11 (1) The entire move ahead WA account—state appropriation is
12 provided solely for the department's costs related to replacing
13 obsolete transportation equipment and replacing fuel sites. Beginning
14 December 1, 2024, and annually thereafter, the department must
15 provide a report to the office of financial management and the
16 transportation committees of the legislature detailing the current
17 progress on replacing obsolete equipment, progress towards reaching a
18 level purchasing state, and the status of a fuel site replacement
19 prioritization plan. The report must also include:

20 (a) A list of department owned and managed fuel sites prioritized
21 by urgency of replacement;

22 (b) A discussion of department practices that would create a
23 sustained revenue source for capital repair and replacement of fuel
24 sites; and

25 (c) A discussion of to what extent the fuel site infrastructure
26 can support zero emissions vehicles.

27 (2)(a) \$100,000 of the multimodal transportation account—state
28 appropriation is provided solely for the department to administer a
29 pilot program to install and test intelligent speed monitoring
30 technology in a portion of the department's fleet of vehicles while
31 using global positioning system technology and other mapping tools to
32 monitor vehicle location and corresponding speed limits on traveled
33 roadways.

34 (b) The pilot program must begin by January 1, 2024, for a 12-
35 month period. By June 30, 2025, the department must report to the
36 transportation committees of the legislature the results of the pilot
37 program and provide any legislative or policy recommendations.

1 **Sec. 213.** 2023 c 472 s 213 (uncodified) is amended to read as
2 follows:

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

4	Aeronautics Account—State Appropriation.	((\$13,979,000))
5		<u>\$17,448,000</u>
6	Aeronautics Account—Federal Appropriation.	((\$3,650,000))
7		<u>\$5,579,000</u>
8	Aeronautics Account—Private/Local Appropriation.	\$60,000
9	TOTAL APPROPRIATION.	((\$17,689,000))
10		<u>\$23,087,000</u>

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

13 (1) \$2,000,000 of the aeronautics account—state appropriation is
14 provided solely for the move ahead WA aviation grants. The department
15 shall prioritize projects eligible for federal funding.

16 (2) \$1,476,000 of the aeronautics account—state appropriation is
17 provided solely for sustainable aviation grants recommended by the
18 department under the sustainable aviation grants program. The
19 department shall submit a report to the transportation committees of
20 the legislature by October 1, 2024, identifying a selection of
21 sustainable aviation projects for funding by the legislature. In
22 considering projects to recommend to fund, the department shall only
23 consider projects that advance the state of sustainable aviation
24 technology and lead to future innovation. Innovative sustainable
25 aviation projects may include, but are not limited to, pilot projects
26 demonstrating the use of:

- 27 (a) Mobile battery charging technology;
- 28 (b) Hydrogen electrolyzers and storage;
- 29 (c) Electric ground equipment; and
- 30 (d) Hanger charging technology.

31 (3) \$300,000 of the aeronautics account—state appropriation is
32 provided solely for the department to develop a statewide advanced
33 air mobility aircraft plan to develop and integrate advanced air
34 mobility aircraft into current modal systems. The department shall
35 submit a report by June 1, 2025, to the office of financial
36 management and the transportation committees of the legislature
37 including, but not limited to:

1 (a) Near, medium, and long-term recommendations for land use
2 planning for advanced and urban air mobility vertiports and
3 vertistops;

4 (b) An inventory of infrastructure needs to support a statewide
5 vertiport network and a recommended program to deploy funds to local
6 governments to share costs;

7 (c) Proposed state governance structures and regulatory
8 mechanisms to adequately complement federal aviation administration
9 oversight;

10 (d) Recommended policies to foster vertiport and vertistop
11 infrastructure development that ensure open public access, efficiency
12 in land use siting, and equitable distribution across the state; and

13 (e) In consultation with local jurisdictions, planning
14 organizations, and other modal managers, recommendations on advanced
15 air mobility aircraft integration into statewide transportation
16 plans.

17 (4) \$1,931,000 of the aeronautics account—state appropriation is
18 provided solely for the implementation of chapter 463, Laws of 2023
19 (commercial aviation services). (~~If chapter 463, Laws of 2023 is not~~
20 ~~enacted by June 30, 2023, the amount in this subsection lapses.~~)
21 Funding is provided for the activities of the work group and for
22 support of the work group by the department. The activities of the
23 work group include the issuance of the initial progress report,
24 required in section 4, chapter 463, Laws of 2023, which requires the
25 listing of areas that will not have further review as the areas are
26 in conflict with the operations of a military installation. The
27 report must also identify unsuitable geographies due to either
28 environmental impacts or impacts to overburdened communities.
29 Additionally, within the funding provided, the work group must:

30 (a) Work to understand what studies currently exist on state
31 transportation needs and capacities and identify any gaps of
32 information; and

33 (b) Conduct meaningful community engagement with overburdened and
34 vulnerable populations with a focus on the environmental justice
35 impact of aviation on communities.

36 (5) \$300,000 of the aeronautics account—state appropriation is
37 provided solely for the Port of Bremerton to conduct a study on the
38 feasibility of offering commercial service at the Port of Bremerton
39 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
40 require a match for this project.

1 (6) \$2,575,000 of the aeronautics account—state appropriation is
2 provided solely for the Pullman-Moscow regional airport. Pursuant to
3 RCW 47.68.090(2)(c), the department may not require a match for this
4 project.

5 **Sec. 214.** 2023 c 472 s 214 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
8 **SUPPORT—PROGRAM H**

9	Motor Vehicle Account—State Appropriation.	((\$64,470,000))
10		<u>\$65,161,000</u>
11	Motor Vehicle Account—Federal Appropriation.	\$500,000
12	Multimodal Transportation Account—State	
13	Appropriation.	((\$851,000))
14		<u>\$1,351,000</u>
15	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
16	TOTAL APPROPRIATION.	((\$66,393,000))
17		<u>\$67,584,000</u>

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

20 (1) During the 2023-2025 fiscal biennium, if the department takes
21 possession of the property situated in the city of Edmonds for which
22 a purchase agreement was executed between Unocal and the department
23 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
24 confirms that the property is still no longer needed for
25 transportation purposes, the department shall provide the city of
26 Edmonds with the first right of purchase at fair market value in
27 accordance with RCW 47.12.063(3) for the city's intended use of the
28 property to rehabilitate near-shore habitat for salmon and related
29 species.

30 (2) \$469,000 of the motor vehicle account—state appropriation is
31 reappropriated and provided solely for the implementation of chapter
32 217, Laws of 2021 (noxious weeds).

33 (3) The department shall determine the fair market value of the
34 northern parcel of site 14 on the Puget Sound Gateway Program SR 509
35 Completion Project Surplus Property list, located immediately south
36 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
37 Des Moines, to be submitted to the transportation committees of the

1 legislature by December 15, 2023, for an evaluation of possible next
2 steps for use of the property that is in the public interest.

3 ~~(4) ((The appropriations in this section provide sufficient
4 funding for the department assuming vacancy savings that may change
5 over time. Funding for staffing will be monitored and adjusted in the
6 2024 supplemental transportation appropriations act to restore
7 funding as authorized staffing levels are achieved.~~

8 ~~(5))~~ (a) \$572,000 of the move ahead WA flexible account—state
9 appropriation is provided solely to track and maximize clean fuels
10 credits and revenue generated by state agencies pursuant to chapter
11 70A.535 RCW.

12 (b) The LEAP Transportation Document ~~((2023-2))~~ 2024-2 ALL
13 PROJECTS as developed ~~((April 21, 2023))~~ March 6, 2024, anticipates
14 fulfillment of the requirements under chapter 70A.535 RCW of
15 generating credits and revenue for transportation investments funded
16 in an omnibus transportation appropriations act, including the move
17 ahead WA transportation package. The omnibus transportation
18 appropriations act anticipates credits for ferry electrification for
19 new hybrid electric vessels, active transportation, transit programs
20 and projects, alternative fuel infrastructure, connecting
21 communities, and multimodal investments.

22 (c) Pursuant to the reporting requirements of RCW 70A.535.050(5),
23 the department must present a detailed projection of the credit
24 revenues generated and achieved directly as a result of the funding
25 and activities in this subsection.

26 ~~((6))~~ (5) \$93,000 of the multimodal transportation account—
27 state appropriation is provided solely for the implementation of
28 chapter 169, Laws of 2023 (climate resilience strategy). ~~((If chapter
29 169, Laws of 2023 is not enacted by June 30, 2023, the amount
30 provided in this subsection lapses.))~~

31 (6) (a) \$1,600,000 of the motor vehicle account—state
32 appropriation is provided solely for real estate services activities.
33 The legislature finds that the following sections of public roadway
34 owned by the department are no longer necessary for the state highway
35 system:

36 (i) That segment of 267th Street NW located south of state route
37 number 532 and west of Interstate 5 in the vicinity of the
38 intersection of state route number 532 and 19th Avenue NW, serving
39 parcel numbers: 32042600202300, 32042600102200, 32042600100600,

1 32042600100700, 32042600100400, 32042600100800, 32042600102700,
2 32042600101000, and 32042600102300;

3 (ii) That segment of Tester Road located adjacent to the south
4 side of state route number 522;

5 (iii) That segment of Bostian Road including as it turns and
6 becomes 224th Street SE located on the south side of state route
7 number 522 in the vicinity of 87th Ave SE; and

8 (iv) That segment of W. Bostian Road located on the north side of
9 state route number 522.

10 (b) Therefore, pursuant to RCW 36.75.090, the department shall
11 certify that these roadways are no longer needed by the state and
12 convey the roadways to the county for continued use as public
13 highways for motor vehicle use. Additionally, in consideration of the
14 value of maintenance services provided by the county on the roadway
15 comprising 267th Street NW during the time of department ownership,
16 the department shall grant temporary access permits, for those
17 properties abutting the conveyed segment of 267th Street NW, to use
18 19th Avenue NW for access to state route number 532, upon the payment
19 of \$5,000 for each new parcel taking access from 19th Ave to state
20 route number 532 and a traffic impact analysis showing no significant
21 safety impacts to state route number 532. The temporary access
22 permits may be terminated when the conveyed segment of 267th Street
23 NW is extended out to intersect with Sunday Lake Road, or when an
24 alternate access route is established connecting to Sunday Lake Road.

25 (7) (a) \$500,000 of the multimodal transportation account—state
26 appropriation is provided solely for the department to explore
27 alternative uses of the state's highway rights-of-way to address
28 pressing public needs relating to climate change, equitable
29 communications, renewable energy generation, electrical transmission
30 and distribution projects, broadband projects, vegetation management,
31 inductive charging in travel lanes, alternative fueling facilities,
32 and other appropriate uses. In exploring alternative uses of the
33 state's highway rights-of-way, the department shall:

34 (i) Review the utility accommodation policy and make
35 recommendations to update the policy to include clean energy and
36 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
37 recommendations for updated clean energy and connectivity projects
38 must include renewable energy and electrical transmission and
39 distribution;

1 (ii) Review and update the department's integrated roadside
2 vegetation management plans to maximize carbon sequestration and
3 develop habitat and forage for native pollinators, Monarch
4 butterflies, and honeybees through plantings of native noninvasive
5 flowering plants and grasses on the state highways rights-of-way and
6 at safety rest areas;

7 (iii) Assess the state highways rights-of-way land areas most
8 suitable for solar development by considering slope, elevation,
9 vegetative cover, and solar radiation; and

10 (iv) Identify existing highway rights-of-way suitable as
11 designated energy corridors for electric transmission and
12 distribution and other energy infrastructure.

13 (b) In carrying out the requirements in (a) of this subsection,
14 the department may consult with an organization that uses an advanced
15 rights-of-way solar mapping tool that uses ArcGIS Pro software for
16 faster and more precise analysis of rights-of-way solar using the
17 state's full spatial rights-of-way data sets.

18 (c) The department must report its findings, recommendations, and
19 status of its updates to the transportation committees of the
20 legislature by January 15, 2025.

21 (8) To assist the department as it continues to make progress on
22 meeting the requirements of the federal *U.S. v. Washington* court
23 injunction and to address estimated programmatic cost increases,
24 within the funding provided in this section, the department shall
25 analyze contracting methods, alternative bundling concepts, and other
26 options to manage costs. The department shall provide a report
27 outlining recommendations to the governor and transportation
28 committees of the legislature by December 15, 2024.

29 **Sec. 215.** 2023 c 472 s 215 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
32 **PROGRAM K**

33 Motor Vehicle Account—State Appropriation.	(\$ 694,000)
	<u>\$703,000</u>
34 Electric Vehicle Account—State Appropriation.	\$4,746,000
35 Multimodal Transportation Account—State	
36 Appropriation.	\$4,400,000
37 Multimodal Transportation Account—Federal	
38	

1	Appropriation.	\$25,000,000
2	Carbon Emissions Reduction Account—State	
3	Appropriation.	(\$164,600,000)
4		<u>\$195,025,000</u>
5	TOTAL APPROPRIATION.	(\$199,440,000)
6		<u>\$229,874,000</u>

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

9 (1) \$3,746,000 of the electric vehicle account—state
10 appropriation ~~((and))~~, \$30,000,000 of the carbon emissions reduction
11 ~~((emissions))~~ account—state appropriation, and beginning January 1,
12 2025, \$15,000,000 of the carbon emissions reduction account—state
13 appropriation are provided solely for the clean alternative fuel
14 vehicle charging and refueling infrastructure program in chapter 287,
15 Laws of 2019 (advancing green transportation adoption).

16 (2) \$1,000,000 of the electric vehicle account—state
17 appropriation and \$500,000 of the multimodal transportation account—
18 state appropriation are provided solely for a colocated DC fast
19 charging and hydrogen fueling station near the Wenatchee or East
20 Wenatchee area near a state route or near or on a publicly owned
21 facility to service passenger, light-duty and heavy-duty vehicles.
22 The hydrogen fueling station must include a DC fast charging station
23 colocated at the hydrogen fueling station site. Funds may be used for
24 one or more fuel cell electric vehicles that would utilize the
25 fueling stations. The department must contract with a public utility
26 district that produces hydrogen in the area to own and/or manage and
27 provide technical assistance for the design, planning, permitting,
28 construction, maintenance and operation of the hydrogen fueling
29 station. The department and public utility district are encouraged to
30 collaborate with and seek contributions from additional public and
31 private partners for the fueling station.

32 ~~((+5))~~ (3) The public-private partnerships program must continue
33 to explore retail partnerships at state-owned park and ride
34 facilities, as authorized in RCW 47.04.295.

35 ~~((+6))~~ (4) \$1,200,000 of the multimodal transportation account—
36 state appropriation ~~((and))~~, \$2,000,000 of the carbon emissions
37 reduction ~~((emissions))~~ account—state appropriation, and beginning
38 January 1, 2025, \$3,400,000 of the carbon emissions reduction account
39 —state appropriation, are provided solely for the pilot program

1 established under chapter 287, Laws of 2019 (advancing green
2 transportation adoption) to provide clean alternative fuel vehicle
3 use opportunities to underserved communities and low to moderate
4 income members of the workforce not readily served by transit or
5 located in transportation corridors with emissions that exceed
6 federal or state emissions standards. Consistent with the
7 geographical diversity element described in RCW 47.04.355(4), the
8 legislature strongly encourages the department to consider
9 implementing the pilot in both urban and rural communities if
10 possible, to obtain valuable information on the needs of underserved
11 communities located in different geographical locations in
12 Washington.

13 ~~((7))~~ (5) \$120,000,000 of the carbon emissions reduction
14 account—state appropriation ~~((is))~~, and beginning January 1, 2025,
15 \$10,000,000 of the carbon emissions reduction account—state
16 appropriation, are provided solely for implementation of zero-
17 emission ~~((commercial vehicle))~~ medium and heavy-duty vehicle and
18 equipment infrastructure and incentive programs and for the
19 replacement of school buses powered by fossil fuels with zero-
20 emission school buses, including the purchase and installation of
21 zero-emission school bus refueling infrastructure.

22 (a) Of this amount, \$20,000,000 is for the department to
23 administer an early action grant program to provide expedited funding
24 ~~((to zero-emission commercial vehicle infrastructure demonstration~~
25 ~~projects))~~ for the replacement of school buses powered by fossil
26 fuels with zero-emission school buses, including the purchase and
27 installation of zero-emission school bus refueling infrastructure.
28 The department must contract with ~~((a third-party administrator))~~ the
29 department of ecology to implement the early action grant program.

30 (b) ~~((The office of financial management shall place the~~
31 ~~remaining \$100,000,000 in unallotted status until the joint~~
32 ~~transportation committee completes the medium and heavy duty vehicle~~
33 ~~infrastructure and incentive strategy required under section 204 of~~
34 ~~this act. The director of the office of financial management or the~~
35 ~~director's designee shall consult with the chairs and ranking members~~
36 ~~of the transportation committees of the legislature prior to making a~~
37 ~~decision to allot these funds.))~~ (i) The remaining \$110,000,000,
38 inclusive of costs for program administration and staffing, is for a
39 point-of-sale voucher incentive program to encourage the faster
40 adoption of zero-emission medium and heavy-duty vehicles to further

1 state climate goals under RCW 70A.45.020 and state equity goals under
2 chapter 70A.02 RCW. The voucher incentive program must be
3 administered by a third-party administrator that has experience
4 administering voucher incentive programs, with oversight conducted by
5 the department.

6 (ii) The voucher program is required to be designed based on the
7 recommendations of the Joint Transportation Committee report
8 Washington State Infrastructure and Incentive Program Design for MHD
9 ZEVs, and to include:

10 (A) Simplified zero-emission vehicle eligibility requirements;

11 (B) Vehicle and infrastructure incentives aligned with programs
12 in other jurisdictions, where appropriate, to streamline user
13 planning;

14 (C) Financial enhancements for select populations based on equity
15 considerations, including for vehicles in disadvantaged communities
16 and vehicles to be purchased by small, minority-owned businesses,
17 with consideration for support of the secondary vehicle market;

18 (D) A centralized user and manufacturer portal for information,
19 application, and assistance;

20 (E) A fleet assistance and qualification program to assist in
21 zero-emission vehicle and infrastructure planning, to be administered
22 by the Washington State University extension energy program in
23 coordination with the department and the voucher program's third-
24 party administrator; and

25 (F) A voucher preapproval process to evaluate participant
26 eligibility, readiness for fleet deployment, and infrastructure
27 preparedness.

28 (iii) The following battery electric and hydrogen fuel cell
29 electric vehicle categories and associated charging, as well as
30 refueling infrastructure for these categories, are eligible for the
31 voucher program, subject to additional qualification criteria to be
32 determined by the department and the voucher program third-party
33 administrator:

34 (A) On-road vehicles from class 2b, heavy work pickups and vans,
35 through class 8, heavy tractor-trailer units and refuse trucks; and

36 (B) Cargo handling and off-road equipment.

37 (iv) School buses and transit vehicles eligible for state grant
38 programs for the purchase of zero-emission vehicles are not eligible
39 for vouchers under this program, but are eligible for fleet
40 assistance provided in association with the voucher program, which

1 must include assistance in determining state and federal grant
2 eligibility for these vehicles.

3 (v) The voucher amounts selected by the department and voucher
4 program third-party administrator must further the policy goals of
5 the program cited in (b)(i) of this subsection by offsetting
6 investments required for medium and heavy-duty vehicle and equipment
7 owners to transition to zero-emission vehicles and equipment. The
8 department and voucher program third-party administrator must
9 condition vehicle and infrastructure voucher funding to ensure these
10 program policy goals are furthered through the voucher funding
11 provided.

12 (vi) Consistent with voucher program design, the department is
13 required to distribute funds to the voucher program third-party
14 administrator sufficiently in advance of final requirements for
15 voucher distribution being met to facilitate the voucher's timely
16 distribution by the third-party administrator to sellers of zero-
17 emission vehicles and infrastructure.

18 ~~((8) \$3,000,000 of the carbon emissions reduction account state~~
19 ~~appropriation is provided solely for hydrogen refueling~~
20 ~~infrastructure investments. The office of financial management shall~~
21 ~~place the amounts provided in this subsection in unallotted status~~
22 ~~until the joint transportation committee completes the medium and~~
23 ~~heavy duty vehicle infrastructure and incentive strategy required~~
24 ~~under section 204 of this act. The director of the office of~~
25 ~~financial management or the director's designee shall consult with~~
26 ~~the chairs and ranking members of the transportation committees of~~
27 ~~the legislature prior to making a decision to allot these funds.~~

28 ~~(9))~~ (6) \$2,100,000 of the carbon emissions reduction account—
29 state appropriation is provided solely to fund electric vehicle
30 charging infrastructure for the electric charging megasite project at
31 Mount Vernon library commons.

32 ~~((10) \$2,500,000 of the carbon emissions reduction account state~~
33 ~~appropriation is provided solely for zero emission cargo handling~~
34 ~~equipment incentives. The office of financial management shall place~~
35 ~~the amounts provided in this subsection in unallotted status until~~
36 ~~the joint transportation committee completes the medium and heavy~~
37 ~~duty vehicle and cargo handling and off-road equipment infrastructure~~
38 ~~and incentive strategy required under section 204 of this act. The~~
39 ~~director of the office of financial management or the director's~~

1 ~~designee shall consult with the chairs and ranking members of the~~
2 ~~transportation committees of the legislature prior to making a~~
3 ~~decision to allot these funds.~~

4 ~~(11) \$5,000,000 of the carbon emissions reduction account state~~
5 ~~appropriation is provided solely for clean off-road equipment~~
6 ~~incentives. The office of financial management shall place the~~
7 ~~amounts provided in this subsection in unallotted status until the~~
8 ~~joint transportation committee completes the medium and heavy duty~~
9 ~~vehicle and cargo handling and off-road equipment infrastructure and~~
10 ~~incentive strategy required under section 204 of this act. The~~
11 ~~director of the office of financial management or the director's~~
12 ~~designee shall consult with the chairs and ranking members of the~~
13 ~~transportation committees of the legislature prior to making a~~
14 ~~decision to allot these funds.~~

15 ~~(12))~~ (7) \$2,500,000 of the multimodal transportation account—
16 state appropriation is provided solely for the department to
17 coordinate with cities, counties, ports, and private entities to
18 develop actionable recommendations for state assistance in the
19 development of specific candidate truck parking sites to be developed
20 with amenities, identified by location. The department shall identify
21 private land parcels for potential development of sites, which may
22 include, but should not be limited to, a feasibility analysis of
23 sites adjacent to Interstate 90 near North Bend for a 400 to 600
24 space truck parking site. The public benefit of each potential truck
25 parking site must be included in this assessment. The department
26 shall consider opportunities for the state to provide assistance in
27 the development of truck parking sites, including possible
28 opportunities to provide assistance in land acquisition and
29 evaluating land use requirements. The department must update the
30 transportation committees of the legislature on agency activities and
31 their status by December 1, 2023, and to provide a final report to
32 the transportation committees of the legislature by December 1, 2024.

33 (8) Beginning January 1, 2025, \$10,000,000 of the carbon
34 emissions reduction account—state appropriation is provided solely
35 for grants, and to serve as a state match for secured federal funds,
36 to finance hydrogen refueling infrastructure for medium and heavy-
37 duty vehicles with a focus on locations in disadvantaged and
38 overburdened communities, where possible. The department, in
39 consultation with the interagency electric vehicle coordinating

1 council, should pursue any federal funding available through the
2 charging and fueling infrastructure discretionary grant program and
3 any other sources under the federal infrastructure investment and
4 jobs act (P.L. 29 117-58).

5 (9) Beginning January 1, 2025, \$800,000 of the carbon emissions
6 reduction account—state appropriation is provided solely for the
7 cities of Bellevue and Redmond to each purchase an electric fire
8 engine.

9 (10) Beginning January 1, 2025, \$1,725,000 of the carbon
10 emissions reduction account—state appropriation is provided solely
11 for a Tacoma Public Utilities medium-duty zero-emission utility
12 service vehicle pilot project that includes charging infrastructure
13 and mobile battery units.

14 **Sec. 216.** 2023 c 472 s 216 (uncodified) is amended to read as
15 follows:

16 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

17 Motor Vehicle Account—State Appropriation.	((\$535,033,000))
	<u>\$545,500,000</u>
19 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
20 Move Ahead WA Account—State Appropriation.	\$50,000,000
21 <u>RV Account—State Appropriation.</u>	<u>\$1,100,000</u>
22 State Route Number 520 Corridor Account—State	
23 Appropriation.	((\$4,838,000))
	<u>\$4,841,000</u>
25 Tacoma Narrows Toll Bridge Account—State	
26 Appropriation.	\$1,585,000
27 Alaskan Way Viaduct Replacement Project Account—	
28 State Appropriation.	\$8,752,000
29 Interstate 405 and State Route Number 167 Express	
30 Toll Lanes Account—State Appropriation.	\$2,624,000
31 TOTAL APPROPRIATION.	((\$609,832,000))
	<u>\$621,402,000</u>

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

35 (1) \$5,000,000 of the motor vehicle account—state appropriation
36 is provided solely for a contingency pool for snow and ice removal.
37 The department must notify the office of financial management and the
38 transportation committees of the legislature when they have spent the

1 base budget for snow and ice removal and will begin using the
2 contingency pool funding.

3 (2) (a) \$115,000 of the state route number 520 corridor account—
4 state appropriation is provided solely for the department to enter
5 into a dispute resolution process with local jurisdictions to produce
6 interagency agreements to address the ongoing facility and landscape
7 maintenance of the three state route number 520 eastside lids and
8 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
9 92nd Avenue NE.

10 (b) The agreements pursuant to (a) of this subsection must be
11 executed by June 30, 2024.

12 ~~(3) ((The appropriations in this section provide sufficient
13 funding for the department assuming vacancy savings that may change
14 over time. Funding for staffing will be monitored and adjusted in the
15 2024 supplemental transportation appropriations act to restore
16 funding as authorized staffing levels are achieved.~~

17 ~~(4))~~ (a) ~~(((\$7,000,000))~~ \$9,000,000 of the motor vehicle account—
18 state appropriation is provided solely for the department to address
19 the risks to safety and public health associated with homeless
20 encampments on department owned rights-of-way. The department must
21 coordinate and work with local government officials and social
22 service organizations who provide services and direct people to
23 housing alternatives that are not in highway rights-of-way to help
24 prevent future encampments from forming on highway rights-of-way and
25 may reimburse the organizations doing this outreach assistance who
26 transition people into treatment or housing or for debris clean up on
27 highway rights-of-way. A minimum of \$2,000,000 of this appropriation
28 must be used to deliver more frequent removal of litter on the
29 highway rights-of-way that is generated by unsheltered people and may
30 be used to hire crews specializing in collecting and disposing of
31 garbage, clearing debris or hazardous material, and implementing
32 safety improvements where hazards exist to the traveling public and
33 department employees. The department may use these funds to either
34 reimburse local law enforcement costs or the Washington state patrol
35 if they are providing enhanced safety to department staff during
36 debris cleanup or during efforts to prevent future encampments from
37 forming on highway rights-of-way.

38 (b) Beginning November 1, 2023, and semiannually thereafter, the
39 Washington state patrol and the department of transportation must
40 jointly submit a report to the governor and the transportation

1 committees of the legislature on the status of these efforts,
2 including:

3 (i) A summary of the activities related to addressing
4 encampments, including information on arrangements with local
5 governments or other entities related to these activities;

6 (ii) A description of the planned activities in the ensuing two
7 quarters to further address the emergency hazards and risks along
8 state highway rights-of-way; and

9 (iii) Recommendations for executive branch or legislative action
10 to achieve the desired outcome of reduced emergency hazards and risks
11 along state highway rights-of-way.

12 (~~(+5)~~) (4) \$1,000,000 of the motor vehicle account—state
13 appropriation is provided solely for a partnership program between
14 the department and the city of Spokane, to be administered in
15 conjunction with subsection (~~(+4)~~) (3) of this section. The program
16 must address the safety and public health problems created by
17 homeless encampments on the department's property along state
18 highways within the city limits. \$555,000 of the motor vehicle
19 account—state appropriation is for dedicated department maintenance
20 staff and associated clean-up costs. The department and the city of
21 Spokane shall enter into a reimbursable agreement to cover up to
22 \$445,000 of the city's expenses for clean-up crews and landfill
23 costs.

24 (~~(+6)~~) (5) \$1,025,000 of the motor vehicle account—state
25 appropriation is provided solely for the department to implement
26 safety improvements and debris clean up on department-owned rights-
27 of-way in the city of Seattle at levels above that being implemented
28 as of January 1, 2019, to be administered in conjunction with
29 subsection (~~(+4)~~) (3) of this section. The department must maintain
30 a crew dedicated solely to collecting and disposing of garbage,
31 clearing debris or hazardous material, and implementing safety
32 improvements where hazards exist to the traveling public, department
33 employees, or people encamped upon department-owned rights-of-way.
34 The department may request assistance from the Washington state
35 patrol as necessary in order for both agencies to provide enhanced
36 safety-related activities regarding the emergency hazards along state
37 highway rights-of-way in the Seattle area.

38 (~~(+7)~~) (6) \$1,015,000 of the motor vehicle account—state
39 appropriation is provided solely for a partnership program between

1 the department and the city of Tacoma, to be administered in
2 conjunction with subsection ~~((4))~~ (3) of this section. The program
3 must address the safety and public health problems created by
4 homeless encampments on the department's property along state
5 highways within the city limits. \$570,000 of the motor vehicle
6 account—state appropriation is for dedicated department maintenance
7 staff and associated clean-up costs. The department and the city of
8 Tacoma shall enter into a reimbursable agreement to cover up to
9 \$445,000 of the city's expenses for clean-up crews and landfill
10 costs.

11 ~~((8))~~ (7) \$1,500,000 of the motor vehicle account—state
12 appropriation is provided solely for the department to contract with
13 the city of Fife to address the risks to safety and public health
14 associated with homeless encampments on department-owned rights-of-
15 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
16 and adjacent to the city limits pursuant to section 216(10), chapter
17 186, Laws of 2022. However, the amount provided in this subsection
18 must be placed in unallotted status and may not be spent prior to
19 November 1, 2023. If, after November 1, 2023, the department, in
20 consultation with the office of financial management, determines that
21 the department fully spent the \$2,000,000 appropriated in section
22 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal
23 biennium for this purpose, the amount provided in this subsection
24 must remain in unallotted status and unspent. If the department did
25 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
26 the department may only spend from the appropriation in this
27 subsection an amount not in excess of the amount unspent from the
28 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
29 amount to remain in unallotted status and unspent. In no event may
30 the department spend more than \$2,000,000 within the 2021-2023 and
31 2023-2025 fiscal biennia for this purpose.

32 (8) To the greatest extent practicable, the department shall
33 schedule mowing along state highways to occur after litter pickup has
34 been performed in the area to be mowed. This subsection is not
35 intended to prevent mowing or other similar maintenance activities
36 from being undertaken in the event litter pickup has not been
37 performed.

38 **Sec. 217.** 2023 c 472 s 217 (uncodified) is amended to read as
39 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**

2 **PROGRAM Q—OPERATING**

3	Highway Safety Fund—State Appropriation.	((\$3,529,000))
4		<u>\$5,529,000</u>
5	Motor Vehicle Account—State Appropriation.	((\$85,466,000))
6		<u>\$88,566,000</u>
7	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
8	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
9	Move Ahead WA Account—State Appropriation.	\$3,090,000
10	Multimodal Transportation Account—State	
11	Appropriation.	\$5,000,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	\$247,000
14	Tacoma Narrows Toll Bridge Account—State	
15	Appropriation.	\$44,000
16	Alaskan Way Viaduct Replacement Project Account—	
17	State Appropriation.	\$1,122,000
18	Interstate 405 and State Route Number 167 Express	
19	Toll Lanes Account—State Appropriation.	\$37,000
20	TOTAL APPROPRIATION.	((\$100,879,000))
21		<u>\$105,979,000</u>

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

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

31 (2) (a) During the 2023-2025 fiscal biennium, the department shall
32 continue a pilot program that expands private transportation
33 providers' access to high occupancy vehicle lanes. Under the pilot
34 program, when the department reserves a portion of a highway based on
35 the number of passengers in a vehicle, the following vehicles must be
36 authorized to use the reserved portion of the highway if the vehicle
37 has the capacity to carry eight or more passengers, regardless of the
38 number of passengers in the vehicle: (i) Auto transportation company
39 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter

1 carrier vehicles regulated under chapter 81.70 RCW, except marked or
2 unmarked stretch limousines and stretch sport utility vehicles as
3 defined under department of licensing rules; (iii) private nonprofit
4 transportation provider vehicles regulated under chapter 81.66 RCW;
5 and (iv) private employer transportation service vehicles. For
6 purposes of this subsection, "private employer transportation
7 service" means regularly scheduled, fixed-route transportation
8 service that is offered by an employer for the benefit of its
9 employees. Nothing in this subsection is intended to authorize the
10 conversion of public infrastructure to private, for-profit purposes
11 or to otherwise create an entitlement or other claim by private users
12 to public infrastructure.

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

23 (c) The department shall expand the high occupancy vehicle lane
24 access pilot program to for hire nonemergency medical transportation
25 vehicles, when in use for medical purposes, as described in section
26 208((24) of this act)(20), chapter 472, Laws of 2023. Under the
27 pilot program, when the department reserves a portion of a highway
28 based on the number of passengers in a vehicle, nonemergency medical
29 transportation vehicles that meet the requirements identified in
30 section 208((24) of this act)(20), chapter 472, Laws of 2023 must
31 be authorized to use the reserved portion of the highway.

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

35 (3) The appropriations in this section assume implementation of
36 additional cost recovery mechanisms to recoup at least \$100,000 in
37 credit card and other financial transaction costs related to the
38 collection of fees imposed under RCW 46.17.400, 46.44.090, and
39 46.44.0941 for driver and vehicle fee transactions beginning January

1 1, 2023. The department may recover transaction fees incurred through
2 credit card transactions.

3 (4) The department shall promote safety messages encouraging
4 drivers to slow down and move over and pay attention when emergency
5 lights are flashing on the side of the road and other suitable safety
6 messages on electronic message boards the department operates across
7 the state. The messages must be promoted through June 30, 2025. The
8 department may coordinate such messaging with any statewide public
9 awareness campaigns being developed by the department of licensing or
10 the Washington state traffic safety commission, or both.

11 (5) \$5,000,000 of the multimodal transportation account—state
12 appropriation is provided solely for the department to address
13 emergent issues related to safety for pedestrians and bicyclists.
14 Funds may only be spent after approval from the office of financial
15 management. By December 15th of each odd-numbered year, the
16 department shall provide a report to the legislature listing all
17 emergent issues addressed in the prior fiscal biennium.

18 ~~((7))~~ (6) \$3,529,000 of the highway safety account—state
19 appropriation is provided solely for implementation of chapter 17,
20 Laws of 2023 (speed safety cameras). ~~((If chapter 17, Laws of 2023 is
21 not enacted by June 30, 2023, the amount provided in this subsection
22 lapses.~~

23 ~~(8))~~ (7) \$1,279,000 of the move ahead WA account—state
24 appropriation is provided solely for maintenance and operations of
25 the virtual coordination center. The department is encouraged to
26 apply for federal grant funds for the virtual coordination center and
27 may use state funds as a match. By December 1, 2023, the department
28 shall report to the transportation committees of the legislature: (a)
29 Recommendations to expand the center's operations, including specific
30 additional jurisdictions and corridors across the state; and (b)
31 amounts received and dates of receipt of any new cash and in-kind
32 matches from virtual coordination center partners including, but not
33 limited to, the city of Seattle, King county, other state and local
34 jurisdictions, and private sector partners.

35 ~~((9))~~ (8) \$100,000 of the motor vehicle account—state
36 appropriation is provided solely for the department to prepare and
37 submit a report to the transportation committees of the legislature
38 by December 1, 2024, with a prioritized list of recommendations for
39 improving safety and mobility on Interstate 90 between North Bend and

1 Cle Elum during winter weather events, including estimated costs. The
2 recommendations must include, but are not limited to, options to
3 improve compliance with traction tire and chain requirements and
4 reduce snow-related closures.

5 ~~((11))~~ (9)(a) \$5,000,000 of the motor vehicle account—state
6 appropriation is provided solely for the department, in coordination
7 with the independent review team of the joint transportation
8 committee, to conduct an analysis of highway, road, and freight rail
9 transportation needs, options, and impacts from shifting the movement
10 of freight and goods that currently move by barge through the lower
11 Snake river dams to highways, other roads, and rail. The study should
12 generate volume estimates and evaluate scenarios for changes in
13 infrastructure and operations that would be necessary to address
14 those additional volumes. The assessment must include quantitative
15 analysis based on available data in terms of both financial and
16 carbon emission costs; and qualitative input gathered from tribal
17 governments, local governments, freight interests, and other key
18 stakeholders, including impacts on disadvantaged/underserved
19 communities. The analysis must include a robust public engagement
20 process to solicit feedback from interested stakeholders including
21 but not limited to: Residents and officials in affected cities and
22 counties; stakeholders involved in railroad, agriculture, fishing,
23 trucking, shipping and other related industries; appropriate Native
24 American tribes; representatives of advocacy and community
25 organizations; and transportation, public works, and economic
26 development organizations in the affected areas, federal highway
27 administration and army corps of engineers. The analysis must be
28 informed by the work of the joint transportation committee's
29 independent review team, and must include the following:

30 (i) Existing volumes and traffic patterns;

31 (ii) Potential changes in volumes and traffic patterns
32 immediately following the loss of freight movement by barge and over
33 the following 20 years, including the carbon emissions impact of this
34 mode shift;

35 (iii) Identification of whether regional geography, land
36 availability, and state and federal regulatory processes would allow
37 for rail and road expansions and increased capacity;

38 (iv) Identification of potential infrastructure and operational
39 improvements to existing highways, other roads, and rail, including
40 additional access to facilities, needed to accommodate the higher

1 freight volumes and impacts and potential opportunities to mitigate
2 impacts on shipping rates;

3 (v) Identification of rail line development options, including
4 impacts and potential opportunities to mitigate impacts on grain
5 storage and handling facilities at regional unit train yards and port
6 export facilities;

7 (vi) An assessment of costs associated with mitigating potential
8 slope failure and stabilization necessitated by the drawdown of the
9 river. An assessment of impacts and potential opportunities to
10 mitigate impacts on adjacent roads, bridges, railroads, and utility
11 corridors shall be included;

12 (vii) Both financial and carbon cost estimates for development
13 and implementation of identified needs and options, including
14 planning, design, and construction;

15 (viii) Analysis of the impacts and potential opportunities to
16 mitigate impacts of these infrastructure changes on environmental
17 justice and disadvantaged/underserved communities during
18 construction, as well as from future operations;

19 (ix) Analysis of safety impacts and potential opportunities to
20 mitigate impacts for a shift from barge transportation to rail or
21 truck, including increases in rural community traffic and consistency
22 with the Washington State Strategic Highway Safety Plan: Target Zero;

23 (x) Impacts and potential opportunities to mitigate impacts on
24 highly affected commodities, including agriculture, petroleum,
25 project cargo, and wind energy components;

26 (xi) Analysis of the impacts and potential opportunities to
27 mitigate impacts that reduced competition resulting from removing
28 barging of agricultural products on the Snake river would have on
29 Washington's agricultural industry along with impacts modal shifts
30 would have on the entire supply chain, including export facilities
31 and ports on the Lower Columbia River; and

32 (xii) Determination of the feasibility that additional east-west
33 freight rail capacity can be achieved, particularly through Columbia
34 River Gorge, and the alternative routes that exist in the event that
35 adding more infrastructure on these routes is not feasible.

36 (b) The department shall provide status updates on a quarterly
37 basis in coordination with the joint transportation committee. The
38 legislature intends to require a final report to the governor and the
39 transportation committees of the legislature by December 31, 2026.

1 (10) \$2,000,000 of the highway safety account—state appropriation
2 is provided solely for the department, in consultation with the
3 Washington traffic safety commission, to evaluate and identify
4 geographical locations in both urban and rural highway settings to
5 install and implement wrong-way driving prevention strategies. Such
6 prevention strategies may include improved signage and pavement
7 markings as recommended by the traffic safety commission's report on
8 wrong-way driving, "Strategies and Technologies to Prevent and
9 Respond to Wrong-Way Driving Crashes." The department must report to
10 the legislature any crash data or wrong-way violations that occur at
11 the selected locations by June 30, 2025.

12 (11) \$1,000,000 of the motor vehicle account—state appropriation
13 is provided solely for the department to develop an automated highway
14 speed safety camera pilot program to test two to three automated
15 traffic safety cameras on state highways. The goals of the automated
16 highway speed safety camera pilot program are to test speed camera
17 technology, determine the impact on speeding behavior in areas of
18 testing, and compile public response to the use of traffic safety
19 cameras on highways.

20 (a) The department must work with the Washington state patrol and
21 the traffic safety commission to develop the pilot program to
22 include, but not be limited to, the following program elements:

23 (i) Selection of technology;

24 (ii) Placement of cameras in high speed, collision, or fatality
25 locations;

26 (iii) Establishment of public notification and warning signs
27 prior to entering into an area with a speed safety camera;

28 (iv) Outreach and public engagement about the program and site
29 selection process; and

30 (v) Development and implementation of a process to collect and
31 report relevant pilot program data, including rates of speed prior
32 to, during, and after the use of pilot program cameras, and public
33 response to pilot program cameras.

34 (b) Automated traffic safety cameras may only take pictures of
35 the vehicle and the vehicle license plates.

36 (c) Ticketing of violators using vehicle speed information
37 captured by automated traffic safety cameras authorized under the
38 pilot program is prohibited during the pilot program.

39 (d) As part of the pilot program, the department may inform
40 registered vehicle owners of a vehicle's rate of speed exceeding the

1 posted speed limit and the amount of the fine the law would have
2 allowed to be imposed by providing notification by mail.

3 (e) The department is required to provide a program progress
4 report to the governor and transportation committees of the
5 legislature by September 30, 2024, to include a summary of public
6 input on the use of safety cameras, including objections, evaluation
7 of technologies used, and changes in speeding behavior.

8 (f) Photographs, microphotographs, electronic images, and other
9 personally identifying data captured and collected for the purposes
10 of the pilot program are for the exclusive use of the Washington
11 state patrol and department of transportation in carrying out the
12 pilot program, are not open to the public, and may not be used in
13 court in a pending action or proceeding.

14 (12) \$1,000,000 of the motor vehicle account—state appropriation
15 is provided solely for implementation of chapter . . . (Substitute
16 House Bill No. 1989), Laws of 2024 (graffiti abatement and reduction
17 pilot). If chapter . . . (Substitute House Bill No. 1989), Laws of
18 2024 is not enacted by June 30, 2024, the amount provided in this
19 subsection lapses.

20 **Sec. 218.** 2023 c 472 s 218 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
23 **SUPPORT—PROGRAM S**

24	Motor Vehicle Account—State Appropriation.	((\$62,639,000))
25		<u>\$63,497,000</u>
26	Motor Vehicle Account—Federal Appropriation.	\$780,000
27	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
28	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
29	Puget Sound Ferry Operations Account—State	
30	Appropriation.	((\$510,000))
31		<u>\$509,000</u>
32	Multimodal Transportation Account—State	
33	Appropriation.	((\$22,323,000))
34		<u>\$22,723,000</u>
35	State Route Number 520 Corridor Account—State	
36	Appropriation.	\$220,000
37	Tacoma Narrows Toll Bridge Account—State	
38	Appropriation.	\$136,000

(3) For Washington state department of transportation small works roster projects under RCW 39.04.155, the department may only allow firms certified as small business enterprises, under 49 C.F.R. 26.39, to bid on the contract, unless the department determines there would be insufficient bidders for a particular project. The department shall report on the effectiveness of this policy to the transportation committees of the legislature by December 1, 2024.

(4) \$21,195,000 of the motor vehicle account—state appropriation and \$21,194,000 of the multimodal transportation account—state appropriation are provided solely for the department to upgrade the transportation reporting and accounting information system to the current cloud version of the software, and is subject to the conditions, limitations, and review requirements of section 701 (~~of this act~~), chapter 472, Laws of 2023.

~~((6))~~ (5) \$56,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 230, Laws of 2023 (clean energy siting). (~~If chapter 230, Laws of 2023 is not enacted by June 30, 2023, the amount provided in this subsection lapses.~~)

Sec. 219. 2023 c 472 s 219 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T

Carbon Emissions Reduction Account—State	
Appropriation.	((\$3,000,000))
	<u>\$4,000,000</u>
Motor Vehicle Account—State Appropriation.	((\$32,089,000))
	<u>\$32,044,000</u>
Motor Vehicle Account—Federal Appropriation.	((\$31,412,000))
	<u>\$31,527,000</u>
Motor Vehicle Account—Private/Local Appropriation.	\$400,000
Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
Multimodal Transportation Account—State	
Appropriation.	((\$2,414,000))
	<u>\$2,714,000</u>
Multimodal Transportation Account—Federal	
Appropriation.	\$2,809,000
Multimodal Transportation Account—Private/Local	

1	Appropriation.	\$100,000
2	TOTAL APPROPRIATION.	((\$84,146,000))
3		<u>\$85,516,000</u>

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

6 (1) \$750,000 of the multimodal transportation account—state
7 appropriation is provided solely for the department to partner with
8 the department of commerce and regional transportation planning
9 organizations in implementing vehicle miles traveled targets and
10 supporting actions. As part of target setting, important factors that
11 must be considered include land use patterns, safety, and vulnerable
12 populations. The department shall provide an interim report by June
13 30, 2024, and a final report by June 30, 2025.

14 ((~~3~~)) (2) \$150,000 of the motor vehicle account—state
15 appropriation is provided solely for the department to continue
16 implementation of a performance-based project evaluation model. The
17 department must issue a report by September 1, 2024.

18 ((~~4~~)) (3)(a) \$180,000 of the multimodal transportation account—
19 state appropriation is provided solely for Thurston regional planning
20 council (TRPC) to conduct a study examining options for multimodal
21 high capacity transportation (HCT) to serve travelers on the
22 Interstate 5 corridor between central Thurston county (Olympia area)
23 and Pierce county.

24 (b) The study will include an assessment of travelsheds and
25 ridership potential and identify and provide an evaluation of options
26 to enhance connectivity and accessibility for the greater south Puget
27 Sound region with an emphasis on linking to planned or existing
28 commuter or regional light rail. The study must account for previous
29 and ongoing efforts by transit agencies and the department. The study
30 will emphasize collaboration with a diverse community of interests,
31 including but not limited to transit, business, public agencies,
32 tribes, and providers and users of transportation who because of age,
33 income, or ability may face barriers and challenges.

34 (c) The study is due to the governor and transportation
35 committees of the legislature by September 1, 2024.

36 ((~~5~~—\$400,000)) (4) \$700,000 of the multimodal transportation
37 account—state appropriation is provided solely for the city of
38 Seattle's office of planning and community development to support an

1 equitable development initiative to reconnect the South Park
2 neighborhood, currently divided by state route number 99.

3 (a) The support work must include:

4 (i) A public engagement and visioning process led by a
5 neighborhood-based, community organization; and

6 (ii) A feasibility study of decommissioning state route number 99
7 in the South Park neighborhood to include, but not be limited to,
8 traffic studies, environmental impact analysis, and development of
9 alternatives, including the transfer of the land to a neighborhood-
10 led community land trust.

11 (b) The support work must be conducted in coordination and
12 partnership with neighborhood residents, neighborhood industrial and
13 commercial representatives, the state department of transportation,
14 and other entities and neighborhoods potentially impacted by changes
15 to the operation of state route number 99.

16 (c) The city must provide a report on the plan that includes
17 recommendations to the Seattle city council, state department of
18 transportation, and the transportation committees of the legislature
19 by (~~December 1, 2024~~) June 30, 2025.

20 (~~(+6)~~) (5) \$2,557,000 of the motor vehicle account—state
21 appropriation is provided solely for the department to upgrade the
22 department's linear referencing system (LRS) and highway performance
23 monitoring system (HPMS), and is subject to the conditions,
24 limitations, and review requirements in section 701 (~~(of this act)~~),
25 chapter 472, Laws of 2023.

26 (~~(+7)~~) (6) \$306,000 of the multimodal transportation account—
27 state appropriation is provided solely for the department to appoint
28 or designate a liaison to serve as a point of contact and resource
29 for the department, local governments, and project proponents
30 regarding land use decisions and processing development permit
31 applications. The liaison must, as a priority, facilitate and
32 expedite any department decisions required for project approval.

33 (~~(+8) \$627,000~~) (7) \$742,000 of the motor vehicle account—
34 federal appropriation is provided solely for remaining work on the
35 "Forward Drive" road usage charge research project overseen by the
36 transportation commission using the remaining amounts of the federal
37 grant award. The remaining work of this project includes:

38 (a) Analysis of road usage charge simulation and participant
39 surveys;

1 (b) Follow up on road usage charge experiences related to payment
2 installments, mileage exemptions, and vehicle-based mileage
3 reporting;

4 (c) Completion of technology research; and

5 (d) Development of the final "Forward Drive" research program
6 report.

7 (~~(9)~~) (8)(a) \$11,922,000 of the move ahead WA flexible account—
8 (~~federal~~) state appropriation is provided solely for an Interstate
9 5 planning and environmental linkage study and a statewide Interstate
10 5 master plan, building upon existing work under way in the corridor.
11 It is the intent of the legislature to provide a total of \$40,000,000
12 for this work by 2029.

13 (b) The work under (a) of this subsection must include, but is
14 not limited to, the following:

15 (i) Seismic resiliency planning to refine the level of effort and
16 develop informed cost estimates for the seismic vulnerability
17 analysis;

18 (ii) HOV lane system-wide performance planning and initial steps
19 to launch a pilot project that progresses innovative and emerging
20 technologies;

21 (iii) Interstate 5 corridor planning work, including development
22 of a framework, coordination of corridor needs, development of core
23 evaluation criteria and a prioritization process, and identification
24 of early action priority projects that address safety or resiliency,
25 or both, along the corridor; and

26 (iv) A report to the transportation committees of the legislature
27 by December 1, 2024, with recommendations for future phases and a
28 detailed funding request for work planned through 2029.

29 (c) Of the amounts provided in this subsection, \$300,000 is
30 provided solely for the department to conduct a Seattle Interstate 5
31 ramp reconfiguration study. The study must be conducted in
32 coordination and partnership with the city of Seattle's department of
33 transportation, informed by the input of Interstate 5 lid
34 stakeholders, and coordinated with work under (a) and (b) of this
35 subsection. The department must provide a study report, including
36 recommendations, to the city of Seattle's department of
37 transportation and the transportation committees of the legislature
38 by December 1, 2024. The study must include an analysis of:

39 (i) Options and opportunities to reconfigure, relocate, or remove
40 Interstate 5 ramps within and between Chinatown-International

1 District and the University District for the purpose of improving
2 through-traffic operations, enhancing multimodal transportation
3 safety, and enabling more efficient air rights development;

4 (ii) Potential mitigation needs and cost estimates of ramp
5 changes and demolitions;

6 (iii) Benefits of ramp changes and demolitions to pedestrian and
7 bicycle travel, transit operations, and future lid design;

8 (iv) Ramps for the mainline, collector-distributor lanes and
9 express lanes including, at a minimum, ramps connecting to and from
10 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca
11 Street, Spring Street, University Street, Union Street, Olive Way,
12 Yale Avenue, NE 45th Street, and NE 50th Street;

13 (v) Removal of the existing ramps at Seneca Street, Spring
14 Street, and University Street; and

15 (vi) Removal and consolidation options of the existing NE 45th
16 Street and NE 50th Street ramps.

17 (d) The department shall work with the emergency management
18 division of the military department to identify strategic
19 transportation corridors, opportunities to improve resilience and
20 reinforce the corridors against natural disasters, and opportunities
21 to secure federal funding for investments in the resilience of the
22 transportation network. The department shall provide a report to the
23 transportation committees of the legislature by December 1, 2023, on:

24 (i) Strategic transportation corridors and opportunities to
25 improve their resilience;

26 (ii) Federal funding opportunities the state should pursue; and

27 (iii) Recommendations for actions to maximize federal funding for
28 the state of Washington.

29 ~~((10))~~ (9) The department shall continue to coordinate planning
30 work focused on the transportation system in western Washington
31 across modes with the goal of maximizing system performance toward
32 the policy goals in RCW 47.04.280 in the most cost-effective manner.
33 This coordination must include, but is not limited to: The Interstate
34 5 highway corridor, existing rail infrastructure and future high-
35 speed rail alignment, and commercial aviation capacity. The
36 department must report to the joint transportation committee through
37 existing reporting mechanisms on the status of these planning efforts
38 including, but not limited to, a long-term strategy for addressing
39 resilience of the transportation system in western Washington through
40 consideration of changing demand, modal integration, and preservation

1 needs. The coordinated work must include an analysis of different
2 alternatives to promote system resilience, including performance and
3 cost of each scenario.

4 ~~((13))~~ (10) \$3,000,000 of the carbon emissions reduction
5 account—state appropriation is provided solely for the department, in
6 coordination with the department's HEAL act team and environmental
7 services office, to develop and implement a community outreach,
8 education, and technical assistance program for overburdened
9 communities and their community partners in order to develop
10 community-centered carbon reduction strategies to make meaningful
11 impacts in a community, and to provide assistance in gaining access
12 to available funding to implement these strategies, where applicable.
13 The department may provide appropriate compensation to members of
14 overburdened communities who provide solicited community
15 participation and input needed by the department to implement and
16 administer the program established in this subsection. By June 1,
17 2024, and by June 1, 2025, the department must submit a report to the
18 transportation committees of the legislature and to the governor that
19 provides an update on the department's community outreach, education,
20 and technical assistance program development and implementation
21 efforts.

22 (11) \$200,000 of the motor vehicle account—state appropriation is
23 provided solely for planning and intersection improvements along
24 state route number 904 and improvements to the local network that
25 would feed intersections with state route number 904. This work must
26 include, but is not limited to, the Medical Lake/Four Lakes Road/West
27 3rd Ave intersection and feeding local network. The department must
28 collaborate with Spokane county and the city of Cheney on this work
29 and other improvement ideas along the corridor.

30 (12) Beginning January 1, 2025, \$1,000,000 of the carbon
31 emissions reduction account—state appropriation is provided solely
32 for the department to contract with a world cup organizing committee
33 based in Seattle to undertake low carbon transportation planning
34 efforts that will help prepare for the increase in visitors due to
35 the 2026 FIFA world cup soccer matches in Seattle and other venues in
36 the state. The planning, to be developed in coordination with the
37 department and local mobility agencies, must identify critical
38 infrastructure and operational improvements that will support active
39 transportation and reliability of transit, making it easier for the

1 public to choose options other than single-occupancy vehicles. A
2 progress report including best practices for future events must be
3 delivered to the department, office of the governor, and
4 transportation committees of the legislature by June 30, 2025.

5 **Sec. 220.** 2023 c 472 s 220 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
8 **PROGRAM U**

9	Aeronautics Account—State Appropriation.	\$1,000
10	Transportation Partnership Account—State	
11	Appropriation.	((\$29,000))
12		<u>\$56,000</u>
13	Motor Vehicle Account—State Appropriation.	((\$105,197,000))
14		<u>\$112,419,000</u>
15	Puget Sound Ferry Operations Account—State	
16	Appropriation.	\$244,000
17	State Route Number 520 Corridor Account—State	
18	Appropriation.	\$69,000
19	Connecting Washington Account—State Appropriation.	((\$233,000))
20		<u>\$452,000</u>
21	Multimodal Transportation Account—State	
22	Appropriation.	((\$5,585,000))
23		<u>\$6,335,000</u>
24	Tacoma Narrows Toll Bridge Account—State	
25	Appropriation.	\$43,000
26	Alaskan Way Viaduct Replacement Project Account—	
27	State Appropriation.	\$38,000
28	Interstate 405 and State Route Number 167 Express	
29	Toll Lanes Account—State Appropriation.	((\$40,000))
30		<u>\$43,000</u>
31	TOTAL APPROPRIATION.	((\$111,479,000))
32		<u>\$119,700,000</u>

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

35 (1) Consistent with existing protocol and practices, for any
36 negotiated settlement of a claim against the state for the department
37 that exceeds \$5,000,000, the department, in conjunction with the
38 attorney general and the department of enterprise services, shall

1 notify the director of the office of financial management and the
2 transportation committees of the legislature.

3 (2) On August 1, 2023, and semiannually thereafter, the
4 department, in conjunction with the attorney general and the
5 department of enterprise services, shall provide a report with
6 judgments and settlements dealing with the Washington state ferry
7 system to the director of the office of financial management and the
8 transportation committees of the legislature. The report must include
9 information on: (a) The number of claims and settlements by type; (b)
10 the average claim and settlement by type; (c) defense costs
11 associated with those claims and settlements; and (d) information on
12 the impacts of moving legal costs associated with the Washington
13 state ferry system into the statewide self-insurance pool.

14 (3) On August 1, 2023, and semiannually thereafter, the
15 department, in conjunction with the attorney general and the
16 department of enterprise services, shall provide a report with
17 judgments and settlements dealing with the nonferry operations of the
18 department to the director of the office of financial management and
19 the transportation committees of the legislature. The report must
20 include information on: (a) The number of claims and settlements by
21 type; (b) the average claim and settlement by type; and (c) defense
22 costs associated with those claims and settlements.

23 (4) When the department identifies significant legal issues that
24 have potential transportation budget implications, the department
25 must initiate a briefing for appropriate legislative members or staff
26 through the office of the attorney general and its legislative
27 briefing protocol.

28 **Sec. 221.** 2023 c 472 s 221 (uncodified) is amended to read as
29 follows:

30	FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V	
31	Carbon Emissions Reduction Account—State	
32	Appropriation.	((\$500,000))
33		<u>\$30,400,000</u>
34	Climate Transit Programs Account—State	
35	Appropriation.	((\$406,287,000))
36		<u>\$410,645,000</u>
37	State Vehicle Parking Account—State Appropriation.	\$784,000
38	Regional Mobility Grant Program Account—State	

1	Appropriation.	((\$115,060,000))
2		<u>\$120,177,000</u>
3	Rural Mobility Grant Program Account—State	
4	Appropriation.	((\$32,774,000))
5		<u>\$33,077,000</u>
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$118,255,000))
8		<u>\$126,238,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation.	\$4,374,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation.	\$100,000
13	TOTAL APPROPRIATION.	((\$678,134,000))
14		<u>\$725,795,000</u>

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

17 (1) ((~~\$64,354,000~~)) \$64,906,000 of the multimodal transportation
18 account—state appropriation and ((~~\$78,100,000~~)) \$78,325,000 of the
19 climate transit programs account—state appropriation are provided
20 solely for a grant program for special needs transportation provided
21 by transit agencies and nonprofit providers of transportation. Of
22 this amount:

23 (a) \$14,420,000 of the multimodal transportation account—state
24 appropriation and \$17,963,000 of the climate transit programs account
25 —state appropriation are provided solely for grants to nonprofit
26 providers of special needs transportation. Grants for nonprofit
27 providers must be based on need, including the availability of other
28 providers of service in the area, efforts to coordinate trips among
29 providers and riders, and the cost effectiveness of trips provided.

30 (b) \$48,278,000 of the multimodal transportation account—state
31 appropriation and \$60,137,000 of the climate transit programs account
32 —state appropriation are provided solely for grants to transit
33 agencies to transport persons with special transportation needs. To
34 receive a grant, the transit agency must, to the greatest extent
35 practicable, have a maintenance of effort for special needs
36 transportation that is no less than the previous year's maintenance
37 of effort for special needs transportation. Grants for transit
38 agencies must be prorated based on the amount expended for demand
39 response service and route deviated service in calendar year 2021 as

1 reported in the "2021 Summary of Public Transportation" published by
2 the department of transportation. No transit agency may receive more
3 than 30 percent of these distributions. Fuel type may not be a factor
4 in the grant selection process.

5 (c) (~~(\$1,656,000)~~) \$2,208,000 of the multimodal transportation
6 account—state appropriation (~~(is)~~) and \$225,000 of the climate
7 transit programs account—state appropriation are provided solely for
8 the reappropriation of amounts provided for this purpose in the
9 2021-2023 fiscal biennium.

10 (2) (~~(\$32,774,000)~~) \$33,077,000 of the rural mobility grant
11 program account—state appropriation is provided solely for grants to
12 aid small cities in rural areas as prescribed in RCW 47.66.100. Fuel
13 type may not be a factor in the grant selection process.

14 (3) (~~(\$11,382,000)~~) \$11,598,000 of the multimodal transportation
15 account—state appropriation is provided solely for a public transit
16 rideshare grant program for: (a) Public transit agencies to add or
17 replace rideshare vehicles; and (b) incentives and outreach to
18 increase rideshare use. The grant program for public transit agencies
19 may cover capital costs only, and costs for operating vanpools at
20 public transit agencies are not eligible for funding under this grant
21 program. Awards from the grant program must not be used to supplant
22 transit funds currently funding ride share programs, or to hire
23 additional employees. Fuel type may not be a factor in the grant
24 selection process. Of the amounts provided in this subsection,
25 (~~(\$1,092,000)~~) \$1,308,000 is for the reappropriation of amounts
26 provided for this purpose in the 2021-2023 fiscal biennium.

27 (4) (~~(\$37,382,000)~~) \$48,597,000 of the regional mobility grant
28 program account—state appropriation is reappropriated and provided
29 solely for the regional mobility grant projects identified in LEAP
30 Transportation Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed
31 (~~(April 21, 2023)~~) March 6, 2024, Program - Public Transportation
32 Program (V).

33 (5) (a) (~~(\$77,679,000)~~) \$71,581,000 of the regional mobility grant
34 program account—state appropriation is provided solely for the
35 regional mobility grant projects identified in LEAP Transportation
36 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
37 ~~2023)~~) March 6, 2024, Program - Public Transportation Program (V).
38 The department shall review all projects receiving grant awards under
39 this program at least semiannually to determine whether the projects

1 are making satisfactory progress. Any project that has been awarded
2 funds, but does not report activity on the project within one year of
3 the grant award, must be reviewed by the department to determine
4 whether the grant should be terminated. The department shall promptly
5 close out grants when projects have been completed, and any remaining
6 funds must be used only to fund projects identified in the LEAP
7 transportation document referenced in this subsection. The department
8 shall provide annual status reports on December 15, 2023, and
9 December 15, 2024, to the office of financial management and the
10 transportation committees of the legislature regarding the projects
11 receiving the grants. It is the intent of the legislature to
12 appropriate funds through the regional mobility grant program only
13 for projects that will be completed on schedule. A grantee may not
14 receive more than 25 percent of the amount appropriated in this
15 subsection unless all other funding is awarded. Additionally, when
16 allocating funding for the 2023-2025 fiscal biennium, no more than 30
17 percent of the total grant program may directly benefit or support
18 one grantee unless all other funding is awarded. Fuel type may not be
19 a factor in the grant selection process.

20 (b) In order to be eligible to receive a grant under (a) of this
21 subsection during the 2023-2025 fiscal biennium, a transit agency
22 must establish a process for private transportation providers to
23 apply for the use of park and ride facilities. For purposes of this
24 subsection, (i) "private transportation provider" means: An auto
25 transportation company regulated under chapter 81.68 RCW; a passenger
26 charter carrier regulated under chapter 81.70 RCW, except marked or
27 unmarked stretch limousines and stretch sport utility vehicles as
28 defined under department of licensing rules; a private nonprofit
29 transportation provider regulated under chapter 81.66 RCW; or a
30 private employer transportation service provider; and (ii) "private
31 employer transportation service" means regularly scheduled, fixed-
32 route transportation service that is offered by an employer for the
33 benefit of its employees.

34 (c) \$1,500,000 of the amount appropriated in this subsection is
35 provided solely for a contingency fund to assist current regional
36 mobility grantees with cost escalations and overages. The department
37 shall create a system for grantees to request funds, and set a cap of
38 contingency funds per grantee to ensure an equitable distribution
39 among requesters.

1 (d) During the 2023-2025 fiscal biennium, the department shall
2 consider applications submitted by regional transportation planning
3 organizations and metropolitan planning organizations for the
4 regional mobility grant program funding in the 2025-2027 fiscal
5 biennium.

6 (6) \$6,195,000 of the multimodal transportation account—state
7 appropriation, \$3,300,000 of the climate transit programs account—
8 state appropriation, and \$784,000 of the state vehicle parking
9 account—state appropriation are provided solely for CTR grants and
10 activities. Fuel type may not be a factor in the grant selection
11 process. Of this amount, \$495,000 of the multimodal transportation
12 account—state appropriation is reappropriated and provided solely for
13 continuation of previously approved projects under the first mile/
14 last mile connections grant program.

15 (7) (~~(\$11,914,000)~~) \$16,319,000 of the multimodal transportation
16 account—state appropriation is provided solely for connecting
17 Washington transit projects identified in LEAP Transportation
18 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
19 ~~2023)~~) March 6, 2024. It is the intent of the legislature that
20 entities identified to receive funding in the LEAP transportation
21 document referenced in this subsection receive the amounts specified
22 in the time frame specified in that LEAP document. If an entity has
23 already completed a project in the LEAP transportation document
24 referenced in this subsection before the time frame identified, the
25 entity may substitute another transit project or projects that cost a
26 similar or lesser amount.

27 (8) The department shall not require more than a 10 percent match
28 from nonprofit transportation providers for state grants.

29 (9) \$12,000,000 of the multimodal transportation account—state
30 appropriation and \$39,400,000 of the climate transit programs account
31 —state appropriation are provided solely for the green transportation
32 capital projects identified in LEAP Transportation Document
33 (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21, 2023)~~) March
34 6, 2024, Program - Public Transportation Program (V). Of the amount
35 of climate transit program account funds appropriated in this
36 subsection, up to one percent may be used for program administration
37 and staffing.

38 (10) (~~(\$4,407,000)~~) \$5,950,000 of the multimodal transportation
39 account—state appropriation (~~(is)~~) and \$1,249,000 of the climate

1 transit programs account—state appropriation are reappropriated and
2 provided solely for the green transportation capital grant projects
3 identified in LEAP Transportation Document ((2023-2)) 2024-2 ALL
4 PROJECTS as developed ((April 21, 2023)) March 6, 2024, Program -
5 Public Transportation Program (V).

6 (11) ~~(((\$10,000,000))~~ Beginning January 1, 2025, \$7,442,000 of the
7 carbon emissions reduction account—state appropriation is provided
8 solely for additional green transportation capital projects
9 identified in LEAP Transportation Document 2024-2 ALL PROJECTS as
10 developed March 6, 2024. Of the amounts provided in this subsection,
11 \$1,000,000 is for the Jefferson Transit - Electric Bus Replacement
12 project (GT23250A), \$1,023,000 is for the Pacific Transit -
13 Electrification of the Paratransit Fleet project (GT23250C),
14 \$3,795,000 is for the C-TRAN - Hydrogen Fueling Station
15 Infrastructure project (GT23250D), and \$1,623,000 is for the Island
16 Transit - Fleet Expansion project (GT23250E).

17 (12) \$10,267,000 of the climate transit programs account—state
18 appropriation is provided solely for tribal transit grants. Up to one
19 percent of the amount provided in this subsection may be used for
20 program administration and staffing.

21 (a) The department must establish a tribal transit competitive
22 grant program (~~((to be administered as part of the department's~~
23 ~~consolidated grant program))~~). Grants to federally recognized tribes
24 may be for any transit purpose, including planning, operating costs,
25 maintenance, and capital costs. The department shall report to the
26 transportation committees of the legislature and the office of
27 financial management with a list of projects recommended for funding
28 by September 1, ~~((2023))~~ 2024, along with recommendations on how to
29 remove barriers for tribes to access grant funds, including removal
30 of grant match requirements, and recommendations for how the
31 department can provide technical assistance.

32 (b) Within the amount provided in this subsection, ~~(((\$5,038,000))~~
33 \$10,167,000 is provided solely for move ahead Washington tribal
34 transit grant projects as listed in LEAP Transportation Document
35 ~~((2023-2))~~ 2024-2 ALL PROJECTS as developed ((April 21, 2023)) March
36 6, 2024. Of this amount, \$529,000 is for the Sauk-Suiattle Commuter
37 project (L1000318).

38 ~~((12) \$188,900,000))~~ (13) \$188,930,000 of the climate transit
39 programs account—state appropriation is provided solely for transit

1 support grants for public transit agencies that have adopted a zero-
2 fare policy for youth 18 years of age and under by October 1, 2022.
3 The department must confirm zero-fare policies are in effect at
4 transit agencies to be eligible for biennial distributions.

5 ~~((13))~~ (14) \$38,000,000 of the climate transit programs account
6 —state appropriation is provided solely for the bus and bus facility
7 grant program for replacement, rehabilitation, and purchase of
8 transit rolling stock, or construction, modification, or
9 rehabilitation of transit facilities.

10 (15) Beginning January 1, 2025, \$7,758,000 of the carbon
11 emissions reduction account—state appropriation is provided solely
12 for additional bus and bus facility projects. Of the amounts provided
13 in this subsection, \$1,467,000 is for Kitsap Transit for inductive
14 charging units for transit centers, \$1,891,000 is for Twin Transit
15 for zero-emission vehicle acquisition, \$4,400,000 is for C-TRAN for
16 highway 99 BRT hydrogen fuel cell buses.

17 ~~((14))~~ (16) \$2,000,000 of the climate transit programs account—
18 state appropriation is provided solely for newly selected transit
19 coordination grants. The department shall prioritize grant proposals
20 that promote the formation of joint partnerships between transit
21 agencies or merge service delivery across entities.

22 ~~((15))~~ (17) \$46,587,000 of the climate transit programs account
23 —state appropriation is provided solely for move ahead Washington
24 transit projects as listed in LEAP Transportation Document ~~((2023-2))~~
25 2024-2 ALL PROJECTS as developed ((April 21, 2023)) March 6, 2024,
26 Move Ahead WA - Transit Projects.

27 (a) For projects funded as part of this subsection, if the
28 department expects to have substantial reappropriations for the
29 2023-2025 fiscal biennium, the department may, on a pilot basis,
30 apply funding from a project with an appropriation that is unable to
31 be used within the 2023-2025 fiscal biennium to advance one or more
32 of the projects listed, prioritizing projects first by tier then by
33 project readiness.

34 (b) In instances when projects listed in the LEAP transportation
35 document referenced in this subsection (15) are no longer viable or
36 have been completed, the department may recommend in its next budget
37 submittal alternative project proposals from the local jurisdictions
38 if the project is similar in type and scope and consistent with
39 limitations on certain funds provided. In the event that the listed

1 project has been completed, the local jurisdictions may, rather than
2 submitting an alternative project, be reimbursed in the year in which
3 it was scheduled for documented costs incurred implementing the
4 listed project, not in excess of the amount awarded from the funding
5 program.

6 (c) At least 10 business days before advancing or swapping a
7 project pursuant to this subsection, the department must notify the
8 office of financial management and the transportation committees of
9 the legislature. The advancement of a project may not hinder the
10 delivery of the projects for which the reappropriations are necessary
11 for the 2023-2025 fiscal biennium.

12 (~~((16))~~) (18) \$702,000 of the multimodal transportation
13 account—state appropriation is provided solely for the department to
14 provide a statewide vanpool benefit for all state employees. For
15 department employees working in remote job sites, such as mountain
16 passes, the department must ensure employees are able to access job
17 sites via a subsidized vanpool or provide a modal alternative for the
18 "last mile" to ensure employees can access the job site without
19 additional charge.

20 (~~((17))~~) (19) \$200,000 of the multimodal transportation account—
21 state appropriation is provided solely for the department to update
22 the 2019 feasibility study to add a fifth travel Washington intercity
23 bus line in the Yakima Valley. The department must provide a summary
24 report of the updated feasibility and cost estimates to the
25 transportation committees of the legislature by December 1, 2024.

26 (~~((19))~~) (20) \$555,000 of the multimodal transportation account—
27 state appropriation and \$500,000 of the carbon emissions reduction
28 account—state appropriation are provided solely for an interagency
29 transfer to the Washington State University extension energy program
30 to administer a technical assistance and education program for public
31 agencies on the use of alternative fuel vehicles. The Washington
32 State University extension energy program shall prepare a report
33 regarding the utilization of the program and submit this report to
34 the transportation committees of the legislature by November 15,
35 2023.

36 (~~((20))~~) (21) (a) (\$400,000) \$500,000 of the multimodal
37 transportation account—state appropriation is provided solely for
38 King county metro to develop a pilot program to place teams,
39 including human services personnel, along routes that are enduring

1 significant public safety issues and various disruptive behavior in
2 south King county. The team would be available to deescalate
3 disruptions, provide immediate access to transit resources, and refer
4 customers to community resources to break cycles of inappropriate
5 behavior. The teams must consist of individuals trained in
6 deescalation and outreach. Team functions and duties should be
7 cocreated with community stakeholders.

8 (b) King county metro must provide a report to the transportation
9 committees of the legislature by June 30, 2024, regarding the
10 effectiveness of the program, any suggestions for improving its
11 efficacy, and any modifications that might be necessary for other
12 transit providers to institute similar programs.

13 (c) King county metro must provide at least a 50 percent match to
14 develop the pilot program funded under this subsection.

15 ~~((+21))~~ (22) \$500,000 of the multimodal transportation account—
16 state appropriation is provided solely for planning to move Grays
17 Harbor transit operation and administration facilities from the
18 current location.

19 (23) As part of the department's 2025-2027 biennial budget
20 request, the department must submit budget materials for the public
21 transportation division separated into operating and capital budgeted
22 programs.

23 (24) Beginning January 1, 2025, \$2,000,000 of the carbon
24 emissions reduction account—state appropriation is provided solely
25 for new transit coordination grants, prioritizing projects that
26 coordinate transit service to and from Washington state ferry
27 terminals. Program eligibility must be expanded to include proposals
28 from transit agencies in counties with populations fewer than 700,000
29 that coordinate service to and from Washington state ferry terminals.

30 (25) Beginning January 1, 2025, \$900,000 of the carbon emissions
31 reduction account—state appropriation is provided solely for the
32 department to implement certain recommendations from the 2023
33 frequent transit service study. The department shall define levels
34 and types of demand-response service and measure access to these
35 services within Washington for the purpose of gaining a fuller
36 picture of transit access. The department must collect ongoing
37 transportation data and develop systems to allow for analysis of
38 disparities in access to existing fixed route transit. The data
39 collection should prioritize collecting information on accessibility

1 and inclusion of people with disabilities, vulnerable populations in
2 overburdened communities, and other underserved communities. The
3 department shall submit a report on data collection efforts to the
4 transportation committees of the legislature and the office of
5 financial management by June 30, 2025.

6 (26) Beginning January 1, 2025, \$11,800,000 of the carbon
7 emissions reduction account—state appropriation is provided solely
8 for the following projects identified in LEAP Transportation Document
9 2024-2 ALL PROJECTS as developed March 6, 2024:

10 (a) Base Refurbish & Expansion for Growth/Columbia County Public
11 Transportation (L4000182);

12 (b) Kitsap Transit: Design & Shore Power (G2000115);

13 (c) Pierce Transit - Meridian (L2021197); and

14 (d) King County Metro South Annex Base - Electrification Elements
15 (L4000174).

16 (27) \$100,000 of the multimodal transportation account—state
17 appropriation is provided solely for King county metro to implement a
18 pilot program to provide funds to nonprofit organizations to offer
19 rideshare vouchers to persons who are low-income and people with
20 disabilities who rely on paratransit to get to and from work or
21 medical appointments. King county metro must work with a group who
22 provides dialysis services in King county and with a group who
23 provides employment services and supports to adults with disabilities
24 in the four most populous counties in Washington. The department must
25 submit a report to the office of financial management and the
26 transportation committees of the legislature by June 1, 2025. The
27 report must incorporate feedback from participants to the extent
28 possible and evaluate the effectiveness of the program as an
29 alternative to current public transportation programs.

30 **Sec. 222.** 2023 c 472 s 222 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

33 Puget Sound Ferry Operations Account—State

34 Appropriation. ((\$575,986,000))
35 \$571,594,000

36 Puget Sound Ferry Operations Account—Federal

37 Appropriation. ((\$163,791,000))
38 \$198,650,000

1 a larger origin and destination study. The department shall report
2 study results to the transportation committees of the legislature by
3 December 1, 2023. Following completion of the study, the department
4 must compare study results to the composition of groups outlined in
5 RCW 47.60.310, both by overall representation of ferry riders and by
6 route. A summary is due to the office of the governor and
7 transportation committees of the legislature by December 1, 2024.

8 (6) The department shall continue to oversee a consultant study
9 to identify and recommend cost-effective strategies to maximize walk-
10 on passenger ridership of the Anacortes - San Juan ferry routes. The
11 study is due to the transportation committees of the legislature by
12 December 1, 2023. By December 1, 2024, any feasible near to medium
13 term solutions identified from the study must be reported to the
14 office of the governor and transportation committees of the
15 legislature and include cost estimates for implementation.

16 (7) (~~(\$11,842,000)~~) \$16,973,000 of the Puget Sound ferry
17 operations account—state appropriation is provided solely for
18 Washington state ferries to:

19 (a) Provide scholarships, coursework fees, and stipends for
20 candidates to become licensed deck officers (mates);

21 (b) Improve the process for unlicensed candidates who have
22 achieved able-bodied sailor (AB) status to earn their mate's license;

23 (c) Annually hire, orient, train, and develop entry level engine
24 room staff at the wiper classification with the intention of
25 successfully promoting to oiler classification;

26 (d) Create an operations project management office; (~~and~~)

27 (e) Increase human resources capacity to expand recruitment
28 efforts including to communities currently underrepresented within
29 the Washington state ferries, and add a workforce ombuds; and

30 (f) Hire additional dispatch staff.

31 (8) \$169,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for hiring an additional service
33 planner.

34 (9)(a) During negotiations of the 2025-2027 collective bargaining
35 agreements, the department must conduct a review and analysis of the
36 collective bargaining agreements governing state ferry employees, to
37 identify provisions that create barriers for, or contribute to
38 creating a disparate impact on, newly hired ferry employees,
39 including those who are women, people of color, veterans, and other
40 employees belonging to communities that have historically been

1 underrepresented in the workforce. The review and analysis must
2 incorporate, to the extent practicable, the findings and
3 recommendations from the December 2022 joint transportation committee
4 study on Washington state ferries' workforce, and must also include,
5 but not be limited to, provisions regarding seniority, work
6 assignments, and work shifts. The review and analysis must also
7 include consultation with the governor's office of labor relations,
8 the governor's office of equity, and the attorney general's office.

9 (b) For future negotiations or modifications of the collective
10 bargaining agreements, it is the intent of the legislature that the
11 collective bargaining representatives for the state and ferry
12 employee organizations may consider the findings of the review and
13 analysis required in (a) of this subsection and negotiate in a manner
14 to remove identified barriers and address identified impacts so as
15 not to perpetuate negative impacts.

16 ~~((9) \$1,500,000 of the Puget Sound ferry operations account—
17 state appropriation is provided solely for the restoration of service
18 to Sidney, British Columbia. Funds must be held in unallotted status
19 pending completion of the assessment referenced in subsection (12) of
20 this section.))~~

21 (10) \$1,504,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for the implementation of chapter
23 188, Laws of 2023 (state ferry workforce development issues). If
24 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount
25 provided in this subsection lapses.

26 (11) ~~(\$1,000,000)~~ \$5,000,000 of the Puget Sound ferry
27 operations account—state appropriation is provided solely for support
28 of the Kitsap transit passenger ferry to supplement service on the
29 Seattle-Bremerton route.

30 (12) \$100,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely to assess temporary service
32 restoration options for the Sidney, British Columbia route until
33 Washington state ferries can resume its service. Washington state
34 ferries must provide service options and recommendations to the
35 office of financial management and the transportation committees of
36 the legislature by December 15, 2023.

37 (13) ~~(\$2,100,000)~~ \$2,549,000 of the Puget Sound ferry
38 operations account—state appropriation is provided solely for
39 security services at Colman Dock.

1 (14) (~~(\$9,000,000)~~) \$13,856,000 of the Puget Sound ferry
2 operations account—state appropriation is provided solely for
3 overtime and familiarization expenses incurred by engine, deck, and
4 terminal staff. The department must provide updated staffing cost
5 estimates for fiscal years 2024 and 2025 with its annual budget
6 submittal and updated estimates by January 1, 2024.

7 (15) \$1,064,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for traffic control at ferry
9 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
10 Bainbridge Island, during peak ferry travel times, with a particular
11 focus on Sundays and holiday weekends.

12 (16) \$93,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for the Washington state ferries to
14 secure housing for workforce training sessions and to pay in advance
15 for the costs of transportation worker identification credentials,
16 merchant mariner credentials, and medical examinations for incoming
17 ferry system employees and trainees.

18 (17) \$10,417,000 of the Puget Sound ferry operations account—
19 state appropriation is provided solely for vessel maintenance
20 initiatives to:

21 (a) Add a second shift at the Eagle Harbor maintenance facility;

22 (b) Establish maintenance management project controls to maximize
23 vessel maintenance work at the Eagle Harbor facility;

24 (c) Expand the existing Washington state ferries Eagle Harbor
25 apprenticeship program from two to eight apprentices; and

26 (d) Maintain assets in a state of good repair by investing in
27 enterprise asset management operating capacity.

28 (18)(a) \$855,000 of the Puget Sound ferry operations account—
29 state appropriation is provided solely for Washington state ferries
30 to provide to Seattle Central Community College for a pilot with the
31 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
32 may not be expended until Washington state ferries certifies to the
33 office of financial management that a memorandum of agreement with
34 Seattle Central Community College has been executed, and the office
35 of financial management determines that funds provided in this
36 subsection are utilized for programs that are a benefit to the
37 Washington state ferries or the prospective workforce pipeline of the
38 Washington state ferries. The memorandum of agreement with Seattle
39 Central Community College must address:

1 (i) Prioritized use of training and other facilities and
2 implementation of joint training opportunities for Washington state
3 ferries' employees and trainees;

4 (ii) Development of a joint recruitment plan with Seattle Central
5 Community College aimed at increasing enrollment of women and people
6 of color, with specific strategies to recruit existing community and
7 technical college students, maritime skills center students, high
8 school students from maritime programs, including maritime skills
9 center students, foster care graduates, and former juvenile
10 rehabilitation and adult incarcerated individuals; and

11 (iii) Consultation between the parties on the development of the
12 training program, recruitment plan and operational plan, with an
13 emphasis on increasing enrollment of women and people of color.

14 (b) The joint training and recruitment plan must be submitted to
15 the appropriate policy and fiscal committees of the legislature by
16 December 1, 2023. The Washington state ferries must submit findings
17 of program effectiveness and recommendations for continuation of the
18 pilot, to the appropriate committees of the legislature by December
19 1, 2024.

20 (19) \$420,000 of the Puget Sound ferry operations account
21 appropriation—state is provided solely for a contract with an
22 organization with experience evaluating and developing
23 recommendations for the Washington state ferries' workforce to
24 provide expertise on short-term strategies including, but not limited
25 to, addressing recruitment, retention, diversity, training needs,
26 leadership development, and succession planning. The consultant shall
27 provide additional assistance as deemed necessary by the Washington
28 state ferries to implement recommendations from the joint
29 transportation committee 2022 workforce study. Periodic updates must
30 be given to the joint transportation committee and the governor.

31 (20) By December 31st of each year, as part of the annual ferries
32 division performance report, the department must report on the status
33 of efforts to increase the staff available for maintaining the
34 customary level of ferry service, including staff for deck, engine,
35 and terminals. The report must include data for a 12-month period up
36 to the most recent data available, by staff group, showing the number
37 of employees at the beginning of the 12-month period, the number of
38 new employees hired, the number of employees separating from service,
39 and the number of employees at the end of the 12-month period. The
40 department report on additional performance measures must include:

1 (a) Numbers of trip cancellations due to crew availability or
2 vessel mechanical issues; (~~and~~)

3 (b) Current level of service compared to the full-service
4 schedules in effect in 2019; and

5 (c) Retention rates of employees who have completed on the job
6 workforce development programs and overall employee retention rates.

7 (21) \$10,000,000 of the Puget Sound ferry operations account—
8 state appropriation is provided solely for the department to increase
9 deck and engine positions across the system, prioritizing positions
10 that will mitigate crew related cancellations and reduce overtime
11 expenditures. The department must include an update on the number of
12 positions hired by job class as part of the annual performance
13 report. The legislature intends to provide \$16,000,000 on an ongoing
14 basis to support additional crew efforts.

15 (22) \$500,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for the department to evaluate
17 options for the state to return to providing state passenger-only
18 ferry service to support existing ferry service routes.

19 (a) The study must focus on the routes recommended for further
20 study by the 2020 study of passenger-only ferry service by the Puget
21 Sound regional council as well as San Juan county interisland
22 passenger-only ferry service. The department must contract with a
23 third-party entity with experience in passenger-only ferry service.

24 (b) The evaluation must study options for the state to return to
25 providing state passenger-only ferry service to support existing
26 ferry service routes. The study must include estimated ridership,
27 operating costs including labor, vessel procurement options with
28 prioritization given to clean fueled ferries such as electric
29 ferries, funding options including state subsidies of passenger-only
30 ferry districts, and schedule and timing to implement passenger-only
31 ferry options in evaluated routes.

32 (c) A progress report is due to the governor and transportation
33 committees of the legislature by October 30, 2024. A final report is
34 due to the governor and transportation committees of the legislature
35 by June 1, 2025.

36 (23) \$100,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for the department to reimburse
38 walk-on customers for emergency expenses incurred as a result of a
39 cancellation of the last sailing of the day. In consideration for

1 receiving the reimbursement, an applicant must sign a release of
2 claims drafted by the department. The department shall create a
3 process for reimbursement and set a per diem limit for reimbursement
4 per individual.

5 (24) \$3,170,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for temporary expanded weekday
7 midday King county water taxi service support to and from Vashon
8 Island.

9 **Sec. 223.** 2023 c 472 s 223 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**

12	Carbon Emissions Reduction Account—State	
13	Appropriation.	\$2,250,000
14	Multimodal Transportation Account—State	
15	Appropriation.	((\$90,565,000))
16		<u>\$83,043,000</u>
17	<u>Multimodal Transportation Account—Federal</u>	
18	<u>Appropriation.</u>	<u>\$1,335,000</u>
19	Multimodal Transportation Account—Private/Local	
20	Appropriation.	\$46,000
21	TOTAL APPROPRIATION.	((\$92,861,000))
22		<u>\$86,674,000</u>

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

25 (1) The department shall continue to pursue restoring Amtrak
26 Cascades service to pre-COVID service levels, and to the service
27 levels committed to through the department's obligation of funding
28 from the federal American recovery and reinvestment act. A status
29 report must be provided to the transportation committees of the
30 legislature and the office of financial management by September 1,
31 2023.

32 (2) (a) \$2,250,000 of the multimodal transportation account—state
33 appropriation is provided solely for the continued coordination,
34 engagement, and planning for a new ultra high-speed ground
35 transportation corridor with participation from Washington state,
36 Oregon state, and British Columbia, and is a reappropriation of funds
37 appropriated in the 2021-2023 fiscal biennium. For purposes of this
38 subsection, "ultra high-speed" means a maximum testing speed of at

1 least 250 miles per hour. These efforts are to support and advance
2 activities and must abide by the memorandum of understanding signed
3 by the governors of Washington and Oregon states, and the premier of
4 the province of British Columbia in November 2021. The department
5 shall establish a policy committee with participation from Washington
6 state, Oregon state, and British Columbia, including representation
7 from the two largest caucuses of each chamber of the Washington state
8 legislature, and coordinate the activities of the policy committee to
9 include:

10 (i) Developing an organizational framework that facilitates input
11 in decision-making from all parties;

12 (ii) Developing a public engagement approach with a focus on
13 equity, inclusion, and meaningful engagement with communities,
14 businesses, federal, state, provincial, and local governments
15 including indigenous communities;

16 (iii) Developing and leading a collaborative approach to prepare
17 and apply for potential future federal, state, and provincial funding
18 opportunities, including development of strategies for incorporating
19 private sector participation and private sector contributions to
20 funding, including through the possible use of public-private
21 partnerships;

22 (iv) Beginning work on scenario analysis addressing advanced
23 transportation technologies, land use and growth assumptions, and an
24 agreed to and defined corridor vision statement; and

25 (v) Developing a recommendation on the structure and membership
26 of a formal coordinating entity that will be responsible for
27 advancing the project through the project initiation stage to project
28 development and recommended next steps for establishment of the
29 coordinating entity. Project development processes must include
30 consideration of negative and positive impacts on communities of
31 color, low-income households, indigenous peoples, and other
32 disadvantaged communities.

33 (b) By June 30, 2024, the department shall provide to the
34 governor and the transportation committees of the legislature a high-
35 level status update that includes, but is not limited to, the status
36 of the items included in (a)(i) through (v) of this subsection.

37 (c) By June 30, 2025, the department shall provide to the
38 governor and the transportation committees of the legislature a
39 report detailing the work conducted by the policy committee and
40 recommendations for establishing a coordinating entity. The report

1 must also include an assessment of current activities and results
2 relating to stakeholder engagement, planning, and any federal funding
3 application. As applicable, the assessment should also be sent to the
4 executive and legislative branches of government in Oregon state and
5 appropriate government bodies in the province of British Columbia.

6 ~~((4) \$1,800,000 of the multimodal transportation account state
7 appropriation is provided solely for the department to pursue federal
8 grant opportunities to develop and implement a technology-based truck
9 parking availability system along the Interstate 5 Corridor in
10 partnership with Oregon state and California state to maximize
11 utilization of existing truck parking capacity and deliver real-time
12 parking availability information to truck drivers. The department may
13 use a portion of the appropriation in this subsection for grant
14 proposal development and as state match funding for technology-based
15 truck parking availability system federal grant applications. The
16 department must update the transportation committees of the
17 legislature on agency activities and their status by December 1,
18 2023, and to provide a final report to the transportation committees
19 of the legislature by December 1, 2024.~~

20 ~~(5) \$5,950,000 of the multimodal transportation account state
21 appropriation is provided solely for implementation of truck parking
22 improvements recommended by the freight mobility strategic investment
23 board in consultation with the department under section 206(4) of
24 this act. The office of financial management must place this amount
25 in unallotted status.))~~

26 (3) Consistent with the ongoing planning and service improvement
27 for the intercity passenger rail program, \$335,000 of the multimodal
28 transportation account—federal appropriation is provided solely for
29 the Cascades service development plan, to be used to analyze current
30 and future market conditions and to develop a structured assessment
31 of service options and goals based on anticipated demand and the
32 results of the state and federally required 2019 state rail plan,
33 including identifying implementation alternatives to meet the future
34 service goals for the Amtrak Cascades route. The work must be
35 consistent with federal railroad administration guidance and
36 direction on developing service development plans, and must be
37 completed by June 30, 2024.

38 (4) The department shall continue to provide high quality
39 intercity passenger rail service, align planning efforts for

1 continued growth and on-time performance improvements consistent with
 2 federally recognized corridor development programs, and implement
 3 improvements consistent with planning efforts through leveraging
 4 federal funding opportunities. New passenger rail equipment is
 5 essential to service enhancements. The department shall make every
 6 effort to coordinate with service partners to prepare for the arrival
 7 of new trainsets and implementation of service enhancements. A status
 8 report must be provided to the transportation committees of the
 9 legislature and the office of financial management by December 1,
 10 2024.

11 (5) \$500,000 of the multimodal transportation account—federal
 12 appropriation is provided solely for the Cascades corridor planning
 13 as part of the corridor identification and development program, in
 14 coordination with the Oregon state department of transportation. The
 15 department must continue to pursue funding opportunities for the
 16 Cascades corridor through the corridor identification and development
 17 program and the federal-state partnership programs at the federal
 18 rail administration. The department must notify the office of the
 19 governor and the transportation committees of the legislature of
 20 funding opportunities from the programs and any corresponding state
 21 match needs.

22 (6) \$50,000 of the multimodal transportation account—state
 23 appropriation is provided solely for the department to coordinate
 24 with partners on Amtrak long distance rail service.

25 **Sec. 224.** 2023 c 472 s 224 (uncodified) is amended to read as
 26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
 28 **OPERATING**

29 Carbon Emissions Reduction Account—State

30	<u>Appropriation.</u>	<u>\$275,000</u>
31	Motor Vehicle Account—State Appropriation.	((\$13,569,000))
32		<u>\$14,282,000</u>
33	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
34	Multiuse Roadway Safety Account—State Appropriation.	\$1,230,000
35	Multimodal Transportation Account—State	
36	<u>Appropriation.</u>	<u>((\$1,450,000))</u>
37		<u>\$2,000,000</u>
38	TOTAL APPROPRIATION.	((\$18,816,000))

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

(1) \$500,000 of the motor vehicle account—state appropriation is provided solely for development, administration, program management, and evaluation of the federal fund exchange pilot program.

(2) \$1,063,000 of the motor vehicle account—state appropriation is provided solely for the department, from amounts set aside out of statewide fuel taxes distributed to counties according to RCW 46.68.120(3), to contract with the Washington state association of counties to:

(a) Contract with the department of fish and wildlife to identify, inventory, and prioritize county-owned fish passage barriers;

(b) Continue streamlining and updating the county road administration board's data dashboard, to provide a more detailed, more transparent, and user-friendly platform for data management, reporting, and research by the public and other interested parties;

(c) Commission a study to develop guidance for county public works departments conducting environmental justice assessments in their communities and recommend best practices for community engagement plans to address environmental health disparities for identified overburdened communities;

(d) Contract for a study to identify best practices within public works for the recruitment and retention of employees, including: Recommendations for improving outreach and recruitment to underrepresented populations, methods to partner with local community colleges and universities, methods to expand apprenticeship and internship programs, strategies to increase training and development opportunities, and recommendations for career advancement programs and better work-life balance outcomes;

(e) Update the 2020 county transportation revenue study; and

(f) By December 15, 2024, report to the office of financial management and the appropriate committees of the legislature the deliverables from and the amounts expended on the purposes enumerated in this subsection.

~~((+5))~~ (4) (a) \$200,000 of the multimodal transportation account—state appropriation is provided solely for the department to develop the preliminary phase of an action plan for the establishment of

1 cycle highways in locations that connect population centers and
2 support mode shift.

3 (b) The action plan may complement and incorporate existing
4 resources, including the state trails database maintained by the
5 recreation and conservation office, local and regional plans, and the
6 state active transportation plan.

7 (c) The action plan may also include, but is not limited to:

8 (i) Recommended design; geometric and operational criteria and
9 typologies appropriate to urban, suburban, and rural settings;
10 settings that include shared use; and incremental approaches to
11 achieve desired facility types;

12 (ii) A model or methodology to project potential demand and
13 carrying capacity based on facility quality, level of traffic stress,
14 location, directness, land use, and other key attributes;

15 (iii) Examination of the feasibility of developing high-capacity
16 infrastructure for bicycle and micromobility device use within a
17 variety of contexts and recommendations for pilot projects;

18 (iv) Identification of key gaps in regional networks, including
19 planned and aspirational routes and locations within three miles of
20 high-capacity transit or existing shared-use paths and trails
21 suitable for transportation;

22 (v) Identification of legal, regulatory, financial,
23 collaboration, and practical barriers to development and community
24 acceptance and support of such facilities; and

25 (vi) Recommended strategies to consider and address issues to
26 avoid unintended consequences such as displacement, and to ensure
27 equity in long-term development of such facilities.

28 (d) The department must provide a report with its initial
29 findings, and recommendations for next steps, to the transportation
30 committees of the legislature by June 30, 2025.

31 ~~((6) \$140,000 of the motor vehicle account state appropriation~~
32 ~~is provided solely for the Pierce county ferry to eliminate fares for~~
33 ~~passengers 18 years of age and younger.~~

34 ~~(7))~~ (5) \$750,000 of the multimodal transportation account—state
35 appropriation is provided solely for a grant program to support local
36 initiatives that expand or establish civilian intervention programs
37 for nonmoving violations, focusing on nonpunitive interventions such
38 as helmet voucher programs, fee offset programs, fix-it tickets, and
39 repair vouchers that provide solutions for vehicle equipment failures
40 for low-income road users.

1 (a) Grants must be awarded to local jurisdictions based on
2 locally developed proposals to establish or expand existing programs,
3 including programs with community led organizations. Eligible
4 jurisdictions under the grant program include cities, counties,
5 tribal government entities, tribal organizations, law enforcement
6 agencies, or nonprofit organizations.

7 (b) The department shall report on its website by December 1st of
8 each year on the recipients, locations, and types of projects funded
9 under this subsection.

10 ~~((+8))~~ (6) \$146,000 of the motor vehicle account—state
11 appropriation is provided solely for the implementation of chapter
12 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is
13 not enacted by June 30, 2023, the amount provided in this subsection
14 lapses.

15 (7)(a) \$50,000 of the multimodal transportation account—state
16 appropriation is provided solely for the department to examine the
17 feasibility of creating a new budget program for the active
18 transportation division, including, but not limited to, examining:

19 (i) Estimated cost, new staffing needs, and time frame to
20 establish the program;

21 (ii) A proposed budget structure, and whether both operating and
22 capital components should be established; and

23 (iii) Identification of staff, capital projects, and other
24 resources that would need to be transferred from other existing
25 programs.

26 (b) By December 1, 2024, the department shall report examination
27 findings and recommendations to the office of financial management
28 and the transportation committees of the legislature.

29 (8) \$275,000 of the carbon emissions reduction account—state
30 appropriation is provided solely to support Pierce, Skagit, Whatcom,
31 and Wahkiakum county ferries with youth zero-fare policies.

32 (9) \$500,000 of the multimodal transportation account—state
33 appropriation is provided solely for the city of Seattle department
34 of transportation to create a digital conflict area awareness
35 management program to provide machine-readable information for
36 transportation operators, such as autonomous vehicle fleet operators,
37 to be aware of conflict areas, such as emergency response zones, work
38 zones, schools, pick up and drop off locations, and other areas where
39 vulnerable road users may be present.

1 (a) Program work must include:

2 (i) The city of Seattle engaging with first responders and
3 transportation management officials and other relevant stakeholders,
4 to determine program implementation needs and processes; and

5 (ii) A feasibility study of implementing the program's mobility
6 and curb data specifications to include, but not be limited to,
7 necessary partners, data platforms, ability to integrate real-time
8 911 dispatch, emergency vehicles, work zones, and other areas to
9 reduce conflicts for transportation operators of autonomous vehicle
10 fleets on public roads and in the right-of-way.

11 (b) Program work must also be conducted in coordination and
12 partnership with city of Seattle departments, the nonprofit steward
13 of the program's mobility and curb data specifications, the
14 Washington state department of transportation, and other entities
15 potentially impacted by the implementation of the program.

16 (c) As feasible, the city of Seattle shall prepare an
17 implementation pilot of the program to make a standardized data feed
18 available publicly for transportation operator use.

19 (d) The city of Seattle must provide a report on any findings and
20 recommendations of the program and any implementation needs and
21 process mapping for use by other jurisdictions to the Washington
22 state department of transportation and the transportation committees
23 of the legislature by June 30, 2025.

24 (10) \$150,000 of the motor vehicle account—state appropriation is
25 provided solely for the department to fund one full-time equivalent
26 liaison position within the local program multiagency permit program.
27 Within the amounts provided in this subsection, the department shall
28 work to enhance its multiagency permit program capabilities, with an
29 emphasis on multiagency agreements that streamline, prioritize, and
30 expedite project-level and programmatic permits and approvals. The
31 department shall review current multiagency permit program practices
32 and provide a report with recommendations on the enhancement of the
33 program to the transportation committees of the legislature by
34 December 1, 2024.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 301.** 2023 c 472 s 301 (uncodified) is amended to read as
3 follows:

4 **FOR THE WASHINGTON STATE PATROL**

5 State Patrol Highway Account—State Appropriation. . . (~~(\$7,700,000)~~)
6 \$7,888,000

7 The appropriation in this section is subject to the following
8 conditions and limitations:

9 (1) (~~(\$7,700,000)~~) \$7,888,000 of the state patrol highway account
10 —state appropriation is provided solely for the following projects:

- 11 (a) \$250,000 is for emergency repairs;
- 12 (b) \$2,000,000 is for roof replacements;
- 13 (c) \$350,000 is for fuel tank decommissioning;
- 14 (d) \$500,000 is for generator and electrical replacement;
- 15 (e) \$500,000 is for the exterior envelope of the Yakima office;
- 16 (f) \$2,000,000 is for energy efficiency projects;
- 17 (g) \$1,000,000 is for pavement surface improvements;
- 18 (h) \$300,000 is for fire alarm panel replacement;
- 19 (i) \$188,000 is for repairs at the Bellevue district office;

20 (j) \$200,000 is for an academy master plan. As part of the
21 academy master plan, the Washington state patrol must review and
22 provide an analysis on the potential to colocate some training
23 programs with other state agencies, including the department of
24 corrections, the department fish and wildlife, the liquor and
25 cannabis board, and the criminal justice training commission. The
26 Washington state patrol must consult with the other state agencies to
27 determine where cost efficiencies and mutually beneficial shared
28 arrangements for training delivery could occur. The funding for this
29 academy master plan is not a commitment to fund any components
30 related to the expansion of the academy in the future;

31 (~~((+j))~~) (k) \$500,000 reappropriation is for the Tacoma district
32 office generator replacement project; and

33 (~~((+k))~~) (l) \$100,000 reappropriation is for the energy
34 improvement project at the SeaTac northbound facility.

35 (2) The Washington state patrol may transfer funds between
36 projects specified in subsection (1) of this section to address cash
37 flow requirements.

1 (3) If a project specified in subsection (1) of this section is
2 completed for less than the amount provided, the remainder may be
3 transferred to another project specified in subsection (1) of this
4 section not to exceed the total appropriation provided in subsection
5 (1) of this section after notifying the office of financial
6 management and the transportation committees of the legislature 20
7 days before any transfer.

8 (4) By December 1, 2023, the Washington state patrol shall
9 provide a report to the transportation committees of the legislature
10 detailing utility incentives that will reduce the cost of heating,
11 ventilating, and air conditioning systems funded in this section.

12 (5) By December 1, 2023, the Washington state patrol shall
13 provide its capital improvement and preservation plan for agency
14 facilities to the appropriate committees of the legislature.

15 **Sec. 302.** 2023 c 472 s 302 (uncodified) is amended to read as
16 follows:

17 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

18	Move Ahead WA Account—State Appropriation.	\$9,333,000
19	Rural Arterial Trust Account—State Appropriation.	(\$58,000,000)
20		<u>\$62,487,000</u>
21	Motor Vehicle Account—State Appropriation.	\$2,456,000
22	County Arterial Preservation Account—State	
23	Appropriation.	\$35,500,000
24	TOTAL APPROPRIATION.	(\$105,289,000)
25		<u>\$109,776,000</u>

26 **Sec. 303.** 2023 c 472 s 304 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
29 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

30	<u>Connecting Washington Account—State Appropriation.</u>	<u>\$3,000</u>
31	Motor Vehicle Account—State Appropriation.	(\$29,173,000)
32		<u>\$29,810,000</u>
33	Move Ahead WA Account—State Appropriation.	\$12,011,000
34	Multimodal Transportation Account—State	
35	Appropriation.	\$1,200,000
36	TOTAL APPROPRIATION.	(\$42,384,000)
37		<u>\$43,024,000</u>

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

3 (1) \$4,025,000 of the motor vehicle account—state appropriation
4 is provided solely for payments of a financing contract issued
5 pursuant to chapter 39.94 RCW for the department facility located at
6 15700 Dayton Ave N in Shoreline. All payments from the department of
7 ecology pursuant to the agreement with the department to pay a share
8 of the financing contract for this facility must be deposited into
9 the motor vehicle account.

10 (2) (a) \$10,011,000 of the move ahead WA account—state
11 appropriation is provided solely for the department to improve its
12 ability to keep facility assets in a state of good repair. In using
13 the funds appropriated in this subsection, the department, with
14 periodic reporting to the joint transportation committee, must
15 develop and implement a prioritization of facility capital
16 preservation needs and repair projects. The legislature intends these
17 to be reasonable, forward-thinking investments that consider
18 potential future space efficiency measures and consolidations,
19 including those assessed as having high commercial value and
20 potential returns to state transportation funds associated with the
21 sale of the property. Prioritization must be based on, but not
22 limited to, the following criteria: (i) Employee safety and facility
23 security; (ii) state and federal regulatory and statutory
24 requirements and compliance issues, including clean buildings
25 requirements; (iii) quality of work issues; (iv) facility condition
26 assessment evaluations and scoring; (v) asset preservation; and (vi)
27 amount of operational support provided by the facility to the
28 achievement of the department's performance measures and outcomes,
29 including facility utilization based on field operations work
30 supported at the location. "Field operations" include maintenance,
31 transportation operations, materials testing, and construction.

32 (b) By October 15, 2024, covering the first 15 months of the
33 2023-2025 fiscal biennium, the department must provide a report based
34 on the prioritization of facility preservation needs and repair
35 projects developed pursuant to (a) of this subsection to the office
36 of financial management and the transportation committees of the
37 legislature. The report must include: (i) A by facility ranking based
38 on the criteria implemented; (ii) detailed information on the actions
39 taken in the previous period to address the identified issues and

1 deficiencies; and (iii) the plan, by facility, to address issues and
2 deficiencies for the remainder of the 2023-2025 fiscal biennium and
3 the 2025-2027 fiscal biennium.

4 (c) The by facility ranking developed under (b) of this
5 subsection must be the basis of an agency budget submittal for the
6 2025-2027 fiscal biennium.

7 (3) (a) \$1,200,000 of the multimodal transportation account—state
8 appropriation is provided solely for the department to evaluate
9 safety rest areas along Interstate 5 and Interstate 90 for potential
10 truck parking expansion opportunities. The department shall also
11 evaluate commercial vehicle inspection locations, in coordination
12 with the Washington state patrol, for potential truck parking
13 expansion opportunities.

14 (b) These evaluations must include assessments of opportunities
15 to provide additional truck parking through rest stop and inspection
16 location reconfiguration, expansion, and conversion, as well as
17 evaluation of potential improvements to restroom facilities at weigh
18 stations with truck parking. The department shall consider
19 opportunities to expand rest stop footprints onto additional
20 department-owned property, as well as opportunities to acquire
21 property for rest stop expansion. Opportunities to convert a rest
22 stop to a commercial vehicle-only rest stop must be considered if
23 property is available to develop a new light-duty vehicle rest stop
24 within a reasonable distance. The department shall include an
25 evaluation of a potential truck parking site at John Hill Rest Area
26 along the Interstate 90 corridor identified in the joint
27 transportation committee's "Truck Parking Action Plan." Evaluations
28 must include cost estimates for reconfiguration, expansion, and
29 conversion, as well as other recommendations for the development of
30 these sites.

31 (c) The department should consult with the federal highway
32 administration, the Washington state patrol, the Washington trucking
33 association, the freight mobility strategic investment board, and
34 local communities.

35 (d) The department must update the transportation committees of
36 the legislature on agency activities and their status by December 1,
37 2023, and to provide a final report to the transportation committees
38 of the legislature by December 1, 2024.

39 (4) \$15,457,000 of the motor vehicle account—state appropriation
40 is provided solely for making improvements to the department facility

1 located at 11018 NE 51st Cir in Vancouver to meet the Washington
2 state clean buildings performance standard.

3 (5) (a) \$4,100,000 of the move ahead WA account—state
4 appropriation is provided solely for preliminary engineering and
5 design associated with the demolition and replacement of the
6 department's vehicle repair and parts building at 6431 Corson Avenue
7 South in Seattle. The department must include any requested
8 construction costs of the facility as a separate project as part of
9 its agency budget submittal for the 2025-2027 fiscal biennium
10 utilizing form C-100 for capital projects. The design information
11 must also include detailed information on square footage, components
12 of the facility, and cost comparisons with similar maintenance
13 facilities.

14 (b) By September 1, 2024, the office of financial management, in
15 consultation with the department, must develop criteria for
16 preservation and improvement minor works lists for the department's
17 facilities program. The criteria must incorporate, adjusted where
18 appropriate, provisions already in use in the omnibus capital budget
19 act for minor works, including: (i) The dollar limitation for each
20 project to be included in the list; (ii) the types of projects
21 appropriate to be included in the list; (iii) the project length
22 limitation appropriate to be included in the list; and (iv) a
23 recommended initial allotment, revision request approval, and
24 revision notification process associated with the list. The criteria
25 must be the basis of the preservation and improvement minor works
26 list included in the agency budget submittal beginning with the
27 2025-2027 fiscal biennium.

28 (c) By September 1, 2024, the office of financial management, in
29 consultation with the department, must also develop criteria for
30 providing building related capital requests in a comparable format,
31 adjusted where appropriate, to provisions already in use in the
32 omnibus capital appropriations act for building projects, including
33 the C-100 capital request form and other detail requirements for
34 omnibus capital appropriations act building submissions.

35 **Sec. 304.** 2023 c 472 s 305 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

38 Alaskan Way Viaduct Replacement Project Account—

1	State Appropriation.	\$23,794,000
2	Climate Active Transportation Account—State	
3	Appropriation.	\$2,000,000
4	Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
5	<u>State Route Number 520 Civil Penalties Account—State</u>	
6	<u>Appropriation.</u>	<u>\$10,000,000</u>
7	Transportation 2003 Account (Nickel Account)—State	
8	Appropriation.	((\$317,000))
9		<u>\$634,000</u>
10	Transportation Partnership Account—State	
11	Appropriation.	((\$32,643,000))
12		<u>\$46,899,000</u>
13	Motor Vehicle Account—State Appropriation.	((\$80,524,000))
14		<u>\$100,366,000</u>
15	Motor Vehicle Account—Federal Appropriation.	((\$445,933,000))
16		<u>\$480,282,000</u>
17	Coronavirus State Fiscal Recovery Fund—Federal	
18	Appropriation.	((\$300,000,000))
19		<u>\$337,144,000</u>
20	Motor Vehicle Account—Private/Local Appropriation. . . .	((\$52,530,000))
21		<u>\$74,115,000</u>
22	Connecting Washington Account—State Appropriation. ((\$2,143,116,000))	
23		<u>\$1,960,374,000</u>
24	Special Category C Account—State Appropriation. . . .	((\$133,749,000))
25		<u>\$143,917,000</u>
26	Multimodal Transportation Account—State	
27	Appropriation.	((\$5,915,000))
28		<u>\$14,311,000</u>
29	<u>Multimodal Transportation Account—Federal</u>	
30	<u>Appropriation.</u>	<u>\$12,287,000</u>
31	State Route Number 520 Corridor Account—State	
32	Appropriation.	((\$400,000))
33		<u>\$500,000</u>
34	Interstate 405 and State Route Number 167 Express	
35	Toll Lanes Account—State Appropriation.	((\$304,480,000))
36		<u>\$319,464,000</u>
37	Move Ahead WA Account—State Appropriation.	((\$590,313,000))
38		<u>\$737,961,000</u>
39	Move Ahead WA Account—Federal Appropriation.	((\$340,300,000))

1 (b) The director of the office of financial management must first
2 provide written authorization for such transfer to the department and
3 the transportation committees of the legislature.

4 (c) The department shall submit a report on appropriation
5 authority transferred in the prior fiscal year using this subsection
6 as part of the department's annual budget submittal.

7 (4) The connecting Washington account—state appropriation
8 includes up to (~~(\$1,737,009,000)~~) \$1,332,926,000 in proceeds from the
9 sale of bonds authorized in RCW 47.10.889.

10 (5) The special category C account—state appropriation includes
11 up to (~~(\$118,773,000)~~) \$111,106,000 in proceeds from the sale of
12 bonds authorized in RCW 47.10.812.

13 (6) The transportation partnership account—state appropriation
14 includes up to (~~(\$32,643,000)~~) \$46,899,000 in proceeds from the sale
15 of bonds authorized in RCW 47.10.873.

16 (7) The appropriations in this section include savings due to
17 anticipated project underruns; however, it is unknown which projects
18 will provide savings. The legislature intends to provide sufficient
19 flexibility for the department to manage to this savings target. To
20 provide this flexibility, the office of financial management may
21 authorize, through an (~~allotment~~) appropriation modification,
22 reductions in the amounts that are provided solely for a particular
23 purpose within this section subject to the following conditions and
24 limitations:

25 (a) The department must confirm that any modification requested
26 under this subsection of amounts provided solely for a specific
27 purpose are not expected to be used for that purpose in this fiscal
28 biennium;

29 (b) (~~Allotment~~) Appropriation modifications authorized under
30 this subsection may not result in increased funding for any project
31 beyond the amount provided for that project in the 2023-2025 fiscal
32 biennium in LEAP Transportation Document (~~(2023-2)~~) 2024-2 ALL
33 PROJECTS as developed (~~(April 21, 2023)~~) March 6, 2024;

34 (c) (~~Allotment~~) Appropriation modifications authorized under
35 this subsection apply only to amounts appropriated in this section
36 from the following accounts: Connecting Washington account—state, and
37 move ahead WA account—state; and

38 (d) The office of financial management must provide notice of
39 (~~allotment~~) appropriation modifications authorized under this

1 subsection within 10 working days to the transportation committees of
2 the legislature. By December 1, 2023, and December 1, 2024, the
3 department must submit a report to the transportation committees of
4 the legislature regarding the actions taken to date under this
5 subsection.

6 (8) The department shall itemize all future requests for the
7 construction of buildings on a project list and submit them through
8 the transportation executive information system as part of the
9 department's annual budget submittal. It is the intent of the
10 legislature that new facility construction must be transparent and
11 not appropriated within larger highway construction projects.

12 (9) The legislature continues to prioritize the replacement of
13 the state's aging infrastructure and recognizes the importance of
14 reusing and recycling construction aggregate and recycled concrete
15 materials in our transportation system. To accomplish Washington
16 state's sustainability goals in transportation and in accordance with
17 RCW 70A.205.700, the legislature reaffirms its determination that
18 recycled concrete aggregate and other transportation building
19 materials are natural resource construction materials that are too
20 valuable to be wasted and landfilled, and are a commodity as defined
21 in WAC 173-350-100.

22 (10) By June 30, 2025, to the extent practicable, the department
23 shall decommission the facilities for the Lacey project engineering
24 office and the Tumwater project engineering office at the end of
25 their lease terms and consolidate the Lacey project engineering
26 office and the Tumwater project engineering office into the
27 department's Olympic regional headquarters.

28 (11) The legislature intends that any savings realized on the
29 following projects will not be attributable to the application of
30 practical design, retired risk, or unused contingency funding for the
31 purposes of RCW 47.01.480:

32 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

33 (b) I-82/EB WB On and Off Ramps (L2000123).

34 (12) (a) (~~(\$300,000,000)~~) \$337,114,000 of the coronavirus state
35 fiscal recovery fund—federal appropriation, (~~(\$312,653,000)~~)
36 \$110,439,000 of the motor vehicle account—federal appropriation,
37 (~~(\$427,459,000)~~) \$576,827,000 of the move ahead WA account—state
38 appropriation, and (~~(\$1,293,000)~~) \$8,329,000 of the motor vehicle
39 account—state appropriation are provided solely for the Fish Passage

1 Barrier Removal project (OBI4001) with the intent of fully complying
2 with the federal *U.S. v. Washington* court injunction by 2030.

3 (b) The fish passage barrier removal program, in consultation
4 with the office of innovative partnerships, shall explore
5 opportunities to employ innovative delivery methods to ensure
6 compliance with the court injunction including, but not limited to,
7 public-private partnerships and batched contracts. It is the intent
8 of the legislature that appropriations for this purpose may be used
9 to jointly leverage state and local funds for match requirements in
10 applying for competitive federal aid grants provided in the
11 infrastructure investment and jobs act for removals of fish passage
12 barriers under the national culvert removal, replacement, and
13 restoration program. State funds used for the purpose described in
14 this subsection must not compromise full compliance with the court
15 injunction by 2030.

16 (c) The department shall coordinate with the Brian Abbott fish
17 passage barrier removal board to use a watershed approach by
18 replacing both state and local culverts guided by the principle of
19 providing the greatest fish habitat gain at the earliest time. The
20 department shall deliver high habitat value fish passage barrier
21 corrections that it has identified, guided by the following factors:
22 Opportunity to bundle projects, tribal priorities, ability to
23 leverage investments by others, presence of other barriers, project
24 readiness, culvert conditions, other transportation projects in the
25 area, and transportation impacts. The department and Brian Abbott
26 fish barrier removal board must provide updates on the implementation
27 of the statewide culvert remediation plan to the legislature by
28 November 1, 2023, and June 1, 2024.

29 (d) The department must keep track of, for each barrier removed:
30 (i) The location; (ii) the amount of fish habitat gain; and (iii) the
31 amount spent to comply with the injunction.

32 (e) During the 2023-2025 fiscal biennium, the department shall
33 provide reports of the amounts of federal funding received for this
34 project to the governor and transportation committees of the
35 legislature by November 1, 2023, and semiannually thereafter.

36 (13) (a) (~~(\$6,000,000 of the move ahead WA account state~~
37 ~~appropriation)) \$15,000,000 of the model toxics control stormwater
38 account—state appropriation is provided solely for the Stormwater
39 Retrofits and Improvements project (L4000040). It is the intent of~~

1 the legislature, over the 16-year move ahead WA investment program,
2 to provide \$500,000,000 for this program.

3 (b) (~~The appropriation in this subsection~~) Of the amounts
4 provided in this subsection, \$6,000,000 is provided solely for the
5 Urban Stormwater Partnership - I-5 Ship-Canal Bridge Pilot (Seattle)
6 project.

7 (c) The funding provided for stormwater retrofits and
8 improvements must enhance stormwater runoff treatment from existing
9 roads and infrastructure with an emphasis on green infrastructure
10 retrofits. Projects must be prioritized based on benefits to salmon
11 recovery and ecosystem health, reducing toxic pollution, addressing
12 health disparities, and cost-effectiveness. The department of
13 transportation must submit progress reports on its efforts to reduce
14 the toxicity of stormwater runoff from existing infrastructure,
15 recommendations for addressing barriers to innovative solutions, and
16 anticipated demand for funding each fiscal biennium.

17 (14) (a) (~~(\$35,465,000)~~) \$25,067,000 of the connecting Washington
18 account—state appropriation is provided solely for the SR 3 Freight
19 Corridor (T30400R) project. The legislature intends to provide a
20 total of \$78,910,000 for this project, including an increase of
21 \$12,000,000 in future biennia to safeguard against inflation and
22 supply/labor interruptions and ensure that:

23 (i) The northern terminus remains at Lake Flora Road and the
24 southern terminus at the intersection of SR 3/SR 302; and

25 (ii) Multimodal safety improvements at the southern terminus
26 remain in the project to provide connections to North Mason school
27 district and provide safe routes to schools(~~;~~ ~~and~~

28 ~~(iii) Intersections on the freight corridor are constructed at~~
29 ~~Romance Hill and Log Yard road)).~~

30 (b) With respect to right-of-way acquisition and the construction
31 of the SR 3 Freight Corridor project (T30400R), tribal consultation
32 with the Suquamish tribe shall begin at the earliest stage of
33 planning, including without limitation on all funding decisions and
34 funding programs, to provide a government-to-government mechanism for
35 the tribe to evaluate, identify, and expressly notify governmental
36 entities of any potential impacts to tribal cultural resources,
37 archaeological sites, sacred sites, fisheries, or other rights and
38 interests in tribal lands and lands within which the tribe possesses
39 rights reserved or protected by federal treaty, statute, or executive
40 order. The consultation is independent of, and in addition to, any

1 public participation process required under state law, or by a state
2 agency, including the requirements of Executive Order 21-02 related
3 to archaeological and cultural resources, and regardless of whether
4 the agency receives a request for consultation from the Suquamish
5 tribe. Regularly scheduled tribal consultation meetings with the
6 Suquamish tribe shall continue throughout the duration of any funding
7 or program decisions and proposed project approval.

8 (15) \$6,000,000 of the move ahead WA account—state appropriation
9 and \$10,000,000 of the move ahead WA account—federal appropriation
10 are provided solely for the SR 3/Gorst Area - Widening project
11 (L4000017). Tribal consultation with the Suquamish tribe must begin
12 at the earliest stage of planning, including, without limitation, all
13 funding decisions and funding programs, to provide a government-to-
14 government mechanism for the tribe to evaluate, identify, and
15 expressly notify governmental entities of any potential impacts to
16 tribal cultural resources, archaeological sites, sacred sites,
17 fisheries, or other rights and interests in tribal lands and lands
18 within which the tribe possesses rights reserved or protected by
19 federal treaty, statute, or executive order. The consultation is
20 independent of, and in addition to, any public participation process
21 required under state law, or by a state agency, including the
22 requirements of Executive Order 21-02 related to archaeological and
23 cultural resources, and regardless of whether the agency receives a
24 request for consultation from the Suquamish tribe. Regularly
25 scheduled tribal consultation meetings with the Suquamish tribe must
26 continue throughout the duration of any funding program and proposed
27 project approval.

28 (16) (a) (~~(\$84,500,000)~~) \$94,500,000 of the move ahead WA account—
29 federal appropriation, \$137,500,000 of the move ahead WA account—
30 private/local appropriation, and (~~(\$53,000,000)~~) \$43,000,000 of the
31 move ahead WA account—state appropriation are provided solely for the
32 I-5 Columbia river bridge project (L4000054). The legislature finds
33 that the replacement of the I-5 Columbia river bridge is a project of
34 national significance and is critical for the movement of freight.
35 One span is now 105 years old, at risk for collapse in the event of a
36 major earthquake, and no longer satisfies the needs of commerce and
37 travel. Replacing the aging interstate bridge with a modern,
38 seismically resilient, multimodal structure that provides improved
39 mobility for people, goods, and services is a high priority.

1 Therefore, the legislature intends to support the replacement of the
2 I-5 Columbia river bridge with an investment of \$1,000,000,000 over
3 the 16-year move ahead WA investment program.

4 (b) The legislature recognizes the importance of the I-5/Mill
5 Plain Boulevard project (L2000099) and intends to provide funding for
6 reconstruction of the existing interchange in coordination with
7 construction of the Interstate 5 bridge over the Columbia river.

8 (c) The department shall provide regular updates on the status of
9 ongoing coordination with the state of Oregon on any bistate
10 agreements regarding sharing of revenues, use of revenues, and fiscal
11 responsibilities of each state. Prior to finalizing any such
12 agreement, the department shall provide a draft of the agreement to
13 the transportation committees of the legislature for review and
14 input. Additionally, the department shall advise on the status of any
15 bistate agreements to the joint transportation committee beginning in
16 September 2023 and quarterly thereafter until any agreements are
17 finalized.

18 (17) The legislature recognizes the importance of the US-12/Walla
19 Walla Corridor Improvements project (T20900R) and intends to advance
20 funding to provide matching funds if competitive federal funding is
21 awarded for the final remaining four-lane section between Wallula and
22 Nine Mile Hill. The department, in consultation with local
23 governments in the vicinity, must pursue any federal funding
24 available.

25 (18) \$2,642,000 of the move ahead WA account—state appropriation
26 is provided solely for the US 101/Simdars Bypass project (L4000013).

27 (19) (~~(\$570,842,000)~~) \$338,512,000 of the connecting Washington
28 account—state appropriation, (~~(\$155,000)~~) \$3,109,000 of the
29 multimodal transportation account—state appropriation,
30 (~~(\$26,537,000)~~) \$27,201,000 of the motor vehicle account—private/
31 local appropriation, (~~(\$200,800,000)~~) \$178,543,000 of the move ahead
32 WA account—federal appropriation, (~~(\$68,191,000)~~) \$36,370,000 of the
33 move ahead WA account—state appropriation, and (~~(\$6,980,000)~~)
34 \$211,131,000 of the motor vehicle account—federal appropriation are
35 provided solely for the SR 167/SR 509 Puget Sound Gateway project
36 (M00600R).

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

1 (b) In making budget allocations to the Puget Sound Gateway
2 project, the department shall implement the project's construction as
3 a single corridor investment. The department shall continue to
4 collaborate with the affected stakeholders as it implements the
5 corridor construction and implementation plan for state route number
6 167 and state route number 509. Specific funding allocations must be
7 based on where and when specific project segments are ready for
8 construction to move forward and investments can be best optimized
9 for timely project completion. Emphasis must be placed on avoiding
10 gaps in fund expenditures for either project.

11 (c) The entire multimodal transportation account—state
12 appropriation in this subsection is for:

13 (i) The design phase of the Puyallup to Tacoma multiuse trail
14 along the state route number 167 right-of-way acquired for the
15 project to connect a network of new and existing trails from Mount
16 Rainier to Point Defiance Park; and

17 (ii) Segment 2 of the state route number 167 completion project
18 shared-use path to provide connections to the interchange of state
19 route number 167 at 54th to the intersection of state route number
20 509 and Taylor Way in Tacoma.

21 (20) \$2,213,000 of the motor vehicle account—state appropriation
22 and \$14,012,000 of the connecting Washington account—state
23 appropriation are provided solely for the SR 224/Red Mountain
24 Vicinity Improvement project (L1000291). The department shall provide
25 funding to the city of West Richland to complete the project within
26 the project scope identified by the legislature and within the total
27 amount provided by the legislature. The department shall not amend
28 the project's scope of work to add pavement preservation on state
29 route number 224 from the West Richland city limits to Antinori Road.

30 (~~(a) — \$394,963,000~~) (21) \$409,667,000 of the connecting
31 Washington account—state appropriation, (~~(\$400,000)~~) \$500,000 of the
32 state route number 520 corridor account—state appropriation,
33 \$10,000,000 of the state route number 520 civil penalties account—
34 state appropriation, \$52,000,000 of the JUDY transportation future
35 funding program account—state appropriation, and (~~(\$4,496,000)~~)
36 \$5,592,000 of the motor vehicle account—private/local appropriation
37 are provided solely for the SR 520 Seattle Corridor Improvements -
38 West End project (M00400R) and are subject to the following
39 conditions and limitations:

1 (a) The department shall immediately proceed with awarding the
2 bid for the Portage Bay Bridge and Roanoke Lid project to the team
3 that submitted the proposal with the apparent best value in September
4 2023. Consistent with negotiated timelines, the legislature expects
5 the award to be made by March 15, 2024, and assumes that the
6 department shall expedite executing the contract with the awarded
7 team. Once the contract is executed for this project, the department
8 shall seek consequential cost reduction opportunities through value
9 engineering and prioritizing functionality and usability of the
10 Portage Bay Bridge and Roanoke Lid. The department shall report on
11 the status of the project and cost reduction efforts to the
12 transportation committees of the legislature by December 15, 2024.

13 (b) Upon completion of the Montlake Phase of the West End project
14 (~~((current anticipated contract completion of 2023))~~), the department
15 shall sell or transfer that portion of the property not ~~((used))~~
16 necessary for ~~((permanent))~~ transportation ~~((improvements))~~ purposes,
17 and shall initiate a process to convey ~~((that))~~ or transfer such
18 portion of the surplus property to a subsequent owner.

19 (c) Of the amounts provided in this subsection, ~~(((\$400,000))~~
20 \$500,000 of the state route number 520 corridor account—state
21 appropriation is provided solely for noise mitigation activities. It
22 is the intent of the legislature to provide an additional \$600,000
23 for noise mitigation activities.

24 (d) Pursuant to chapter . . . (Substitute Senate Bill No. 6316),
25 Laws of 2024, the department shall apply for a sales tax deferral for
26 construction work on the SR 520 Seattle Corridor Improvements - West
27 End project (M00400R).

28 ~~((21))~~ (22) \$450,000 of the motor vehicle account—state
29 appropriation is provided solely for the SR 900 Safety Improvements
30 project (L2021118). The department must: (a) Work in collaboration
31 with King county and the Skyway coalition to align community assets,
32 transportation infrastructure needs, and initial design for safety
33 improvements along state route number 900; and (b) work with the
34 Skyway coalition to lead community planning engagement and active
35 transportation activities.

36 ~~((22) \$25,000,000)~~ (23) \$7,500,000 of the motor vehicle account
37 —federal appropriation is provided solely for a federal fund exchange
38 pilot program. The pilot program must allow exchanges of federal
39 surface transportation block grant population funding and state funds

1 at an exchange rate of 95 cents in state funds per \$1.00 in federal
2 funds. The projects receiving the exchanged federal funds must adhere
3 to all federal requirements, including the applicable disadvantaged
4 business enterprise goals. The entirety of the appropriation in this
5 subsection must be held in unallotted status until surface
6 transportation block grant population funding has been offered to the
7 state, and the department determines that a federalized project or
8 projects funded in this section is eligible to spend the surface
9 transportation block grant population funding. (~~(\$22,500,000)~~)
10 \$7,125,000 from existing state appropriations identified elsewhere
11 within this section are available to be used as part of the exchange.
12 Upon determination that a project or projects funded in this section
13 is eligible to spend the offered surface transportation block grant
14 population funding, state funds appropriated in this section for the
15 eligible state project or projects in an amount equal to 100 percent
16 of the offered surface transportation block grant population funding
17 must be placed in unallotted status. The legislature intends to
18 evaluate the utility and efficacy of the pilot program in the 2025
19 legislative session while reappropriating any remaining funds into
20 the 2025-2027 fiscal biennium. Therefore, the department may issue
21 additional calls for projects with any remaining funds provided in
22 this subsection.

23 (~~(23) \$5,000,000~~) (24) \$9,593,000 of the motor vehicle account—
24 state appropriation, (~~(\$5,000,000)~~) \$552,000 of the connecting
25 Washington account—state appropriation, and (~~(\$5,000,000)~~) \$209,000
26 of the move ahead WA account—state appropriation are provided solely
27 for the SR 522/Paradise Lk Rd Interchange & Widening on SR 522
28 (Design/Engineering) project (NPARADI), specifically for design of,
29 preliminary engineering, and right-of-way acquisition for the
30 interchange and widening as a single project. The department must
31 consider reserving portions of state route number 522, including
32 designated lanes or ramps, for the exclusive or preferential use of
33 public transportation vehicles, privately owned buses, motorcycles,
34 private motor vehicles carrying not less than a specified number of
35 passengers, or private transportation provider vehicles pursuant to
36 RCW 47.52.025.

37 (25) Prior to initiating new advertisements or requests for
38 qualifications for the following projects: SR 9/Marsh Road to 2nd
39 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US

1 395 North Spokane Corridor (M00800R), and SR 18 - Widening -
2 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital
3 projects advisory review board shall review the planned procurement
4 methods for these projects. The board shall provide recommendations
5 on procurement methods to the office of financial management, the
6 department, and the transportation committees of the legislature for
7 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and
8 M00800R by December 1, 2024. After the board provides
9 recommendations, the department may initiate new advertisements and
10 requests for qualifications, incorporating the recommendations as
11 appropriate.

12 The department shall structure the advertisements, requests for
13 qualifications, and requests for proposals, for projects referenced
14 in this subsection, in a manner that provides a high degree of
15 certainty that bids come in as expected according to engineer
16 estimates made through the cost estimate valuation process. The
17 department may request bid offers with alternatives for components of
18 a larger project so that the department may present to the
19 legislature modified options for projects to minimize project delays
20 and stay within appropriated funding resources. If alternatives
21 provided are at or below the engineer estimates, the department may
22 proceed with the project award.

23 If bid proposals exceed engineer estimates by more than five
24 percent or \$10,000,000, the department shall report this information
25 to the transportation committees of the legislature within two weeks
26 of receiving the bid proposals, and pause award and contract
27 execution.

28 (26) \$750,000 of the motor vehicle account—state appropriation is
29 provided solely for the Grady Way Overpass at Rainier Avenue South
30 I-405 BRT Access study (L1000333).

31 (27) \$1,804,000 of the connecting Washington account—state
32 appropriation is provided solely for the SR 164 East Auburn Access
33 project (L1000120). The department must work with the Muckleshoot
34 tribe to deliver the project.

35 (28) \$250,000 of the motor vehicle account—state appropriation is
36 provided solely for preliminary engineering of the SR 14/Camas Slough
37 Bridge project (L1000352). Funds may be used for predesign
38 environmental assessment work, community engagement, design, and
39 project cost estimation.

1 (29) \$1,000,000 of the multimodal transportation account—state
2 appropriation is provided solely for matching funds for the
3 department to apply to the federal highway administration's wildlife
4 crossings pilot program, in the 2024 grant application cycle, for
5 wildlife crossing underpasses on U.S. 97 between Tonasket and
6 Riverside.

7 (30) \$1,800,000 of the multimodal transportation account—state
8 appropriation and \$12,287,000 of the multimodal transportation
9 account—federal appropriation are provided solely for the department
10 to develop and implement a technology-based truck parking
11 availability system along the Interstate 5 corridor in partnership
12 with Oregon state and California state to maximize utilization of
13 existing truck parking capacity and deliver real-time parking
14 availability information to truck drivers (L1000375). The department
15 may use a portion of the appropriation in this subsection for grant
16 proposal development and as state match funding for technology-based
17 truck parking availability system federal grant applications. The
18 department must update the transportation committees of the
19 legislature on agency activities and their status by December 1,
20 2023, and provide a final report to the transportation committees of
21 the legislature by December 1, 2024.

22 (31) \$1,000,000 of the multimodal transportation account—state
23 appropriation is provided solely for the design on the I-5 Fort Lewis
24 weigh station and SR 906 Phase 3 truck parking improvements
25 (L1000377).

26 (32) The legislature intends to provide \$4,950,000 in the
27 2025-2027 fiscal biennium for additional truck parking improvements
28 (L1000376). As part of the department's 2025-2027 budget submittal,
29 the department and the freight mobility strategic investment board,
30 after consulting with appropriate entities, must provide a list of
31 specific truck parking solutions within the amounts provided in this
32 subsection (32). The list may also include additional funding
33 recommendations beyond this amount for more immediate expansion of
34 truck parking capacity, as well as for long-term expansion of truck
35 parking capacity.

36 **Sec. 305.** 2023 c 472 s 306 (uncodified) is amended to read as
37 follows:

38 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

1	Move Ahead WA Account—State Appropriation.	((\$13,291,000))
2		<u>\$105,219,000</u>
3	Recreational Vehicle Account—State Appropriation.	((\$793,000))
4		<u>\$769,000</u>
5	Transportation 2003 Account (Nickel Account)—State	
6	Appropriation.	((\$48,759,000))
7		<u>\$70,411,000</u>
8	Motor Vehicle Account—State Appropriation.	((\$135,073,000))
9		<u>\$154,960,000</u>
10	Motor Vehicle Account—Federal Appropriation.	((\$534,350,000))
11		<u>\$560,102,000</u>
12	Motor Vehicle Account—Private/Local Appropriation.	((\$12,000,000))
13		<u>\$17,010,000</u>
14	Connecting Washington Account—State Appropriation.	((\$37,078,000))
15		<u>\$48,726,000</u>
16	State Route Number 520 Corridor Account—State	
17	Appropriation.	((\$5,481,000))
18		<u>\$7,434,000</u>
19	Tacoma Narrows Toll Bridge Account—State	
20	Appropriation.	((\$10,892,000))
21		<u>\$12,202,000</u>
22	Alaskan Way Viaduct Replacement Project Account—	
23	State Appropriation.	((\$12,000))
24		<u>\$1,662,000</u>
25	Interstate 405 and State Route Number 167 Express	
26	Toll Lanes Account—State Appropriation.	((\$27,026,000))
27		<u>\$15,183,000</u>
28	Transportation Partnership Account—State	
29	Appropriation.	((\$10,000,000))
30		<u>\$12,036,000</u>
31	TOTAL APPROPRIATION.	((\$834,755,000))
32		<u>\$1,005,714,000</u>

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

35 (1) Except as provided otherwise in this section, the entire
36 connecting Washington account—state appropriation, the entire move
37 ahead WA account—federal appropriation, the entire move ahead WA
38 account—state appropriation, and the entire transportation
39 partnership account—state appropriation are provided solely for the

1 projects and activities as listed by fund, project, and amount in
2 LEAP Transportation Document ((2023-1)) 2024-1 as developed ((April
3 21, 2023)) March 6, 2024, Program - Highway Preservation Program (P).
4 However, limited transfers of specific line-item project
5 appropriations may occur between projects for those amounts listed
6 subject to the conditions and limitations in section 601 ((of this
7 act)), chapter 472, Laws of 2023.

8 (2) Except as provided otherwise in this section, the entire
9 motor vehicle account—state appropriation and motor vehicle account—
10 federal appropriation are provided solely for the projects and
11 activities listed in LEAP Transportation Document ((2023-2)) 2024-2
12 ALL PROJECTS as developed ((April 21, 2023)) March 6, 2024, Program -
13 Highway Preservation Program (P). Any federal funds gained through
14 efficiencies, adjustments to the federal funds forecast, or the
15 federal funds redistribution process must then be applied to highway
16 and bridge preservation activities.

17 (3) Within the motor vehicle account—state appropriation and
18 motor vehicle account—federal appropriation, the department may
19 transfer appropriation authority between programs I and P, except for
20 appropriation authority that is otherwise restricted in this act, as
21 follows:

22 (a) Ten days prior to any transfer, the department must submit
23 its request to the office of financial management and the
24 transportation committees of the legislature and consider any
25 concerns raised.

26 (b) The director of the office of financial management must first
27 provide written authorization for such transfer to the department and
28 the transportation committees of the legislature.

29 (c) The department shall submit a report on appropriation
30 authority transferred in the prior fiscal year using this subsection
31 as part of the department's annual budget submittal.

32 (4) The transportation partnership account—state appropriation
33 includes up to ((~~\$10,000,000~~)) \$3,280,000 in proceeds from the sale
34 of bonds authorized in RCW 47.10.873.

35 (5) \$22,000,000 of the motor vehicle account—state appropriation
36 is provided solely for extraordinary costs incurred from litigation
37 awards, settlements, or dispute mitigation activities not eligible
38 for funding from the self-insurance fund (L2000290). The amount
39 provided in this subsection must be held in unallotted status until

1 the department submits a request to the office of financial
2 management that includes documentation detailing litigation-related
3 expenses. The office of financial management may release the funds
4 only when it determines that all other funds designated for
5 litigation awards, settlements, and dispute mitigation activities
6 have been exhausted.

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

14 (7) By June 30, 2025, to the extent practicable, the department
15 shall decommission the facilities for the Lacey project engineering
16 office and the Tumwater project engineering office at the end of
17 their lease terms and consolidate the Lacey project engineering
18 office and the Tumwater project engineering office into the
19 department's Olympic regional headquarters.

20 (8) The appropriations in this section include funding for
21 starting planning, engineering, and construction of the Elwha River
22 bridge replacement. To the greatest extent practicable, the
23 department shall maintain public access on the existing route.

24 (9) (~~(\$25,000,000)~~) \$7,500,000 of the motor vehicle account—
25 federal appropriation is provided solely for a federal fund exchange
26 pilot program. The pilot program must allow exchanges of federal
27 surface transportation block grant population funding and state funds
28 at an exchange rate of 95 cents in state funds per \$1.00 in federal
29 funds. The projects receiving the exchanged federal funds must adhere
30 to all federal requirements, including the applicable disadvantaged
31 business enterprise goals. The entirety of the appropriation in this
32 subsection must be held in unallotted status until surface
33 transportation block grant population funding has been offered to the
34 state and the department determines that a federalized project or
35 projects funded in this section is eligible to spend the surface
36 transportation block grant population funding. (~~(\$22,500,000)~~)
37 \$7,125,000 from existing state appropriations identified elsewhere
38 within this section are available to be used as part of the exchange.
39 Upon determination that a project or projects funded in this section
40 is eligible to spend the offered surface transportation block grant

1 population funding, state funds appropriated in this section for the
 2 eligible state project or projects in an amount equal to 100 percent
 3 of the offered surface transportation block grant population funding
 4 must be placed in unallotted status. The legislature intends to
 5 evaluate the utility and efficacy of the pilot program in the 2025
 6 legislative session while reappropriating any remaining funds into
 7 the 2025-2027 fiscal biennium. Therefore, the department may issue
 8 additional calls for projects with any remaining funds provided in
 9 this subsection.

10 (10) \$21,000 of motor vehicle account—state appropriation is
 11 provided solely for the implementation of chapter 54, Laws of 2023
 12 (bridge jumping signs) (G2000114). ~~((If chapter 54, Laws of 2023 is~~
 13 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
 14 ~~lapses.))~~

15 (11) \$4,319,000 of the move ahead Washington account—state
 16 appropriation is provided solely for SR 525 Bridge Replacement -
 17 Mukilteo (L2021084). Of the amounts in this subsection, \$155,000 must
 18 be transferred to the city of Mukilteo for purposes of community
 19 planning and business engagement.

20 **Sec. 306.** 2023 c 472 s 307 (uncodified) is amended to read as
 21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
 23 **PROGRAM Q—CAPITAL**

24	Motor Vehicle Account—State Appropriation.	((\$9,738,000))
25		<u>\$10,606,000</u>
26	Motor Vehicle Account—Federal Appropriation.	((\$5,100,000))
27		<u>\$12,226,000</u>
28	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
29	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$611,000</u>
30	TOTAL APPROPRIATION.	((\$15,338,000))
31		<u>\$23,943,000</u>

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

34 (1) ~~((\$4,918,000))~~ \$5,547,000 of the motor vehicle account—state
 35 appropriation ~~((is))~~, \$8,830,000 of the motor vehicle account—federal
 36 appropriation, and \$500,000 of the motor vehicle account—private/
 37 local appropriation are provided solely for Programmatic Investment
 38 for Traffic Operations Capital projects (000005Q). By December 15th

1 of each odd-numbered year, the department shall provide a report to
2 the legislature listing all traffic operations capital project
3 investments completed in the prior fiscal biennium.

4 (2) \$3,080,000 of the motor vehicle account—state appropriation
5 is provided solely to construct pedestrian signals at nine locations
6 on state route number 7 from 124th Street South to 189th Street South
7 (0000YYY).

8 (3) \$1,463,000 of the motor vehicle account—state appropriation
9 is provided solely for the replacement of 22 existing traffic cameras
10 and installation of 10 new traffic cameras, including five pole
11 installation sites, on the Interstate 90 corridor between mileposts
12 34 and 82 (L2021144). The department shall consult with news media
13 organizations to explore options to allow such organizations access
14 to traffic camera feeds.

15 **Sec. 307.** 2023 c 472 s 308 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
18 **CONSTRUCTION—PROGRAM W**

19	Carbon Emissions Reduction Account—State	
20	Appropriation.	((\$74,027,000))
21		<u>\$116,021,000</u>
22	Move Ahead WA Account—State Appropriation.	((\$17,114,000))
23		<u>\$49,828,000</u>
24	Puget Sound Capital Construction Account—State	
25	Appropriation.	((\$341,969,000))
26		<u>\$388,304,000</u>
27	Puget Sound Capital Construction Account—Federal	
28	Appropriation.	((\$33,698,000))
29		<u>\$87,047,000</u>
30	Puget Sound Capital Construction Account—	
31	Private/Local Appropriation.	((\$1,081,000))
32		<u>\$2,150,000</u>
33	<u>Transportation 2003 Account (Nickel Account)—State</u>	
34	<u>Appropriation.</u>	<u>\$472,000</u>
35	Transportation Partnership Account—State	
36	Appropriation.	((\$7,442,000))
37		<u>\$9,705,000</u>
38	Connecting Washington Account—State Appropriation.	((\$10,809,000))

1		<u>\$21,883,000</u>
2	Capital Vessel Replacement Account—State	
3	Appropriation.	((\$46,818,000))
4		<u>\$21,688,000</u>
5	TOTAL APPROPRIATION.	((\$532,958,000))
6		<u>\$697,098,000</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 in LEAP Transportation Document ((~~2023-2~~))
12 2024-2 ALL PROJECTS as developed ((~~April 21, 2023~~)) March 6, 2024,
13 Program - Washington State Ferries Capital Program (W).

14 (2) ((~~\$5,000,000~~)) \$24,260,000 of the Puget Sound capital
15 construction account—state appropriation is provided solely for
16 emergency capital repair costs (999910K). Funds may only be spent
17 after approval by the office of financial management.

18 (3) ((~~\$46,818,000~~)) \$21,688,000 of the capital vessel replacement
19 account—state appropriation is provided solely for the acquisition of
20 a 144-car hybrid-electric vessel (L2000329). The amounts provided in
21 this subsection are contingent upon the enactment of chapter 429,
22 Laws of 2023.

23 (4) ((~~The legislature intends that funding will be provided in~~
24 ~~the 2025-2027 fiscal biennium~~)) Beginning January 1, 2025,
25 \$11,554,000 of the carbon emissions reduction account—state
26 appropriation is provided solely for construction of the first hybrid
27 electric Olympic class vessel (L2000329).

28 (5) \$1,500,000 of the Puget Sound capital construction account—
29 state appropriation is provided solely for the Future Hybrid Electric
30 Ferry Class Pre-Design study (L2021131) to advance procurement of a
31 new class of vessel that will account for changes in technology,
32 staffing, and system needs. The department shall initiate a vessel
33 predesign to replace the aging Issaquah class ferries with a new
34 automobile hybrid electric ferry intended to operate on the Vashon
35 Southworth-Fauntleroy route. The ((~~legislature intends that part of~~
36 the)) predesign study must include a review of the benefits and costs
37 of constructing all future new vessels based on the same design. The
38 review may also compare and contrast the benefits and costs of ((a

1 ~~144-vehicle capacity vessel with a 124-vehicle capacity vessel~~)
2 utilizing the existing hybrid electric Olympic class vessel design.

3 ((+5)) (6) \$8,032,000 of the Puget Sound capital construction
4 account—state appropriation is provided solely for modernization of
5 the ticketing and reservation system (990052C). Of this amount,
6 \$3,032,000 must be held in unallotted status until Washington state
7 ferries has consulted with the office of the chief information
8 officer on the project scope and integration capabilities of the
9 reservation system with existing Good to Go! and ORCA next generation
10 products, and reported results to the office of financial management
11 and the transportation committees of the legislature.

12 ((+6)) (7) \$125,000 of the Puget Sound capital construction
13 account—state appropriation and \$125,000 of the Puget sound capital
14 construction account—federal appropriation are provided solely for
15 development of a terminal wait times information system (998609A).
16 Washington state ferries must consult with the office of the chief
17 information officer on a technology solution for automated vehicle
18 detection, and report the project scope, along with office of the
19 chief information officer recommendations, to the office of financial
20 management and the transportation committees of the legislature by
21 December 1, 2024.

22 ((+7)) (8) The transportation partnership account—state
23 appropriation includes up to \$7,195,000 in proceeds from the sale of
24 bonds authorized in RCW 47.10.873.

25 ((+8)) (9) For the purposes of ferry and terminal
26 electrification, the department must apply to the department of
27 ecology for additional competitive grant funds available from
28 Volkswagen settlement funds, and report on the status of the grant
29 application by December 1, 2023.

30 ((+9)) (10) For the 2023-2025 fiscal biennium, the marine
31 division shall provide to the office of financial management and the
32 transportation committees of the legislature a report for ferry
33 capital projects in a manner consistent with past practices as
34 specified in section 308, chapter 186, Laws of 2022.

35 (11) Beginning January 1, 2025, \$6,175,000 of the carbon
36 emissions reduction account—state appropriation is provided solely
37 for construction of hybrid electric vessels (L2021073).

1 (12) Beginning January 1, 2025, \$24,265,000 of the carbon
2 emissions reduction account—state appropriation is provided solely
3 for terminal electrification (L1000341).

4 **Sec. 308.** 2023 c 472 s 309 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

7 Carbon Emissions Reduction Account—State

8 Appropriation. ((\$104,300,000))
9 \$114,800,000

10 Essential Rail Assistance Account—State

11 Appropriation. ((\$676,000))
12 \$1,412,000

13 Motor Vehicle Account—State Appropriation. \$697,000

14 Move Ahead WA Account—State Appropriation. \$1,500,000

15 Move Ahead WA Flexible Account—State Appropriation. ((\$35,000,000))
16 \$33,500,000

17 Multimodal Transportation Account—Private/Local

18 Appropriation. \$12,000

19 Transportation Infrastructure Account—State

20 Appropriation. ((\$10,369,000))
21 \$16,621,000

22 Multimodal Transportation Account—State

23 Appropriation. ((\$63,334,000))
24 \$101,403,000

25 Multimodal Transportation Account—Federal

26 Appropriation. ((\$18,882,000))
27 \$25,903,000

28 TOTAL APPROPRIATION. ((\$232,561,000))
29 \$295,848,000

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 ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21,
36 2023)) March 6, 2024, Program - Rail Program (Y).

37 (2) (a) ((\$2,030,000)) \$2,680,000 of the transportation
38 infrastructure account—state appropriation is provided solely for new

1 low-interest loans approved by the department through the freight
2 rail investment bank (FRIB) program. The department shall issue FRIB
3 program loans with a repayment period of no more than 15 years, and
4 charge only so much interest as is necessary to recoup the
5 department's costs to administer the loans. The department shall
6 report annually to the transportation committees of the legislature
7 and the office of financial management on all FRIB loans issued.

8 ~~(b) ((\$7,970,000 of the transportation infrastructure account—~~
9 ~~state appropriation is provided solely for new FRIB program loans~~
10 ~~recommended by the department for 2024 supplemental transportation~~
11 ~~appropriations. The department shall submit a prioritized list for~~
12 ~~any loans recommended to the office of financial management and the~~
13 ~~transportation committees of the legislature by November 15, 2023.~~

14 ~~(c))~~ The department may change the terms of existing loans in
15 the essential rail assistance account for repayment of loans,
16 including the repayment schedule and rate of interest, for a period
17 of up to 15 years for any recipient with a total loan value in the
18 program of over 10 percent as of June 30, 2023.

19 (3) \$5,000,000 of the transportation infrastructure account—state
20 appropriation is provided solely for a low-interest loan for the Port
21 of Longview Rail Corridor Expansion project (L1000347) to accommodate
22 current and future port cargo-handling needs. The low-interest loan
23 must comply with the requirements of RCW 47.76.460(2).

24 (4) ((\$7,566,836)) \$7,567,000 of the multimodal transportation
25 account—state appropriation is provided solely for new statewide
26 emergent freight rail assistance projects identified in the LEAP
27 transportation document referenced in subsection (1) of this section.

28 ~~((4))~~ (5) \$369,000 of the transportation infrastructure account
29 —state appropriation and \$1,100,000 of the multimodal transportation
30 account—state appropriation are provided solely for final
31 reimbursement to Highline Grain, LLC for approved work completed on
32 Palouse River and Coulee City (PCC) railroad track in Spokane county
33 between the BNSF Railway Interchange at Cheney and Geiger Junction
34 and must be administered in a manner consistent with freight rail
35 assistance program projects.

36 ~~((5))~~ (6) The department shall issue a call for projects for
37 the freight rail assistance program, and shall evaluate the
38 applications in a manner consistent with past practices as specified
39 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the

1 department shall submit a prioritized list of recommended projects to
2 the office of financial management and the transportation committees
3 of the legislature.

4 ~~((6) \$50,000,000)~~ (7) \$25,000,000 of the carbon emissions
5 reduction account—state appropriation is provided solely for state
6 match contributions to support the department's application for
7 federal grant opportunities for a new ultra high-speed ground
8 transportation corridor. These funds are to remain in unallotted
9 status and are available only upon award of federal funds. The
10 department must provide periodic grant application updates to the
11 transportation committees of the legislature, as well as anticipated
12 state match estimates for successful grants.

13 ~~((7))~~ (8) \$33,500,000 of the move ahead WA flexible account—
14 state appropriation is provided solely for rehabilitation of the
15 Palouse River and Coulee City Railroad (L4000079). Up to \$433,000 of
16 the amount in this subsection may be used for management and
17 oversight of operation and maintenance activities.

18 ~~((8) \$15,000,000)~~ (9) \$19,990,000 of the multimodal
19 transportation account—federal appropriation is provided solely for
20 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure
21 the efficient movement of freight and passenger trains.

22 ~~((9))~~ (10) \$6,300,000 of the carbon emissions reduction account
23 —state appropriation is provided solely to fund a zero emission
24 drayage truck demonstration project (L1000324) at Northwest Seaport
25 Alliance facilities.

26 ~~((10))~~ (11) \$14,000,000 of the carbon emissions reduction
27 account—state appropriation ~~((is))~~, and beginning January 1, 2025,
28 \$14,000,000 of the carbon emissions reduction account—state
29 appropriation, are provided solely to fund a zero emission shore
30 power infrastructure demonstration project at Northwest Seaport
31 Alliance facilities (L1000325). Local funds sufficient to fully fund
32 this project must be contributed to the project, and any agreements
33 required for the project must be secured.

34 ~~((11))~~ (12) \$5,000,000 of the carbon emissions reduction
35 account—state appropriation is provided solely to fund the
36 replacement of two Tacoma rail diesel-electric switcher locomotives
37 with zero emission battery-electric switcher locomotives and to
38 install on-site charging equipment at a Tacoma rail facility
39 (L1000327). Local funds sufficient to fully fund this project must be

1 contributed to the project, and any agreements required for the
2 project must be secured.

3 ~~((12))~~ (13) \$150,000 of the multimodal transportation account—
4 state appropriation is provided solely for the application of durable
5 markings along state route number 906 to create up to 20 parking
6 spaces for larger vehicles, including trucks (L1000336).

7 ~~((13))~~ (14) \$26,500,000 of the carbon emissions reduction
8 account—state appropriation is provided solely for port
9 electrification competitive grants (L2021182). ~~((To be eligible to
10 receive state funds under this section, a))~~ All public ports are
11 eligible to receive funds under this subsection. A port seeking to
12 use funds under this subsection to install shore power must ~~((first))~~
13 adopt a policy that requires vessels that dock at the port facility
14 to use shore power if such vessel is capable of using such power and
15 when such power is available at the port facility.

16 ~~((14))~~ (15) \$2,000,000 of the carbon emissions reduction
17 account—state appropriation is provided solely for port
18 electrification at the port of Bremerton (L1000337), which may
19 include the purchase and installation of zero emission port shore
20 power systems and other zero emission infrastructure, equipment, and
21 technology.

22 ~~((15))~~ (16) \$500,000 of the carbon emissions reduction account—
23 state appropriation ~~((is))~~, and beginning January 1, 2025, \$1,500,000
24 of the carbon emissions reduction account—state appropriation, are
25 provided solely for port electrification at the port of Anacortes
26 (L1000338), which may include the purchase and installation of zero
27 emission port shore power systems and other zero emission
28 infrastructure, equipment, and technology.

29 (17) \$2,000,000 of the transportation infrastructure account—
30 state appropriation is provided solely for the Port of Quincy Rail
31 Infrastructure Expansion project (L1000348), an expansion of rail
32 infrastructure within the Port of Quincy's current rail terminal and
33 to nearby industrial zoned properties in the port district.

34 (18) Beginning January 1, 2025, \$20,000,000 of the carbon
35 emissions reduction account—state appropriation is provided solely
36 for the Puyallup Tribe Port Electrification project (L1000346).

37 **Sec. 309.** 2023 c 472 s 310 (uncodified) is amended to read as
38 follows:

1	FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—	
2	CAPITAL	
3	Carbon Emissions Reduction Account—State	
4	Appropriation.	((\$21,000,000))
5		<u>\$53,944,000</u>
6	Climate Active Transportation Account—State	
7	Appropriation.	((\$157,463,000))
8		<u>\$169,442,000</u>
9	Freight Mobility Investment Account—State	
10	Appropriation.	((\$21,098,000))
11		<u>\$21,847,000</u>
12	Freight Mobility Multimodal Account—State	
13	Appropriation.	((\$22,728,000))
14		<u>\$27,216,000</u>
15	Highway Infrastructure Account—State Appropriation. . .	((\$793,000))
16		<u>\$1,060,000</u>
17	Highway Infrastructure Account—Federal Appropriation	
18	((\$1,600,000))
19		<u>\$1,500,000</u>
20	Move Ahead WA Account—State Appropriation.	((\$106,707,000))
21		<u>\$117,033,000</u>
22	((Move Ahead WA Account—Federal Appropriation.	\$10,000,000))
23	Move Ahead WA Flexible Account—State Appropriation. .	((\$29,000,000))
24		<u>\$34,500,000</u>
25	((Transportation Partnership Account—State	
26	 Appropriation.	\$500,000))
27	Motor Vehicle Account—State Appropriation.	((\$36,785,000))
28		<u>\$31,785,000</u>
29	Motor Vehicle Account—Federal Appropriation.	((\$103,553,000))
30		<u>\$129,698,000</u>
31	<u>Motor Vehicle Account—Private/Local Appropriation. . . .</u>	<u>\$35,000,000</u>
32	Connecting Washington Account—State Appropriation. .	((\$99,032,000))
33		<u>\$117,410,000</u>
34	Multimodal Transportation Account—State	
35	Appropriation.	((\$73,818,000))
36		<u>\$142,372,000</u>
37	TOTAL APPROPRIATION.	((\$684,077,000))
38		<u>\$882,807,000</u>

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

3 (1) Except as provided otherwise in this section, the entire
4 appropriations in this section are provided solely for the projects
5 and activities as listed by project and amount in LEAP Transportation
6 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
7 ~~2023)~~) March 6, 2024, Program - Local Programs Program (Z).

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

11 (a) (~~(\$34,673,000)~~) \$47,707,000 of the multimodal transportation
12 account—state appropriation and (~~(\$37,563,000)~~) \$43,058,000 of the
13 climate active transportation account—state appropriation are
14 provided solely for pedestrian and bicycle safety program projects
15 (L2000188 and L1000335). Of the amount of climate active
16 transportation account funds appropriated in this subsection, up to
17 one percent may be used for program administration and staffing.

18 (b) (~~(\$19,137,000)~~) \$31,553,000 of the motor vehicle account—
19 federal appropriation, (~~(\$38,915,000)~~) \$45,399,000 of the climate
20 active transportation account—state appropriation, and
21 (~~(\$12,844,000)~~) \$21,157,000 of the multimodal transportation account—
22 state appropriation are provided solely for safe routes to school
23 projects (L2000189 and L1000334). Of the amount of climate active
24 transportation account funds appropriated in this subsection, up to
25 one percent may be used for program administration and staffing.

26 (c) For future rounds of grant selection, the department must
27 reevaluate the criteria to increase geographic diversity of
28 jurisdictions consistent with the requirements of the healthy
29 environment for all (HEAL) act.

30 (3) The department shall submit a report to the transportation
31 committees of the legislature by December 1, 2023, and December 1,
32 2024, on the status of projects funded as part of the pedestrian
33 safety/safe routes to school grant program and the Sandy Williams
34 connecting communities grant program.

35 (4) (~~(\$6,875,000)~~) \$12,792,000 of the multimodal transportation
36 account—state appropriation is provided solely for connecting
37 Washington bicycle and pedestrian projects listed in the LEAP
38 transportation document referenced in subsection (1) of this section.

1 (5) (~~(\$36,640,000)~~) \$46,580,000 of the motor vehicle account—
2 federal appropriation is provided solely for acceleration of local
3 preservation projects that ensure the reliable movement of freight on
4 the national highway freight system (G2000100). The department will
5 select projects as part of its update of the state freight plan, in
6 consultation with the freight mobility strategic investment board and
7 other stakeholders.

8 (6) (~~(\$23,750,000)~~) \$7,125,000 of the motor vehicle account—state
9 appropriation is provided solely for a federal fund exchange pilot
10 program. The pilot program will allow exchanges of federal surface
11 transportation block grant population funding and state funds at an
12 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
13 The entirety of the appropriation in this subsection must be held in
14 unallotted status until: Surface transportation block grant
15 population funding has been offered to the state, the department
16 determines that a federalized project or projects funded in section
17 305 or 306 (~~(of this act)~~), chapter 472, Laws of 2023 is eligible to
18 spend the surface transportation block grant population funding, and
19 state funds appropriated in section 305 or 306, chapter 472, Laws of
20 2023 for the eligible state project or projects in an amount equal to
21 100 percent of the offered surface transportation block grant
22 population funding have been placed in unallotted status. A report on
23 the effectiveness of the exchange program, the total estimated cost
24 of program administration, and recommendations for continuing the
25 pilot program is due to the governor and transportation committees of
26 the legislature by December 1, 2024. The legislature intends to
27 evaluate the utility and efficacy of the pilot program in the 2025
28 legislative session while reappropriating any remaining funds into
29 the 2025-2027 fiscal biennium. Therefore, the department may issue
30 additional calls for projects with any remaining funds provided in
31 this subsection.

32 (7) (~~(\$128,400,000)~~) \$136,893,000 of the move ahead WA account—
33 state appropriation and (~~(\$19,500,000)~~) \$25,000,000 of the move ahead
34 WA flexible account—state appropriation are provided solely for new
35 move ahead WA road and highway projects listed in LEAP Transportation
36 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
37 ~~2023)~~) March 6, 2024, Program - Local Programs Program (Z).

38 (a) For projects funded in this subsection, the department
39 expects to have substantial reappropriations for the 2023-2025 fiscal

1 biennium, the department may, on a pilot basis, apply funding from a
2 project with an appropriation that is unable to be used in the
3 2023-2025 fiscal biennium to advance one or more of the projects
4 listed in LEAP Transportation Document ((2023-2)) 2024-2 ALL PROJECTS
5 as developed ((~~April 21, 2023~~) March 6, 2024, Program - Local
6 Programs Program (Z), prioritizing projects first by project
7 readiness.

8 (i) In instances when projects listed in the LEAP transportation
9 documents referenced in (a) of this subsection are no longer viable
10 or have been completed, the department may recommend in its next
11 budget submittal alternative project proposals from the local
12 jurisdictions if the project is similar in type and scope and
13 consistent with limitations of certain funds provided. In the event
14 that the listed project has been completed the local jurisdictions
15 may, rather than submitting an alternative project, instead be
16 reimbursed in the year in which it was scheduled for documented costs
17 incurred implementing the listed project, not in excess of the amount
18 awarded from the funding program.

19 (ii) At least 10 business days before advancing or swapping a
20 project pursuant to this subsection, the department must notify the
21 office of financial management and the transportation committees of
22 the legislature. The advancement of a project may not hinder the
23 delivery of the projects for which the reappropriations are necessary
24 for the 2023-2025 fiscal biennium.

25 (b) Of the amounts provided in this subsection, ((~~\$21,000,000~~))
26 \$25,493,000 of the move ahead WA account—state appropriation is
27 provided solely for three roundabouts to be constructed on state
28 route number 507 in partnership with local authorities. The
29 roundabout at Vail is with Thurston county, the roundabout at Bald
30 Hills is with the city of Yelm, and the roundabout at state route
31 number 702 is with Pierce county. The department is to work
32 cooperatively with each local jurisdiction to construct these
33 facilities within department rights-of-way. The department must
34 provide all project predesign and design information developed to
35 date to the local jurisdictions and have a project implementation
36 agreement in place with each local jurisdiction within 180 calendar
37 days of the effective date of this act. The implementation agreement
38 may provide full control for the local authority to construct the
39 project. Once the roundabouts are completed, the operations and
40 maintenance of the roundabouts are the responsibility of the

1 department. Of the amounts provided in this subsection, \$7,000,000 is
2 for the roundabout at Vail road and state route number 507.

3 (c) \$15,000,000 of the move ahead Washington account—state
4 appropriation is provided solely for the Columbia River Bridge
5 Replacement/Hood River to White Salmon project (L4000046). The office
6 of financial management shall place the amounts in this subsection in
7 unallotted status. As funds are appropriated by the Oregon
8 legislature, the office of financial management may release amounts
9 provided in this subsection to match Oregon appropriations.

10 (8) \$39,185,000 of the climate active transportation account—
11 state appropriation, \$11,600,000 of the multimodal transportation
12 account—state appropriation, and \$3,000,000 of the move ahead WA
13 flexible account—state appropriation are provided solely for move
14 ahead WA pedestrian and bike projects listed in LEAP Transportation
15 Document ((2023-2)) 2024-2 ALL PROJECTS as developed ((~~April 21,~~
16 ~~2023~~)) March 6, 2024, Program - Local Programs Program (Z). For
17 projects funded in this subsection, if the department expects to have
18 substantial reappropriations for the 2023-2025 fiscal biennium, the
19 department may, on a pilot basis, apply funding from a project with
20 an appropriation that is unable to be used in the 2023-2025 fiscal
21 biennium to advance one or more of the projects listed in LEAP
22 Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as developed
23 ((~~April 21, 2023~~)) March 6, 2024, Program - Local Programs Program
24 (Z), prioritizing projects first by tier then by project readiness.

25 (a) In instances when projects listed in the LEAP transportation
26 document referenced in this subsection (8) of this section are no
27 longer viable or have been completed, the department may recommend in
28 its next budget submittal alternative project proposals from the
29 local jurisdictions if the project is similar in type and scope and
30 consistent with limitations of certain funds provided. In the event
31 that the listed project has been completed the local jurisdictions
32 may, rather than submitting an alternative project, instead be
33 reimbursed in the year in which it was scheduled for documented costs
34 incurred implementing the listed project, not in excess of the amount
35 awarded from the funding program.

36 (b) At least 10 business days before advancing or swapping a
37 project pursuant to this subsection, the department must notify the
38 office of financial management and the transportation committees of
39 the legislature. The advancement of a project may not hinder the

1 delivery of the projects for which the reappropriations are necessary
2 for the 2023-2025 fiscal biennium.

3 (9) \$16,800,000 of the climate active transportation account—
4 state appropriation is provided solely for the statewide school-based
5 bicycle education grant program (L1000309). The department may
6 partner with a statewide nonprofit to deliver programs.

7 (10) \$25,000,000 of the climate active transportation account—
8 state appropriation is provided solely for the Sandy Williams
9 connecting communities pilot program (L1000308) to deliver projects
10 to reconnect communities that have been bifurcated by state highways.
11 Priority must be given to historically marginalized or overburdened
12 communities. The department may consult with the Cooper Jones active
13 transportation safety council to identify geographic locations where
14 there are high incidences of serious injuries and fatalities of
15 active transportation users among vulnerable populations.

16 (11) \$14,000,000 of the carbon emissions reduction account—state
17 appropriation ((is)), and beginning January 1, 2025, \$10,000,000 of
18 the carbon emissions reduction account—state appropriation, are
19 provided solely for the Guemes Ferry Boat Replacement project
20 (L4000124).

21 (12) \$6,500,000 of the move ahead WA flexible account—state
22 appropriation is provided solely for development of an applied
23 sustainable aviation evaluation center (L2021135). Snohomish county,
24 in partnership with Washington State University, shall plan and
25 establish facilities to evaluate, qualify or certify, and research
26 technologies that can minimize the impact of aviation on human health
27 and the environment. Funds may be used for, but are not limited to,
28 planning, construction, and land acquisition for sustainable aviation
29 fuel (SAF) qualification testing (ASTM D4054), research on the impact
30 of SAF on the environment and human health, and SAF storage for the
31 purpose of advancing sustainable aviation. At a minimum, three
32 sustainable aviation platforms must be considered:

- 33 (a) Sustainable aviation fuel (SAF);
- 34 (b) Hydrogen; and
- 35 (c) Battery electric energy storage mechanisms.

36 (13) The legislature intends to fund the Ballard and Magnolia
37 Bridge project (L4000123) ~~((and the Aurora Avenue North Safety~~
38 ~~Improvements project (L4000154))~~, as described in section 911(18)
39 and (19) ~~((of this act))~~, chapter 472, Laws of 2023.

1 (14) \$200,000 of the multimodal transportation account—state
2 appropriation is provided solely for the Seattle office of planning
3 and community development to update and add to the 2020 I-5 Lid
4 Feasibility Study with additional test cases with ramp changes and
5 removals in downtown Seattle and alternative assumptions with regards
6 to parking, expansion of Freeway Park, affordable housing, and
7 commercial real estate (L2021140). The Seattle office of planning and
8 community development shall conduct ongoing community engagement with
9 underrepresented constituencies to support the technical work of this
10 study and raise public awareness of opportunities of I-5 lids. Focus
11 should be given to low-income households living and working in the
12 I-5 lid study areas in central Seattle.

13 (15) \$1,000,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to award grants
15 to local jurisdictions to implement network-wide traffic conflict
16 screening programs using video analytics in controlled intersections
17 with a disproportionate number of traffic violations and injuries to
18 active transportation users (L2021149). Grants must be awarded
19 proportionally across the state and include controlled intersections
20 in both urban and rural environments and along state highways and
21 county roads. Grant recipients must report back to the department all
22 traffic violation and active transportation facility data acquired
23 during the grant period and provide the department with appropriate
24 next steps for the state and the local jurisdiction to improve
25 traffic safety for active transportation users in such intersections.
26 The department must report such findings and recommendations to the
27 transportation committees of the legislature by December 1, 2024.

28 (16) (a) (i) \$5,000,000 of the carbon emissions reduction account—
29 state appropriation is provided solely for the department to
30 establish a program for providing rebates to qualifying persons who
31 purchase e-bikes and qualifying equipment and services from a
32 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts
33 as described under (a) (iii) (A) of this subsection, and \$2,000,000 is
34 for rebate amounts as described under (a) (iii) (B) of this subsection.

35 (ii) To qualify for and use the rebate under this subsection, a
36 person must be a resident of Washington state and purchase an e-bike
37 and qualifying equipment and services, if any, from a qualifying
38 retailer in this state. Qualifying equipment and services must be
39 purchased as part of the same transaction as the e-bike.

1 (iii) (A) For persons who are at least 16 years of age and reside
2 in households with incomes at or below 80 percent of the county area
3 median income, the amount of the rebate is up to \$1,200 on the sale
4 of an e-bike and any qualifying equipment and services.

5 (B) For all other persons who are at least 16 years of age, the
6 amount of the rebate is up to \$300 on the sale of an e-bike and any
7 qualifying equipment and services.

8 (C) No more than one rebate may be awarded per household.

9 (iv) (A) The department must establish application procedures for
10 e-bike retailers to participate in the rebate program, and
11 application and award procedures for applicants to participate in the
12 program. If an applicant qualifies for a rebate amount and there is
13 sufficient funds to award the applicant with the appropriate rebate
14 amount, the department must provide the qualifying individual the
15 rebate amount in a format that can be redeemed at the time of
16 purchase at a qualifying retailer.

17 (B) An applicant must provide contact information, including a
18 physical address, email address, and phone number, and demographic
19 information, including the applicant's age, gender, race, and
20 ethnicity, to the department on a form provided by the department at
21 the time of applying for the rebate. The department may share or
22 provide access to such information with the University of Washington
23 to provide the University of Washington an opportunity to ask program
24 applicants and recipients to fill out a survey collecting information
25 only to the extent to inform its report described under (d) of this
26 subsection.

27 (v) A qualifying retailer must register with the department
28 before participating in the rebate program. A qualifying retailer
29 must:

30 (A) Verify the identity of the qualifying individual at the time
31 of purchase; and

32 (B) Calculate and apply the rebate at the time of purchase.

33 (vi) The department must reimburse a qualifying retailer that
34 accepts a rebate from a qualifying individual no later than 30 days
35 after the rebate is redeemed.

36 (vii) For purposes of this subsection (16) (a):

37 (A) "E-bike" means an electric assisted bicycle as defined in RCW
38 46.04.169, but does not include mountain bikes.

39 (B) "Qualifying equipment and services" means a bicycle helmet,
40 safety vest, bicycle light, or bicycle lock, and any maintenance or

1 other services agreed upon by the qualifying retailer and qualifying
2 individual at the time of purchase.

3 (C) "Qualifying retailer" means a retail business establishment
4 with one or more physical retail locations in this state that
5 provides on-site e-bike sales, service, and repair and has registered
6 with the department to participate in the rebate program established
7 under this subsection.

8 (b) For fiscal year 2025, \$2,000,000 of the carbon emissions
9 reduction account—state appropriation is provided solely for the
10 department to establish an e-bike lending library and ownership grant
11 program. The department may accept grant applications from other
12 state entities, local governments, and tribes that administer or plan
13 to administer an e-bike lending library or ownership program for
14 their employees for commute trip reduction purposes. The department
15 may also accept grant applications from nonprofit organizations or
16 tribal governments that serve persons who are low-income or reside in
17 overburdened communities and that administer or plan to administer an
18 e-bike lending library or ownership program for qualifying persons.
19 Grant recipients must report program information and participation
20 data to the University of Washington to inform its report described
21 under (d) of this subsection.

22 (c) It is the intent of the legislature that funding provided in
23 (a) and (b) of this subsection continue to be appropriated in the
24 2025-2027 and 2027-2029 fiscal biennia.

25 (d) Of the amounts provided in this subsection (16), \$90,000 is
26 for the department to contract with the University of Washington's
27 sustainable transportation lab to publish a general policy brief that
28 provides innovative e-bike rebate and lending library or ownership
29 grant program models and recommendations, a report on survey results
30 based on data and demographic information collected under the e-bike
31 rebate program established in (a) of this subsection, and a report on
32 program information and data collected under the e-bike lending
33 library and ownership grant program established in (b) of this
34 subsection. An initial brief and report must be submitted to the
35 transportation committees of the legislature by July 1, 2024, with
36 the final policy brief and report due to the transportation
37 committees of the legislature by July 1, 2025.

38 (e) The department may not collect more than five percent of
39 appropriated amounts to administer the programs under (a) and (b) of
40 this subsection.

1 (17) (~~(\$21,098,000)~~) \$21,847,000 of the freight mobility
2 investment account—state appropriation and (~~(\$22,728,000)~~)
3 \$27,216,000 of the freight mobility multimodal account—state
4 appropriation are provided solely for freight mobility strategic
5 investment board projects listed in the LEAP transportation document
6 referenced in subsection (1) of this section.

7 (18) \$4,150,000 of the motor vehicle account—state appropriation
8 is provided solely for matching funds for federal funds to
9 reconstruct Grant county and Adams county bridges as part of the
10 Odessa groundwater replacement program (L1000322).

11 (19) \$9,240,000 of the connecting Washington account—state
12 appropriation is provided solely for the Aberdeen US 12 Highway-Rail
13 Separation project (L1000331).

14 ~~(20) (~~(\$750,000 of the motor vehicle account—state appropriation~~~~
15 ~~is provided solely for the Grady Way overpass at Rainier Avenue South~~
16 ~~I-405 BRT Access study (L1000333)).~~

17 ~~(21))~~ The appropriations in this section include savings due to
18 anticipated project underruns; however, it is unknown which projects
19 will provide savings. The legislature intends to provide sufficient
20 flexibility for the department to manage to this savings target. To
21 provide this flexibility, the office of financial management may
22 authorize, through an ((allotment)) appropriation modification,
23 reductions in the amounts that are provided solely for a particular
24 purpose within this section subject to the following conditions and
25 limitations:

26 (a) The department must confirm that any modification requested
27 under this subsection of amounts provided solely for a specific
28 purpose are not expected to be used for that purpose in this fiscal
29 biennium;

30 (b) ((Allotment)) Appropriation modifications authorized under
31 this subsection may not result in increased funding for any project
32 beyond the amount provided for that project in the 2023-2025 fiscal
33 biennium in LEAP Transportation Document ((2023-2)) 2024-2 ALL
34 PROJECTS as developed ((April 21, 2023)) March 6, 2024;

35 (c) ((Allotment)) Appropriation modifications authorized under
36 this subsection apply only to amounts appropriated in this section
37 from the following accounts: Connecting Washington account—state, and
38 move ahead WA account—state; and

1 (d) The office of financial management must provide notice of
2 ((allotment)) appropriation modifications authorized under this
3 subsection within 10 working days to the transportation committees of
4 the legislature. By December 1, 2023, and December 1, 2024, the
5 department must submit a report to the transportation committees of
6 the legislature regarding the actions taken to date under this
7 subsection.

8 (21) \$5,000,000 of the multimodal transportation account—state
9 appropriation is provided solely for the department to assist local
10 jurisdictions in addressing emergent issues related to safety for
11 pedestrians and bicyclists (LXXXXPBF). Funds may only be spent after
12 approval from the office of financial management. By December 15th of
13 each odd-numbered year, the department shall provide a report to the
14 legislature listing all emergent issues addressed in the prior fiscal
15 biennium. Reporting may be done in conjunction with the
16 transportation operations division.

17 (22) Beginning January 1, 2025, \$22,944,000 of the carbon
18 emissions reduction account—state appropriation is provided solely
19 for the following projects identified in LEAP Transportation Document
20 2024-2 ALL PROJECTS as developed March 6, 2024:

21 (a) North Aurora Safety Improvements (L4000154);

22 (b) North Broadway Pedestrian Bridge (L2021082);

23 (c) State Route 547 Pedestrian and Bicycle Safety Trail (Kendall
24 Trail) (L4000144);

25 (d) 72nd Ave & Washington Ave Active Transportation Components
26 (L2021194);

27 (e) Bluff Trail Hood River to White Salmon (L2021199);

28 (f) Columbia Heights Safety Improvements (L2021195);

29 (g) La Center Pac. Hwy Shared Use Path (L2021196);

30 (h) SR 240/Aaron Dr Complete Streets Improvements (L2021193);

31 (i) View Ridge Safe Routes to Schools (L1000342);

32 (j) 84th Ave NE Pedestrian and Bicycle Project (L1000366);

33 (k) Communities for a Health Bay electric boat (L1000368);

34 (l) SR 303 Warren Ave Bridge Pedestrian Improvements (L2000339);

35 and

36 (m) SR 520 & 148th NE Bicycle/Pedestrian Crossing (L2021047).

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 401. 2023 c 472 s 401 (uncodified) is amended to read as
3 follows:

4 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
5 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND
6 DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND
7 REVENUE

8	Transportation Partnership Account—State	
9	Appropriation.	((\$1,101,000))
10		<u>\$221,000</u>
11	Connecting Washington Account—State Appropriation.	((\$11,951,000))
12		<u>\$4,531,000</u>
13	Special Category C Account—State Appropriation.	((\$922,000))
14		<u>\$444,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation.	((\$1,470,291,000))
17		<u>\$1,475,218,000</u>
18	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation.	((\$10,895,000))
21		<u>\$10,305,000</u>
22	Nondebt-Limit Reimbursable Bond Retirement Account—	
23	State Appropriation.	((\$28,606,000))
24		<u>\$28,262,000</u>
25	Toll Facility Bond Retirement Account—State	
26	Appropriation.	\$76,372,000
27	TOTAL APPROPRIATION.	((\$1,604,754,000))
28		<u>\$1,599,969,000</u>

29 Sec. 402. 2023 c 472 s 402 (uncodified) is amended to read as
30 follows:

31 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
32 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND
33 FISCAL AGENT CHARGES

34	Transportation Partnership Account—State	
35	Appropriation.	((\$220,000))
36		<u>\$46,000</u>
37	((Transportation Improvement Account—State	

1 Connecting Washington Account—State. \$29,000,000

2 (b) It is the intent of the legislature that this transfer is

3 temporary, for the purpose of minimizing the use of bonding in the

4 connecting Washington account.

5 ~~((+22))~~ (21) Multimodal Transportation Account—State

6 Appropriation: For transfer to the Complete Streets

7 Grant Program Account—State. \$14,670,000

8 ~~((+23))~~ (22) Multimodal Transportation Account—State

9 Appropriation: For transfer to the Highway Safety

10 Account—State. \$3,000,000

11 ~~((+24))~~ (23) Multimodal Transportation Account—State

12 Appropriation: For transfer to the Motor Vehicle

13 Account—State. \$15,000,000

14 ~~((+25))~~ (24) Multimodal Transportation Account—State

15 Appropriation: For transfer to the Freight Mobility

16 Multimodal Account—State. \$8,511,000

17 ~~((+26))~~ (25) Multimodal Transportation Account—State

18 Appropriation: For transfer to the Move Ahead WA Flexible

19 Account—State. \$11,790,000

20 ~~((+27))~~ (26) Multimodal Transportation Account—State

21 Appropriation: For transfer to the Puget Sound Capital

22 Construction Account—State. \$175,000,000

23 ~~((+28))~~ (27) Multimodal Transportation Account—State

24 Appropriation: For transfer to the Puget Sound

25 Ferry Operations Account—State. (~~(\$38,500,000)~~)

26 \$90,500,000

27 ~~((+29))~~ (28) Multimodal Transportation Account—State

28 Appropriation: For transfer to the Regional Mobility

29 Grant Program Account—State. \$27,679,000

30 ~~((+30))~~ (29) Multimodal Transportation Account—State

31 Appropriation: For transfer to the Rural Mobility

32 Grant Program Account—State. \$12,223,000

33 ~~((+31))~~ (30) Multimodal Transportation Account—State

34 Appropriation: For transfer to the State Patrol Highway

35 Account—State. \$59,000,000

36 ~~((+32))~~ (31)(a) Alaskan Way Viaduct Replacement

37 Project Account—State Appropriation: For transfer to

38 the Transportation Partnership Account—State. \$47,899,000

1 (b) \$22,899,000 of the amount transferred in this subsection
2 represents repayment of debt service incurred for the construction of
3 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).

4 ~~((33))~~ (32) Tacoma Narrows Toll Bridge Account—State
5 Appropriation: For transfer to the Motor Vehicle
6 Account—State. \$543,000

7 ~~((34))~~ (33)(a) General Fund Account—State
8 Appropriation: For transfer to the State Patrol Highway
9 Account—State. \$625,000

10 (b) The state treasurer shall transfer the funds only after
11 receiving notification from the Washington state patrol under section
12 207 ~~((of this act))~~, chapter 472, Laws of 2023.

13 ~~((35))~~ (34) Puget Sound Ferry Operations Account—State
14 Appropriation: For transfer to the Puget Sound Capital
15 Construction Account—State. \$121,828,000

16 ~~((36))~~ (35) Move Ahead WA Account—State
17 Appropriation: For transfer to the Puget Sound Ferry
18 Operations Account—State. \$120,000,000

19 (36) Advance Right-Of-Way Revolving Fund—State
20 Appropriation: For transfer to the JUDY Transportation
21 Future Funding Program Account—State. \$40,000,000

22 (37) Transportation Infrastructure Account—State
23 Appropriation: For transfer to the Essential Rail
24 Assistance Account—State. \$1,000,000

25 (38) Regional Mobility Grant Program Account—State
26 Appropriation: For transfer to the Multimodal
27 Transportation Account—State. \$6,098,000

28 (39) Move Ahead WA Account—State Appropriation:
29 For transfer to the Motor Vehicle Account—State. \$50,000,000

30 **Sec. 407.** 2023 c 472 s 407 (uncodified) is amended to read as
31 follows:

32 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
33 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
34 **STATUTORILY PRESCRIBED REVENUE**

35 Toll Facility Bond Retirement Account—Federal
36 Appropriation. ~~(((\$194,241,000))~~
37 \$192,490,000

38 Toll Facility Bond Retirement Account—State

1 **IMPLEMENTING PROVISIONS**

2 **Sec. 501.** 2023 c 472 s 601 (uncodified) is amended to read as
3 follows:

4 **MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN**
5 **SESSION**

6 (1) The 2005 transportation partnership projects or improvements
7 (~~and~~), 2015 connecting Washington projects or improvements, and
8 move ahead WA projects or improvements are listed in the LEAP
9 Transportation Document (~~(2023-1)~~) 2024-1 as developed (~~(April 21,~~
10 ~~2023)~~) March 6, 2024, which consists of a list of specific projects
11 by fund source and amount over multiple biennia. Current fiscal
12 biennium funding for each project is a line-item appropriation, while
13 the outer year funding allocations represent a 16-year plan. The
14 department of transportation is expected to use the flexibility
15 provided in this section to assist in the delivery and completion of
16 all transportation partnership account (~~and~~), connecting Washington
17 account, and move ahead WA account projects on the LEAP
18 transportation document referenced in this subsection. For the
19 2023-2025 project appropriations, unless otherwise provided in this
20 act, the director of the office of financial management may provide
21 written authorization for a transfer of appropriation authority
22 between projects funded with transportation partnership account
23 appropriations (~~or~~), connecting Washington account appropriations,
24 or move ahead WA account appropriations to manage project spending
25 and efficiently deliver all projects in the respective program under
26 the following conditions and limitations:

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

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

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

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

37 (e) Transfers to a project may not occur if that project is a
38 programmatic funding item described in broad general terms on the

1 applicable project list without referencing a specific state route
2 number;

3 (f) Transfers may not be made while the legislature is in
4 session;

5 (g) Transfers to a project may not be made with funds designated
6 as attributable to practical design savings as described in RCW
7 47.01.480;

8 ~~((Except for transfers made under (l) of this subsection,
9 transfers may only be made in fiscal year 2024;~~

10 ~~(i))~~) The total amount of transfers under this section may not
11 exceed \$50,000,000;

12 ~~((j))~~) (i) Except as otherwise provided in ~~((l))~~) (k) of this
13 subsection, transfers made to a single project may not cumulatively
14 total more than \$20,000,000 per fiscal biennium;

15 ~~((k))~~) (j) Each transfer between projects may only occur if the
16 director of the office of financial management finds that any
17 resulting change will not hinder the completion of the projects as
18 approved by the legislature; and

19 ~~((l))~~) (k) Transfers between projects may be made by the
20 department of transportation without the formal written approval
21 provided under this subsection ~~((l))~~) (1)(k), provided that the
22 transfer amount to a single project does not exceed \$250,000 or 10
23 percent of the total project per fiscal biennium, whichever is less.
24 These transfers must be reported quarterly to the director of the
25 office of financial management and the chairs of the house of
26 representatives and senate transportation committees.

27 (2) The department of transportation must submit quarterly all
28 transfers authorized under this section in the transportation
29 executive information system. The office of financial management must
30 maintain a legislative baseline project list identified in the LEAP
31 transportation documents referenced in this act, and update that
32 project list with all authorized transfers under this section,
33 including any effects to the total project budgets and schedules
34 beyond the current fiscal biennium.

35 (3) At the time the department submits a request to transfer
36 funds under this section, a copy of the request must be submitted to
37 the chairs and ranking members of the transportation committees of
38 the legislature.

39 (4) Before approval, the office of financial management shall
40 work with legislative staff of the house of representatives and

1 senate transportation committees to review the requested transfers in
2 a timely manner and address any concerns raised by the chairs and
3 ranking members of the transportation committees.

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

9 (6) The department must submit annually as part of its budget
10 submittal a report detailing all transfers made pursuant to this
11 section, including any effects to the total project budgets and
12 schedules beyond the current fiscal biennium.

13 **Sec. 502.** 2023 c 472 s 606 (uncodified) is amended to read as
14 follows:

15 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

16 By November 15th of each year, the department of transportation
17 must report on amounts expended to benefit transit, bicycle, or
18 pedestrian elements within all connecting Washington projects in
19 programs I, P, and Z identified in LEAP Transportation Document
20 ((2023-2)) 2024-2 ALL PROJECTS as developed ((~~April 21, 2023~~)) March
21 6, 2024, in a manner consistent with past practices as specified in
22 section 602, chapter 186, Laws of 2022.

23 **Sec. 503.** 2023 c 472 s 609 (uncodified) is amended to read as
24 follows:

25 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

26 (1) If a transportation project, where the Washington state
27 department of transportation is the lead and the project is scheduled
28 to be delivered or completed in the 2023-2025 fiscal biennium as
29 shown on the LEAP Transportation Document ((2023-2)) 2024-2 ALL
30 PROJECTS as developed ((~~April 21, 2023~~)) March 6, 2024, is in
31 jeopardy of being delayed because the department is unable to deliver
32 or complete the project within the 2023-2025 fiscal biennium and
33 other local jurisdictions are able to deliver or complete the work,
34 the department must coordinate with the appropriate local
35 jurisdictions to determine if a potential local partner is ready,
36 willing, and able to execute delivery and completion of the project
37 within the 2023-2025 fiscal biennium.

1 (2) The department must compile a list of projects under this
2 section, including the timing under which the local partner agency
3 can deliver or complete the projects within the 2023-2025 and
4 2025-2027 fiscal biennia. The department must submit the compiled
5 list of projects to the governor and the transportation committees of
6 the legislature by November 1, 2023.

(End of part)

MISCELLANEOUS 2023-2025 FISCAL BIENNIUM

Sec. 601. RCW 14.40.020 and 2023 c 463 s 4 are each amended to read as follows:

The state commercial aviation work group shall submit a progress report to the governor and the transportation committees of the legislature by ((July)) December 1, 2024, and annually every July 1st thereafter. The first report of the work group shall include a list of areas that will not have further review as the areas are in conflict with the operations of a military installation.

Sec. 602. RCW 46.18.060 and 2017 3rd sp.s. c 25 s 40 are each amended to read as follows:

(1) The department must review and either approve or reject special license plate applications submitted by sponsoring organizations. Between the effective date of this section and until June 30, 2025, the department may not approve special license plate applications.

(2) Duties of the department include, but are not limited to, the following:

(a) Review and approve the annual financial reports submitted by sponsoring organizations with active special license plate series and present those annual financial reports to the joint transportation committee;

(b) Report annually to the joint transportation committee on the special license plate applications that were considered by the department;

(c) Issue approval and rejection notification letters to sponsoring organizations, the executive committee of the joint transportation committee, and the legislative sponsors identified in each application. The letters must be issued within seven days of making a determination on the status of an application; and

(d) Review annually the number of plates sold for each special license plate series created after January 1, 2003. The department may submit a recommendation to discontinue a special plate series to the executive committee of the joint transportation committee.

Sec. 603. RCW 46.68.300 and 2023 c 472 s 708 and 2023 c 167 s 8 are each reenacted and amended to read as follows:

1 The freight mobility investment account is hereby created in the
2 state treasury. Money in the account may be spent only after
3 appropriation. Expenditures from the account may be used only for
4 freight mobility projects that have been (~~approved~~) recommended by
5 the freight mobility strategic investment board in RCW 47.06A.020 and
6 may include any principal and interest on bonds authorized for the
7 projects or improvements. During the (~~2019-2021 and~~) 2021-2023 and
8 2023-2025 fiscal biennia, the expenditures from the account may also
9 be used for the administrative expenses of the freight mobility
10 strategic investment board.

11 **Sec. 604.** RCW 46.68.320 and 2010 c 247 s 702 are each amended to
12 read as follows:

13 (1) The regional mobility grant program account is hereby created
14 in the state treasury. Moneys in the account may be spent only after
15 appropriation. Expenditures from the account may be used only for the
16 grants provided under RCW 47.66.030.

17 (2) Beginning with September 2007, by the last day of September,
18 December, March, and June of each year, the state treasurer shall
19 transfer from the multimodal transportation account to the regional
20 mobility grant program account (~~five million dollars~~) \$5,000,000.

21 (3) Beginning with September 2015, by the last day of September,
22 December, March, and June of each year, the state treasurer shall
23 transfer from the multimodal transportation account to the regional
24 mobility grant program account (~~six million two hundred fifty
25 thousand dollars~~) \$6,250,000.

26 (4) During the (~~2009-2011~~) 2023-2025 fiscal biennium, the
27 legislature may (~~transfer from the regional mobility grant program
28 account to the multimodal transportation account such amounts as
29 reflect the excess fund balance of the regional mobility grant
30 program account~~) direct the state treasurer to make transfers of
31 moneys from the regional mobility grant program account to the
32 multimodal transportation account.

33 **Sec. 605.** RCW 46.68.510 and 2022 c 182 s 401 are each amended to
34 read as follows:

35 The move ahead WA account is created in the motor vehicle fund.
36 Moneys in the account may be spent only after appropriation.
37 Expenditures from the account must be used only for projects or
38 improvements identified as move ahead WA projects or improvements in

1 an omnibus transportation appropriations act, including any principal
2 and interest on bonds authorized for the projects or improvements.
3 During the 2023-2025 fiscal biennium, the legislature may direct the
4 state treasurer to make transfers of moneys from the move ahead WA
5 account to the motor vehicle fund.

6 **Sec. 606.** RCW 47.12.244 and 2013 c 306 s 714 are each amended to
7 read as follows:

8 There is created the "advance right-of-way revolving fund" in the
9 custody of the treasurer, into which the department is authorized to
10 deposit directly and expend without appropriation:

11 (1) An initial deposit of (~~ten million dollars~~) \$10,000,000
12 from the motor vehicle fund included in the department of
13 transportation's 1991-93 budget;

14 (2) All moneys received by the department as rental income from
15 real properties that are not subject to federal aid reimbursement,
16 except moneys received from rental of capital facilities properties
17 as defined in chapter 47.13 RCW; and

18 (3) Any federal moneys available for acquisition of right-of-way
19 for future construction under the provisions of section 108 of Title
20 23, United States Code.

21 During the (~~2011-2013 and 2013-2015 fiscal biennia, the~~
22 ~~legislature may transfer from the advance right-of-way revolving fund~~
23 ~~to the motor vehicle account [fund] amounts as reflect the excess~~
24 ~~fund balance of the advance right-of-way revolving fund~~) 2023-2025
25 fiscal biennium, the legislature may direct the state treasurer to
26 make transfers of moneys from the advance right-of-way revolving fund
27 to the JUDY transportation future funding program account.

28 **Sec. 607.** RCW 47.68.090 and 2017 c 48 s 2 are each amended to
29 read as follows:

30 (1) The department of transportation may make available its
31 engineering and other technical services, with or without charge, to
32 any municipality or person desiring them in connection with the
33 planning, acquisition, construction, improvement, maintenance, or
34 operation of airports or air navigation facilities.

35 (2) (a) The department may render financial assistance by grant or
36 loan, or both, to the following entities out of appropriations made
37 by the legislature for the following purposes:

1 (i) Any municipality or municipalities acting jointly in the
2 planning, acquisition, construction, improvement, maintenance, or
3 operation of an airport owned or controlled, or to be owned or
4 controlled by such municipality or municipalities;

5 (ii) Any Indian tribe recognized as such by the federal
6 government or such tribes acting jointly in the planning,
7 acquisition, construction, improvement, maintenance, or operation of
8 an airport, owned or controlled, or to be owned or controlled by such
9 tribe or tribes, and to be held available for the general use of the
10 public; or

11 (iii) Any person or persons acting jointly in the planning,
12 acquisition, construction, improvement, maintenance, or operation of
13 an airport, owned or controlled, or to be owned or controlled by such
14 person or persons, and to be held available for the general use of
15 the public.

16 (b) Such financial assistance may be furnished in connection with
17 federal or other financial aid for the same purposes: PROVIDED, That
18 no grant or loan, or both, shall be in excess of (~~seven hundred~~
19 ~~fifty thousand dollars~~) \$750,000 for any one project: PROVIDED
20 FURTHER, That no grant or loan, or both, shall be granted unless the
21 municipality or municipalities acting jointly, the tribe or tribes
22 acting jointly, or the person or persons acting jointly shall from
23 their own funds match any funds made available by the department upon
24 such ratio as the department may prescribe.

25 (c) The requirements of (b) of this subsection do not apply for
26 projects when directed to do so by the legislature during the
27 2023-2025 fiscal biennium in an omnibus transportation appropriations
28 act.

29 (d) The department must establish, by rule, criteria for
30 administering financial assistance to any entity.

31 (3) The department is authorized to act as agent of any
32 municipality or municipalities acting jointly, any tribe or tribes
33 acting jointly, or any person or persons acting jointly upon the
34 request of such municipality or municipalities, tribe or tribes, or
35 person or persons in accepting, receiving, receipting for, and
36 disbursing federal moneys, and other moneys public or private, made
37 available to finance, in whole or in part, the planning, acquisition,
38 construction, improvement, maintenance, or operation of an airport or
39 air navigation facility; and if requested by such municipality or
40 municipalities, tribe or tribes, or person or persons, may act as its

1 or their agent in contracting for and supervising such planning,
2 acquisition, construction, improvement, maintenance, or operation;
3 and all municipalities, tribes, and persons are authorized to
4 designate the department as their agent for the foregoing purposes.
5 The department, as principal on behalf of the state, and any
6 municipality on its own behalf, may enter into any contracts, with
7 each other or with the United States or with any person, which may be
8 required in connection with a grant or loan of federal moneys for
9 airport or air navigation facility purposes. All federal moneys
10 accepted under this section shall be accepted and transferred or
11 expended by the department upon such terms and conditions as are
12 prescribed by the United States. All moneys received by the
13 department pursuant to this section shall be deposited in the state
14 treasury, and, unless otherwise prescribed by the authority from
15 which such moneys were received, shall be kept in separate funds
16 designated according to the purposes for which the moneys were made
17 available, and held by the state in trust for such purposes. All such
18 moneys are hereby appropriated for the purposes for which the same
19 were made available, to be disbursed or expended in accordance with
20 the terms and conditions upon which they were made available:
21 PROVIDED, That any landing fee or charge imposed by any Indian tribe
22 or tribes for the privilege of use of an airport facility planned,
23 acquired, constructed, improved, maintained, or operated with
24 financial assistance from the department pursuant to this section
25 must apply equally to tribal and nontribal members: PROVIDED FURTHER,
26 That in the event any municipality or municipalities, Indian tribe or
27 tribes, or person or persons, or any distributor of aircraft fuel as
28 defined by RCW 82.42.010 which operates in any airport facility which
29 has received financial assistance pursuant to this section, fails to
30 collect the aircraft fuel excise tax as specified in chapter 82.42
31 RCW, all funds or value of technical assistance given or paid to such
32 municipality or municipalities, Indian tribe or tribes, or person or
33 persons under the provisions of this section shall revert to the
34 department, and shall be due and payable to the department
35 immediately.

36 **Sec. 608.** RCW 82.70.020 and 2015 3rd sp.s. c 44 s 413 are each
37 amended to read as follows:

38 (1) Employers in this state who are taxable under chapter 82.04
39 or 82.16 RCW and provide financial incentives to their own or other

1 employees for ride sharing, for using public transportation, for
2 using car sharing, or for using nonmotorized commuting before January
3 1, (~~2024~~) 2025, are allowed a credit against taxes payable under
4 chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of
5 employees for ride sharing in vehicles carrying two or more persons,
6 for using public transportation, for using car sharing, or for using
7 nonmotorized commuting, not to exceed (~~sixty dollars~~) \$60 per
8 employee per fiscal year.

9 (2) Property managers who are taxable under chapter 82.04 or
10 82.16 RCW and provide financial incentives to persons employed at a
11 worksite in this state managed by the property manager for ride
12 sharing, for using public transportation, for using car sharing, or
13 for using nonmotorized commuting before January 1, 2024, are allowed
14 a credit against taxes payable under chapters 82.04 and 82.16 RCW for
15 amounts paid to or on behalf of these persons for ride sharing in
16 vehicles carrying two or more persons, for using public
17 transportation, for using car sharing, or for using nonmotorized
18 commuting, not to exceed (~~sixty dollars~~) \$60 per person per fiscal
19 year.

20 (3) The credit under this section is equal to the amount paid to
21 or on behalf of each employee multiplied by (~~fifty~~) 50 percent, but
22 may not exceed (~~sixty dollars~~) \$60 per employee per fiscal year. No
23 refunds may be granted for credits under this section.

24 (4) A person may not receive credit under this section for
25 amounts paid to or on behalf of the same employee under both chapters
26 82.04 and 82.16 RCW.

27 (5) A person may not take a credit under this section for amounts
28 claimed for credit by other persons.

29 **Sec. 609.** RCW 82.70.040 and 2022 c 182 s 311 are each amended to
30 read as follows:

31 (1)(a) The department must keep a running total of all credits
32 allowed under RCW 82.70.020 during each fiscal year. The department
33 may not allow any credits that would cause the total amount allowed
34 to exceed \$2,750,000 in any fiscal year.

35 (b) If the total amount of credit applied for by all applicants
36 in any year exceeds the limit in this subsection, the department must
37 ratably reduce the amount of credit allowed for all applicants so
38 that the limit in this subsection is not exceeded. If a credit is

1 reduced under this subsection, the amount of the reduction may not be
2 carried forward and claimed in subsequent fiscal years.

3 (2) (a) Tax credits under RCW 82.70.020 may not be claimed in
4 excess of the amount of tax otherwise due under chapter 82.04 or
5 82.16 RCW.

6 (b) Through June 30, 2005, a person with taxes equal to or in
7 excess of the credit under RCW 82.70.020, and therefore not subject
8 to the limitation in (a) of this subsection, may elect to defer tax
9 credits for a period of not more than three years after the year in
10 which the credits accrue. For credits approved by the department
11 through June 30, 2015, the approved credit may be carried forward and
12 used for tax reporting periods through December 31, 2016. Credits
13 approved after June 30, 2015, must be used for tax reporting periods
14 within the calendar year for which they are approved by the
15 department and may not be carried forward to subsequent tax reporting
16 periods. Credits carried forward as authorized by this subsection are
17 subject to the limitation in subsection (1)(a) of this section for
18 the fiscal year for which the credits were originally approved.

19 (3) No person may be approved for tax credits under RCW 82.70.020
20 in excess of \$100,000 in any fiscal year. This limitation does not
21 apply to credits carried forward from prior years under subsection
22 (2)(b) of this section.

23 (4) No person may claim tax credits after June 30, ((2024)) 2025.

24 **Sec. 610.** RCW 82.70.900 and 2023 c 374 s 18 are each amended to
25 read as follows:

26 This chapter expires July 1, ((2024)) 2025.

27 **Sec. 611.** 2022 c 182 s 503 (uncodified) is amended to read as
28 follows:

29 ((Sections 311 and)) Section 403 of this act ((expire)) expires
30 July 1, 2024.

31 **Sec. 612.** 2023 c 445 s 1 (uncodified) is amended to read as
32 follows:

33 The department of licensing shall develop a comprehensive
34 implementation plan for the expansion of the current driver training
35 education requirement to obtain a driver's license to persons between
36 the ages of 18 and 24. The target date for implementation of the new
37 driver training education expansion is July 1, 2026. The driver

1 training education expansion plan must be provided to the
2 transportation committees of the legislature by (~~October~~) December
3 1, 2024, and must include, but need not be limited to, the following:

4 (1) (a) Consideration of courses that could satisfy the new driver
5 training education requirement, including a condensed course option
6 and a self-paced, online course option, with attention to the
7 educational value, monetary and time costs required, and possible
8 accessibility constraints for each course option considered; and

9 (b) Within the work specified in (a) of this subsection, an
10 analysis of a mandatory driver's education refresher course
11 requirement consisting of in-person or virtual classroom-based
12 instruction on risk management and hazard protections one year after
13 licensure, including the course appropriateness for intermediate
14 license holders;

15 (2) An assessment of public and private resources necessary to
16 support the new driver training education requirement to ensure
17 sufficient course availability and accessibility, including
18 opportunities for the department of licensing to provide driver
19 training education directly or to facilitate partnerships with
20 schools, community organizations, or driver training providers, to
21 close availability and accessibility gaps in rural and underserved
22 areas. The assessment must include, but need not be limited to, an
23 inventory of the current number, and an estimate of the increased
24 number required to meet the anticipated need, of the following:

25 (a) Licensed driver training schools and traffic safety education
26 programs in the state, by geographical region;

27 (b) Licensed driver training school and traffic safety education
28 instructors;

29 (c) Licensed driver trainer instructors; and

30 (d) Driver training education course spaces available per year,
31 by course option and for both classroom and behind-the-wheel
32 instruction;

33 (3) In consultation with the office of equity, evaluation of
34 access to driver training education courses and consideration of
35 opportunities to improve access to driver training education for
36 young drivers. The assessment must address, but should not be limited
37 to, potential obstacles for young drivers for whom the cost of driver
38 training education may pose a hardship, obstacles related to
39 accessibility for young drivers who reside in rural areas, and
40 obstacles for young drivers whose primary language is not English.

1 The assessment must also include strategies that can be used to
2 mitigate these potential obstacles, including possible exceptions to,
3 or substitutions for, a driver training education requirement in
4 cases where access-related obstacles cannot be overcome, such as when
5 a behind-the-wheel driver training program may not be available
6 within a reasonable distance of a person's residence;

7 (4) A plan for broad and accessible public outreach and education
8 to communicate to Washington state residents new driver training
9 education requirements, including a plan for the development of tools
10 to assist residents in accessing driver training education courses
11 that meet the new requirements;

12 (5) Collaboration with educational service districts to determine
13 the extent to which educational service districts can facilitate the
14 coordination between school districts or secondary schools of a
15 school district and driver training schools to increase access to
16 driver training education courses by students who reside within the
17 boundaries of an applicable school district;

18 (6) An examination of opportunities to address the financial need
19 of persons for whom the cost of driver training education courses
20 licensed by the department of licensing may pose a hardship, through
21 a voucher or other financial assistance program. The examination must
22 include quantified estimates of the extent to which the cost of
23 driver training education could pose a significant obstacle, as well
24 as possible approaches to help reduce or eliminate this obstacle;

25 (7) An examination, in consultation with the office of the
26 superintendent of public instruction, of opportunities to address the
27 financial need of students for whom the cost of driver training
28 education offered as part of a traffic safety education program may
29 pose a hardship, through a grant or other financial assistance
30 program. The examination must include quantified estimates of the
31 extent to which the cost of driver training education could pose a
32 significant obstacle, as well as possible approaches to help reduce
33 or eliminate this obstacle; and

34 (8) An assessment of approaches used by other states that require
35 driver training by persons age 18 and older, including examination of
36 how this has impacted traffic safety in the state and the extent to
37 which the requirement may have decreased access to driver's licenses,
38 including through examination of the rate of driver's license holders
39 by age and other demographic characteristics compared to that of
40 neighboring, or otherwise similarly situated, states.

1 **Sec. 613.** 2023 c 472 s 701 (uncodified) is amended to read as
2 follows:

3 **INFORMATION TECHNOLOGY OVERSIGHT**

4 The following transportation projects are subject to the
5 conditions, limitations, and review provided in section 701(2)
6 through (12), chapter 475, Laws of 2023 (omnibus operating
7 appropriations act):

8 ~~((2))~~ (1) For the department of licensing: Website
9 accessibility and usability, and to upgrade and improve prorate and
10 fuel tax system; and

11 ~~((3))~~ (2) For the department of transportation: Linear
12 referencing system (LRS) and highway performance monitoring system
13 (HPMS) replacement, and transportation reporting and accounting
14 information system (TRAINS) upgrade and PROPEL - WSDOT support of one
15 Washington(~~, and capital systems replacement~~)).

16 NEW SECTION. **Sec. 614.** A new section is added to 2023 c 472
17 (uncodified) to read as follows:

18 (1) The transportation carbon emissions reduction account is
19 created in the state treasury. Moneys in the account may be spent
20 only after appropriation. Expenditures from the account are intended
21 to effect reductions in transportation sector carbon emissions
22 through a variety of carbon reducing investments. Such investments
23 may include, but are not limited to: Transportation alternatives to
24 single occupancy passenger vehicles; reductions in single occupancy
25 passenger vehicle miles traveled; reductions in per mile emissions in
26 vehicles, including through the funding of alternative fuel
27 infrastructure and incentive programs; and emission reduction
28 programs for freight transportation, including motor vehicles and
29 rail, as well as for ferries and other maritime and port activities.
30 Expenditures from the account may be made only for transportation
31 carbon emission reducing purposes and may not be made for highway
32 purposes authorized under the 18th Amendment of the Washington state
33 Constitution, other than as specified in this section, and must be
34 made in accordance with subsection (2) of this section. It is the
35 legislature's intent that expenditures from the account used to
36 reduce carbon emissions be made with the goal of achieving equity for
37 communities that historically have been omitted or adversely impacted
38 by past transportation policies and practices.

1 (2) Appropriations in an omnibus transportation appropriations
2 act from the transportation carbon emissions reduction account must
3 be made exclusively to fund the following activities:

- 4 (a) Active transportation;
- 5 (b) Transit programs and projects;
- 6 (c) Alternative fuel and electrification;
- 7 (d) Ferries; and
- 8 (e) Rail.

9 (3) Unless otherwise specified in this act, appropriations in
10 chapter 472, Laws of 2023 (2023-2025 biennial transportation
11 appropriations act), and chapter . . ., Laws of 2024 (this act),
12 which are appropriated from the carbon emissions reduction account in
13 amounts provided beginning before January 1, 2025, shall be paid from
14 the transportation carbon emissions reduction account as if they were
15 appropriated from that account, beginning on the effective date of
16 Initiative Measure No. 2117.

17 (4) Any residual balance of funds remaining in the carbon
18 emissions reduction account on or after the effective date of
19 Initiative Measure No. 2117 must be transferred by the state
20 treasurer to the transportation carbon emissions reduction account.

21 (5) Any amounts provided from the carbon emissions reduction
22 account in chapter . . ., Laws of 2024 (this act) and which are
23 specified to begin January 1, 2025, must lapse.

24 (6) If Initiative Measure No. 2117 is not approved at the 2024
25 general election, this section has no force and effect.

26 (7) This section expires July 1, 2025.

27 NEW SECTION. **Sec. 615.** (1) This section is the tax preference
28 performance statement for section 608, chapter . . ., Laws of 2024
29 (section 608 of this act). This performance statement is only
30 intended to be used for subsequent evaluation of the tax preference.
31 It is not intended to create a private right of action by any party
32 or be used to determine eligibility for the preferential tax
33 treatment.

34 (2) The tax preference performance statement in section 413,
35 chapter 44, Laws of 2015 3rd sp. sess. applies to the expansion of
36 the tax preference in section 608 of this act.

37 NEW SECTION. **Sec. 616.** A new section is added to 2023 c 472
38 (uncodified) to read as follows:

1 Appropriations in this act from the natural climate solutions
2 account, carbon emissions reduction account, climate transit programs
3 account, and climate active transportation account are subject to the
4 requirements of RCW 70A.65.030.

(End of part)

1 MISCELLANEOUS

2 NEW SECTION. **Sec. 701.** If any provision of this act or its
3 application to any person or circumstance is held invalid, the
4 remainder of the act or the application of the provision to other
5 persons or circumstances is not affected.

6 NEW SECTION. **Sec. 702.** Except for section 602 of this act, this
7 act is necessary for the immediate preservation of the public peace,
8 health, or safety, or support of the state government and its
9 existing public institutions, and takes effect immediately.

10 NEW SECTION. **Sec. 703.** Section 602 of this act takes effect
11 only if chapter . . . (Substitute House Bill No. 2489), Laws of 2024
12 (new special license plates) is enacted by June 30, 2024."

ESHB 2134 - CONF REPT
By Conference Committee

13 On page 1, line 1 of the title, after "appropriations;" strike
14 the remainder of the title and insert "amending RCW 14.40.020,
15 46.18.060, 46.68.320, 46.68.510, 47.12.244, 47.68.090, 82.70.020,
16 82.70.040, and 82.70.900; amending 2023 c 472 ss 101, 105, 108, 109,
17 111, 114, 110, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211,
18 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 301,
19 302, 304, 305, 306, 307, 308, 309, 310, 401, 402, 403, 404, 405, 406,
20 407, 601, 606, 609, and 701 (uncodified); amending 2022 c 182 s 503
21 (uncodified); amending 2023 c 445 s 1 (uncodified); reenacting and
22 amending RCW 46.68.300; adding new sections to 2023 c 472
23 (uncodified); creating a new section; making appropriations and
24 authorizing expenditures for capital improvements; providing a
25 contingent effective date; providing expiration dates; and declaring
26 an emergency."

(End of Bill)

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