
BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: S-5143.4/24 4th draft

ATTY/TYPIST: AI:jlb

BRIEF DESCRIPTION: Making supplemental transportation appropriations
for the 2023-2025 fiscal biennium.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 46.68.060, 36.79.020, 82.70.020, 82.70.040, 82.70.900,
3 46.68.170, and 47.12.244; amending 2023 c 472 ss 105, 108, 109, 111,
4 114, 110, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212,
5 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 301, 302,
6 304, 305, 306, 307, 308, 309, 310, 401, 402, 403, 404, 405, 406, 407,
7 601, 606, and 609 (uncodified); amending 2022 c 182 s 503
8 (uncodified); reenacting and amending RCW 46.68.300; adding new
9 sections to 2023 c 472 (uncodified); creating a new section; making
10 appropriations and authorizing expenditures for capital improvements;
11 providing a contingent effective date; providing expiration dates;
12 and declaring an emergency.

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

14 **2023-2025 FISCAL BIENNIUM**

15 **GENERAL GOVERNMENT AGENCIES—OPERATING**

16 **Sec. 101.** 2023 c 472 s 105 (uncodified) is amended to read as
17 follows:

18 **FOR THE DEPARTMENT OF AGRICULTURE**

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

Sec. 102. 2023 c 472 s 108 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF COMMERCE

Carbon Emissions Reduction Account—State

Appropriation.	\$5,000,000
Electric Vehicle Account—State Appropriation.	\$220,000
Multimodal Transportation Account—State Appropriation.	\$300,000
<u>TOTAL APPROPRIATION.</u>	<u>\$5,520,000</u>

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

(1) \$220,000 of the electric vehicle account—state appropriation is provided solely to the department to commission an independent study, based on the findings of the transportation electrification strategy authorized under RCW 43.392.040, of costs of installation, maintenance, and operation of electrical distribution infrastructure on the utility's side of the meter to commercial customers installing electric vehicle supply equipment. The department shall gather data from at least five electric utilities serving retail customers in the state for purposes of completing the study. The department shall submit a report of study findings and an explanation of how those findings will support implementation of the transportation electrification strategy authorized under RCW 43.392.040 to the governor and appropriate legislative committees by November 1, 2024.

(2) Beginning January 1, 2025, \$5,000,000 of the carbon emissions reduction account—state appropriation is provided solely for a tribal electric boat grant program. Federally recognized tribes are eligible to apply for grant funds for the purchase of or conversion to electric boats and motors.

(3) (a) \$300,000 of the multimodal transportation account—state appropriation is provided solely to the department, in collaboration with the interagency electric vehicle coordinating council, appropriate state and local agencies, climate and environmental justice organizations, consumer and ratepayer advocates, industry representatives, labor representatives, consumer-owned electric utilities, investor-owned electric utilities, and building owners and operators, to develop legislative recommendations regarding:

1 (i) Maximum timelines for electric vehicle supply equipment
2 project permitting and interconnection;

3 (ii) Necessary reporting requirements for electric utilities on
4 transportation electrification efforts;

5 (iii) Requirements for consumer information on electric vehicle
6 supply equipment;

7 (iv) Extending right-to-charge policies to tenants and homeowners
8 outside of common interest communities;

9 (v) Reliability standards for both publicly funded and publicly
10 available electric vehicle supply equipment; and

11 (vi) Other policies to implement recommendations on improving
12 electric vehicle supply equipment availability and use in the
13 transportation electrification strategy under RCW 43.392.040.

14 (b) The department, in collaboration with the entities listed
15 under (a) of this subsection, must also evaluate the best method to
16 develop a comprehensive and publicly available inventory of all
17 electric vehicle supply equipment in Washington, to include, but not
18 be limited to:

19 (i) Reporting requirements for electric vehicle supply equipment
20 providers, owners, and operators or any other entities necessary to
21 develop and implement the inventory;

22 (ii) Rules necessary to determine required information, such as
23 counts of operational electric vehicle supply equipment and ports,
24 electrical power, utilization, reliability data, and other
25 nonproprietary data, and a reporting process for collecting such data
26 for the inventory; and

27 (iii) Identifying data that may be classified as confidential and
28 a means for protecting such data, including data aggregation and the
29 consideration of using a third-party entity to receive and secure
30 data.

31 (c) The department must provide a report to the appropriate
32 committees of the legislature on initial recommendations described
33 under (a) of this subsection and the evaluation results under (b) of
34 this subsection by December 31, 2024, and a final report with all
35 remaining recommendations by June 30, 2025.

36 **Sec. 103.** 2023 c 472 s 109 (uncodified) is amended to read as
37 follows:

38 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

39 Pilotage Account—State Appropriation. ((\$3,574,000))

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

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

(2) \$232,000 of the pilotage account—state appropriation is for a temporary environmental planner position to support rule making to fulfill the requirements of chapter 289, Laws of 2019.

Sec. 104. 2023 c 472 s 111 (uncodified) is amended to read as follows:

FOR THE UNIVERSITY OF WASHINGTON

Motor Vehicle Account—State Appropriation.	\$1,470,000
Multimodal Transportation Account—State	
Appropriation.	(\$5,000,000)
	<u>\$5,060,000</u>
<u>TOTAL APPROPRIATION.</u>	<u>\$6,530,000</u>

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

(1) \$5,000,000 of the multimodal transportation account—state appropriation is provided solely for the University of Washington's sidewalk inventory and accessibility mapping project to develop a public dataset under an open license and develop the tools needed to publish that data according to an open data specification. The project must include, but is not limited to, utilization of existing data sources, imagery, detailed surveys, and manually collected, detailed data for city streets, county rural and urban local access roads and collectors/arterials, state roads of all types, and roads owned by other entities. The project may draw on partially developed sidewalk data for all state facilities. To the extent practicable, the final product must be suitable for use by the department of transportation, local and regional agencies, tribal governments, and the general public. For the 2023-2025 fiscal biennium, the project

1 will produce a base active transportation data layer for all
2 counties, with priority given to counties with high proportions of
3 overburdened communities. A project status report is due to the
4 transportation committees of the legislature on December 1st of each
5 year until the work is completed. The legislature intends that in the
6 2025-2027 fiscal biennium, \$5,000,000 of multimodal transportation
7 account funds be provided to complete a second phase of work on the
8 active transportation data.

9 (2) (a) \$60,000 of the multimodal transportation account—state
10 appropriation is provided solely for the University of Washington
11 center for real estate research, in collaboration with the Puget
12 Sound regional council, to complete a review of transit-oriented
13 development conditions in cities in King, Pierce, Spokane, Clark, and
14 Snohomish counties that (i) have populations of more than 12,500; and
15 (ii) have at least one major transit stop, as defined in RCW
16 36.70A.030.

17 (b) The review must be based on any comprehensive plans, housing-
18 focused local tax and fee programs, and development regulations
19 required to be adopted on or before December 31, 2024. The review
20 must also include the following elements in a report that enables
21 comparison of transit-oriented development conditions on a city-by-
22 city basis:

23 (i) A summary of zoned density, floor area ratio, height or bulk
24 limitations, parking requirements, impact fees, and other relevant
25 development constraints or requirements, fees, charges, or conditions
26 that apply to transit-oriented development within the jurisdiction;

27 (ii) A summary and analysis of any local or state housing tax,
28 charge or fee rates, exactions and incentives, affordable housing
29 requirements, and antidisplacement strategies that apply to transit-
30 oriented development; and

31 (iii) Recommendations on strategies to increase the supply and
32 affordability of transit-oriented development.

33 (c) The review must apply to areas within the following distances
34 of a major transit stop:

35 (i) One-half mile radius of an entrance to a train station with a
36 stop on a light rail system, a commuter rail stop, or a stop on rail
37 or fixed guideway system; and

38 (ii) One-quarter mile radius of a stop on a fixed route bus
39 system that is funded in part or in full by the United States
40 department of transportation funding for bus rapid transit.

1 (d) The center must seek input from a broad range of stakeholders
2 with expertise in transit-oriented development, including nonprofit
3 and for-profit developers of affordable housing, developers of
4 market-rate and workforce housing, local governments, the Washington
5 housing finance commission, and other stakeholders as determined by
6 the center.

7 (e) The center must provide its review and a preliminary report
8 to the appropriate committees of the legislature by December 31,
9 2024, and a final report, updated to reflect any intervening
10 comprehensive plan revisions, by June 30, 2025.

11 (3) (a) \$1,470,000 of the motor vehicle account—state
12 appropriation is provided solely for the Washington state
13 transportation center to fund:

- 14 (i) Intern programs with the department of transportation;
- 15 (ii) A road scholars short-term training program; and
- 16 (iii) Professional master's degree fellowships between the
17 department of transportation and the University of Washington within
18 a program in civil and environmental engineering.

19 (b) Of the amounts provided in this subsection, \$81,000 is
20 provided solely for the center to consult with the board of
21 registration for professional engineers & land surveyors to conduct a
22 statewide survey and analysis assessing workforce shortages of civil
23 engineers, civil engineering technicians, land surveyors, land
24 surveyor technicians, and related disciplines. The center shall
25 create a recommended action plan, with input from the legislative
26 transportation committees, to address engineering workforce shortages
27 and to meet the increased demand for services. The analysis and
28 recommended action plan must include, for civil engineers, civil
29 engineering technicians, land surveyors, land surveyor technicians,
30 and related disciplines, at a minimum:

- 31 (i) Opportunities to create diverse and equitable engineering
32 workforce;
- 33 (ii) Workforce data and gaps;
- 34 (iii) Current education pathways and licensure processes;
- 35 (iv) Current programs focused on workforce development and
36 position skill-up opportunities;
- 37 (v) Strategies to retain workforce within the state;
- 38 (vi) Outreach opportunities and interinstitutional partnerships
39 with middle schools, high schools, postsecondary institutions, and
40 postgraduate programs; and

1 (vii) Recommendations for additional scholarships, internship and
2 apprenticeship opportunities, undergraduate and graduate fellowship
3 opportunities, and industry partnership opportunities.

4 (c) The center shall provide a preliminary plan with proposed
5 actions, budgets, and outcomes to the transportation committees of
6 the legislature by November 2024. The center shall provide a final
7 action plan report with relevant recommendations to the
8 transportation committees of the legislature by December 31, 2024.

9 **Sec. 105.** 2023 c 472 s 114 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

12 Carbon Emissions Reduction Account—State

13 Appropriation. \$6,000,000

14 The appropriation in this section is subject to the following
15 conditions and limitations:

16 (1) \$6,000,000 of the carbon emissions reduction account—state
17 appropriation is provided solely for zero emission electric vehicle
18 supply equipment infrastructure at facilities to accommodate charging
19 station installations. The electric vehicle charging equipment (~~must~~
20 ~~allow for the collection of usage data and~~) must be coordinated with
21 the state efficiency and environmental performance program. The
22 department must prioritize locations based on state efficiency and
23 environmental performance location priorities and where zero emission
24 fleet vehicles are located or are scheduled to be purchased.

25 (2) The department must report when and where the equipment was
26 installed(~~(, usage data at each charging station,)~~) and the state
27 agencies and facilities that benefit from the installation of the
28 charging station to the fiscal committees of the legislature by June
29 30, 2025, with an interim report due January 2, 2024. The department
30 shall collaborate with the interagency electric vehicle coordinating
31 council to implement this section and must work to meet benchmarks
32 established in chapter 182, Laws of 2022 (transportation resources).

33 (3) In carrying out this section, the department shall cooperate
34 and provide assistance, as requested, in the joint transportation
35 committee's development of program delivery evaluation tools and
36 methodologies provided under section 204 (~~(of this act)~~), chapter
37 472, Laws of 2023 for programs that receive funding from the carbon
38 emissions reduction account.

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

6 NEW SECTION. **Sec. 106.** A new section is added to 2023 c 472
7 (uncodified) to read as follows:

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

9 Ignition Interlock Device Revolving Account—State
10 Appropriation. \$400,000

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

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

3 **FOR WASHINGTON STATE UNIVERSITY**

4 Highway Safety Account—State Appropriation.	\$150,000
5 Multimodal Transportation Account—State	
6 Appropriation.	\$100,000
7 TOTAL APPROPRIATION.	\$250,000

8 The appropriations in this section are subject to the following
9 conditions and limitations: \$150,000 of the highway safety account—
10 state appropriation is provided solely to convene a work group that
11 includes, but is not limited to, the attorney general's office, the
12 department of transportation, Washington state patrol, and the
13 Washington traffic safety commission, to develop recommended
14 legislation, by December 1, 2024, regarding the use of sobriety
15 checkpoints in DUI enforcement. The work group must review the legal
16 findings and holdings by the Washington supreme court in *City of*
17 *Seattle v. Mesiani* and evaluate previous legislation from Washington
18 and other states, as well as federal case law, authorizing the use of
19 sobriety checkpoints.

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

22 **FOR THE EVERGREEN STATE COLLEGE**

23 Aeronautics Account—State Appropriation.	\$188,000
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24 The appropriation in this section is subject to the following
25 conditions and limitations: \$188,000 of the aeronautics account—state
26 appropriation is provided solely for the Washington state institute
27 for public policy to:

28 (1) Conduct an independent, nonpartisan assessment of
29 the passenger and air cargo forecasts cited in the Puget Sound
30 regional council regional aviation baseline study, including an
31 evaluation of the underlying data, assumptions, methodologies, and
32 calculation of the level of uncertainty around the forecast;

33 (2) Conduct a comprehensive literature review to identify
34 effective national and international strategies to reduce demand for
35 air travel, including diverting such demand to other modes to avoid
36 environmental impacts to overburdened communities and vulnerable
37 populations;

1 (3) Conduct a review of existing operational and technological
2 enhancements to address environmental impacts from commercial
3 aviation activities, including, but not limited to, climate friendly
4 routing of aircraft, innovations intended to address the climate
5 change effects of noncarbon dioxide emissions from aviation
6 activities, simulation models applied to congested airports, and
7 online tools to track, analyze, and improve carbon footprints related
8 to aviation activities. The review should identify the feasibility of
9 enhancements to be deployed in the state of Washington; and

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

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

14 **FOR THE OFFICE OF THE GOVERNOR**

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

16 The appropriation in this section is subject to the following
17 conditions and limitations: \$750,000 of the state patrol highway
18 account—state appropriation is provided solely to the state office of
19 equity to contract with an independent consultant to conduct the
20 ((studies, evaluations, and reporting)) functions required in RCW
21 43.06D.060.

(End of part)

TRANSPORTATION AGENCIES—OPERATING

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

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	((\$5,252,000))
	<u>\$8,841,000</u>
Highway Safety Account—Federal Appropriation.	((\$27,735,000))
	<u>\$35,744,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	((\$636,000))
	<u>\$836,000</u>
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	((\$34,533,000))
	<u>\$46,331,000</u>

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

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

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

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

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

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

30 ~~(b) 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) The frequency with which warnings and infractions are issued
34 on weekdays versus weekend days.~~

35 ~~(6))~~ \$50,000 of the highway safety account—state appropriation
36 is provided solely for the implementation of chapter 471, Laws of
37 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted
38 by June 30, 2023, the amount provided in this subsection lapses.

39 ~~((7))~~ (6) The Washington traffic safety commission may oversee
40 a pilot program in up to three cities implementing the use of

1 automated vehicle noise enforcement cameras in zones that have been
2 designated by ordinance as "Stay Out of Areas of Racing."

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

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

10 (c) Any city administering a pilot program overseen by the
11 traffic safety commission shall use the following guidelines to
12 administer the program:

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

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

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

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

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

34 (vi) Notwithstanding any other provision of law, all photographs,
35 videos, microphotographs, audio recordings, or electronic images
36 prepared under this subsection (~~((7))~~) (6) are for the exclusive use
37 of law enforcement in the discharge of duties under this section and
38 are not open to the public and may not be used in a court in a
39 pending action or proceeding. No photograph, microphotograph, audio
40 recording, or electronic image may be used for any purpose other than

1 the issuance of warnings for violations under this section or
2 retained longer than necessary to issue a warning notice as required
3 under this subsection (~~(7)~~) (6); and

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

10 (7) \$200,000 of the Cooper Jones active transportation safety
11 account—state appropriation is provided solely for the commission, in
12 consultation with the Cooper Jones active transportation safety
13 council, to research and develop a pilot program for the use of light
14 meters by law enforcement to measure lighting levels at locations
15 where a serious injury or fatality involving a vehicle has occurred.
16 However, the funds must be held in unallotted status until the
17 commission submits a spending plan for the pilot program to the
18 transportation committees of the legislature and the office of the
19 governor.

20 (8) \$300,000 of the highway safety account—state appropriation is
21 provided solely for the commission to purchase telematics data from a
22 qualified vendor that provides anonymized information on vehicle
23 speeds and driver behaviors, such as hard braking, on a statewide
24 basis and in selected geographical areas based upon demographic
25 characteristics and crash history. The commission must provide an
26 annual report summarizing findings from the telematics data to the
27 transportation committees of the legislature beginning by June 30,
28 2025, and until June 30, 2027.

29 (9) \$750,000 of the highway safety account—state appropriation is
30 provided solely for a pilot program for dedicated probation or
31 compliance officers at the local level to improve compliance with
32 ignition interlock device installation requirements associated with
33 impaired driving offenses. The commission must select locations based
34 on an assessment of ignition interlock device compliance rates, and
35 the willingness and ability to have staff dedicated to this activity.
36 By June 30, 2025, the commission must provide to the transportation
37 committees of the legislature a status report on the specific
38 locations selected and any outcome information.

1 (10) \$2,000,000 of the highway safety account—state appropriation
2 is provided solely to implement a multifaceted approach to supplement
3 existing funding targeted at impaired driving and other enforcement.
4 The areas of emphasis expected to be funded include additional high
5 visibility enforcement, indigenous knowledge-informed tribal traffic
6 safety support, expanded enforcement training, and additional traffic
7 enforcement equipment. Funding is also provided for the commission to
8 administer and provide oversight of these activities. By June 30,
9 2025, the commission must provide a report to the transportation
10 committees of the legislature on these funded activities and any
11 outcome information.

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

14 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

15 Rural Arterial Trust Account—State Appropriation.	((\$2,405,000))
	<u>\$1,766,000</u>
17 Motor Vehicle Account—State Appropriation.	((\$3,005,000))
	<u>\$3,373,000</u>
19 County Arterial Preservation Account—State	
20 Appropriation.	((\$1,808,000))
	<u>\$1,840,000</u>
22 TOTAL APPROPRIATION.	((\$7,218,000))
	<u>\$6,979,000</u>

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

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

36 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**
37 Transportation Improvement Account—State

1 Appropriation. (~~(\$4,798,000)~~)
2 \$4,820,000

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

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

14 **FOR THE JOINT TRANSPORTATION COMMITTEE**

15 Carbon Emissions Reduction Account—State
16 Appropriation. \$3,000,000
17 Multimodal Transportation Account—State
18 Appropriation. (~~(\$125,000)~~)
19 \$602,000
20 Motor Vehicle Account—State Appropriation. (~~(\$4,270,000)~~)
21 \$6,050,000
22 TOTAL APPROPRIATION. (~~(\$7,395,000)~~)
23 \$9,652,000

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

26 (1)(a) \$300,000 of the motor vehicle account—state appropriation
27 is for the joint transportation committee, from amounts set aside out
28 of statewide fuel taxes distributed to cities according to RCW
29 46.68.110(2), to convene a study of a statewide retail delivery fee
30 on orders of taxable retail items delivered by motor vehicles within
31 the state. The study must:

32 (i) Determine the annual revenue generation potential of a range
33 of fee amounts;

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

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

1 (iv) Evaluate the potential impacts to consumers, including
2 consideration of low-income households and vulnerable populations and
3 potential impacts to businesses.

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

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

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

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

18 (B) Joint transportation committee executive committee members or
19 their designees;

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

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

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

24 (F) A representative from an organization representing general
25 contractors.

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

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

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

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

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

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

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

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

11 (d) The work group must submit a preliminary report, including
12 any recommendations or draft legislation, to the office of the
13 governor and the transportation committees of the legislature by
14 December 15, 2023. The work group must submit a final report with
15 draft legislation to the office of the governor and the
16 transportation committees of the legislature by July 1, 2024.

17 (~~(4)~~) (3) \$300,000 of the motor vehicle account—state
18 appropriation is for the joint transportation committee, from amounts
19 set aside out of statewide fuel taxes distributed to cities according
20 to RCW 46.68.110(2), to contract with the municipal research and
21 services center to convene a department of transportation-local
22 government partnership work group to create a procedure in which the
23 department of transportation can partner with a local jurisdiction to
24 perform preservation and maintenance and construct projects on state
25 highways.

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

28 (i) One representative from a city with a population of more than
29 5,000 and fewer than 50,000;

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

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

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

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

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

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

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

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

3 (x) At least one member from the house of representatives
4 transportation committee and at least one member from the senate
5 transportation committee.

6 (b) Of the members described in (a) of this subsection, at least
7 one of the city representatives and one of the county representatives
8 must have public works contracting experience, and at least one of
9 the city representatives and one of the county representatives must
10 have public works project management experience.

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

21 (i) Differing roadway and construction standards between state
22 and local agencies;

23 (ii) Revenue, reimbursement, and financial agreements between
24 state and local agencies;

25 (iii) Differing procurement processes between state and local
26 agencies;

27 (iv) Liability; and

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

29 (d) The work group must submit a preliminary report, including
30 any recommendations, to the office of the governor and the
31 transportation committees of the legislature by December 15, 2023.
32 The work group must submit a final report to the office of the
33 governor and the transportation committees of the legislature by July
34 1, 2024.

35 (~~(+5)~~) (4)(a) \$2,000,000 of the carbon emissions reduction
36 account—state appropriation is for the joint transportation committee
37 to oversee:

38 (i) The design of an infrastructure and incentive strategy to
39 drive the purchase and use of zero emission medium and heavy duty
40 vehicles, as well as cargo handling and off-road equipment, in the

1 state including, but not limited to, programs for tractor trucks, box
2 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and
3 medium-duty buses, school buses, on and off-road terminal tractors,
4 transport refrigeration units, forklifts, container handling
5 equipment, airport cargo loaders, and railcar movers; and

6 (ii) A review of the passenger vehicle tax incentive in current
7 law and evaluation of its utility, to include possible modification
8 of the criteria for eligibility and tax incentive amount maximums, as
9 applicable.

10 (b) Design development must include recommendations for
11 encouraging vehicle conversions for smaller commercial vehicle fleets
12 and owner-operators of commercial vehicles, as well as tools for
13 facilitating carbon emission reductions to benefit vulnerable
14 populations and overburdened communities. Infrastructure and
15 incentive programs recommended may include, but are not limited to,
16 grant, rebate, tax incentive, and financing assistance programs.

17 (c) Consultation with legislative members identified by the chair
18 and ranking members of the transportation committees of the
19 legislature throughout design of the infrastructure and incentive
20 strategy is required. A report is due to the transportation
21 committees of the legislature by January 2, 2024.

22 ((+6)) (5) \$125,000 of the motor vehicle account—state
23 appropriation and \$125,000 of the multimodal transportation account—
24 state appropriation are for the joint transportation committee to
25 evaluate potential options and make recommendations for a statewide
26 household travel survey and additional analytical capacity regarding
27 transportation research.

28 (a) The recommendation on the statewide household travel survey
29 must be based on how well a statewide survey investment would:
30 Address policy questions related to household travel; address gaps
31 between separate regional and local transportation models; and create
32 a dataset to allow both for analysis and response to policymakers'
33 questions relating to household travel and for transportation
34 modeling and development. In evaluating potential survey options, the
35 committee shall consider opportunities for the state to partner and
36 expand on developed established household travel surveys, including
37 surveys conducted at both the Puget Sound regional council and the
38 federal highway administration. In its recommendation, the committee
39 shall outline the process required for a statewide survey, including
40 the costs and timing of each option.

1 (b) The committee shall recommend an agency or agencies to
2 perform ongoing analysis of a statewide household travel survey and
3 other transportation research. The committee shall consider the
4 ability of an agency or agencies to meet shorter timeline policy
5 needs, as well as longer timeline research projects. The
6 recommendation must include the timing and costs associated with the
7 development of such analytical capacity.

8 ~~((7))~~ (6) \$1,000,000 of the carbon emissions reduction account—
9 state appropriation is for the joint transportation committee to
10 oversee the development of tools and methodologies to assist in
11 program delivery evaluation for programs that receive appropriations
12 from the carbon emissions reduction account. Program delivery
13 evaluation must include carbon emissions reduction estimates by
14 program and by unit of time, program cost per unit of emission
15 reduction, quantified benefits to vulnerable populations and
16 overburdened communities by program cost, any additional appropriate
17 qualitative and quantitative metrics, and actionable recommendations
18 for improvements in program delivery. A report is due to the
19 transportation committees of the legislature by October 1, 2024.

20 ~~((8))~~ (7) \$500,000 of the motor vehicle account—state
21 appropriation is for the joint transportation committee to engage an
22 independent review team to work in coordination with the Washington
23 state department of transportation's analysis, funded in section
24 217~~((11) of this act)~~ (10), chapter 472, Laws of 2023, of highway,
25 road, and freight rail transportation needs, options, and impacts
26 from shifting the movement of freight and goods that currently move
27 by barge through the lower Snake river dams to highways, other roads,
28 and rail.

29 (a) The department shall include the independent review team in
30 all phases of the analysis to enable the team to develop an
31 independent assessment of the analysis, assumptions, stakeholder
32 engagement, and cost and impact estimates. Summary findings from the
33 independent assessment must be provided to the department, the
34 governor's office, and the transportation committees of the
35 legislature on a quarterly basis, with ~~((a-final))~~ an end of biennium
36 report due to the governor and the transportation committees of the
37 legislature by June 30, 2025.

38 (b) The independent review team must conduct an independent
39 stakeholder engagement effort. The river transportation work group
40 must be formed to provide data and guidance to the independent review

1 team for the independent stakeholder engagement effort. The river
2 transportation work group must be made up of stakeholders, including
3 farming and agricultural production, (~~federally recognized tribes~~
4 ~~and~~) fishing industry, tug and barge operators, shippers and
5 receivers, public ports, railroad operators, cruise lines, the
6 federal highway administration, and the army corps of engineers.
7 Consultations with federally recognized tribes must also occur in
8 coordination with the Washington state department of transportation.

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

12 (~~(9)~~) (8) The joint transportation committee shall also convene
13 a work group that includes, but is not limited to, the executive
14 committee of the joint transportation committee, the office of
15 financial management, the Washington state department of
16 transportation, and the Washington state treasurer's office to
17 develop recommendations, by October 15, 2023, to meet the challenge
18 of identifying an achievable delivery schedule for completing
19 transportation projects across the state.

20 (9) \$300,000 of the multimodal transportation account—state
21 appropriation is for the joint transportation committee to review
22 the composition of boards of Washington transit agencies. As part of
23 the assessment, the review must survey current governance structures
24 identifying unique or innovative models, and best practices currently
25 being deployed. Working with agencies and key stakeholders, the study
26 must develop a list of options for transit agencies to consider for
27 increasing representation or engagement from transit riders, labor,
28 and other underrepresented community groups identified through the
29 process. A report of preliminary findings must be submitted to the
30 transportation committees of the legislature by December 15, 2024. A
31 final report is due to the transportation committees of the
32 legislature by June 30, 2025, including any recommended revisions to
33 current statutes that are necessary to implement any identified
34 options.

35 (10) (a) \$400,000 of the motor vehicle account—state appropriation
36 is for the joint transportation committee to conduct a study and make
37 recommendations on alternative project delivery methods that may be
38 used by the Washington state department of transportation in public
39 works contracting. The study must review use of design-build, design-
40 bid-build, progressive design build, general contractor/construction

1 manager, public-private partnerships, and other contracting methods,
2 and how choice of project delivery method impacts cost, contract
3 competition, and project delivery schedule. The study must also
4 include recommendations on any changes to current practices and
5 statutory requirements.

6 (b) In developing project delivery method recommendations, the
7 joint transportation committee must engage with industry stakeholders
8 including, but not limited to, engineering, contracting, and women
9 and minority-owned business communities.

10 (c) To assist the department as it continues to make progress on
11 meeting the requirements of the federal *U.S. v. Washington* court
12 injunction and to address estimated programmatic cost increases, and
13 within the funding provided in this subsection, the department shall
14 analyze contracting methods, alternative bundling concepts, and other
15 options to manage costs.

16 (d) 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 (11) (a) \$300,000 of the motor vehicle account—state appropriation
21 is to conduct a study and make recommendations on opportunities for
22 streamlining current Washington state department of transportation
23 project permitting practices to accelerate project delivery. The
24 study should:

25 (i) Identify the types of permits required for projects by local,
26 state, and federal agencies for various project types across the
27 state;

28 (ii) Conduct a case study of at least six recently completed
29 projects that are geographically distributed across the state, and a
30 mix of projects that were either completed in a timely manner or
31 faced delays; and

32 (iii) Review and recommend practices for streamlining the
33 permitting processes with local, state, and federal agencies that
34 would result in accelerating project delivery.

35 (b) A preliminary report is due to the transportation committees
36 of the legislature by December 15, 2024. A final report is due to
37 transportation committees of the legislature by June 30, 2025.

38 (12) (a) \$300,000 of the motor vehicle account—state appropriation
39 is to conduct a study and make recommendations on opportunities for
40 innovative project delivery practices that could be utilized to

1 accelerate project delivery. The study should evaluate practices
2 utilized around the country and evaluate Washington state-specific
3 possibilities such as:

4 (i) Increased use of the advanced environmental mitigation
5 revolving account and advance right-of-way revolving fund as cost
6 containment strategies; and

7 (ii) Benefits and costs associated with bundling bridge, culvert,
8 or other groups of projects into single procurement packages.

9 (b) A preliminary report is due to the transportation committees
10 of the legislature by December 15, 2024. A final report is due to
11 transportation committees of the legislature by June 30, 2025.

12 (13) \$400,000 of the motor vehicle account—state appropriation is
13 for the joint transportation committee to contract for a staffing and
14 performance review and audit of the field operations bureau of the
15 Washington state patrol.

16 (a) The contractor must be assisted by, consult with, and seek
17 guidance from the Washington state patrol as the contractor deems
18 appropriate to conduct its work. The contractor must review relevant
19 previous recommendations made by the joint legislative and audit
20 review committee and evaluate compliance and improvements made from
21 those prior recommendations.

22 (b) The fact finding phase of the work may include a review of
23 and findings on: (i) The field operations bureau staffing levels to
24 meet the current traffic safety needs statewide and by regions; (ii)
25 whether the proportion of the agency's budget dedicated to the field
26 operations bureau to meet its core traffic safety functions are
27 proportionally weighed against its nonfield operations bureau needs
28 and funding level; (iii) whether the agency's current staffing
29 deployment or allocation methods are being driven by need based on
30 speeding violations, driving under the influence behaviors,
31 collisions, car accidents, reckless driving, and other appropriate
32 metrics; (iv) methods and documentation used in evaluating trooper
33 and field operation bureau productivity; (v) the agency's policy and
34 procedure manuals in comparison to state law enforcement agency best
35 practices and current standards; and (vi) whether the agency is using
36 the most effective use of its available tools to reduce turnover,
37 maximize new cadet and lateral recruitment, and achieve full field
38 operations bureau authorized staffing levels.

39 (c) The contractor must conduct its own independent review and
40 develop recommendations on staffing levels for the field operations

1 bureau, trooper staffing allocation informed by the appropriate
2 metrics, response availability for priority calls, overall response
3 time, performance measures that are related to outputs or outcomes
4 that can be affected by the agency, and the necessary ongoing
5 reporting and monitoring of those performance measures targeted at
6 traffic safety.

7 (d) The contractor must provide at least two presentations to the
8 joint transportation committee before presenting its final report and
9 recommendations by December 1, 2025.

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

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

17 (i) One representative from a city with a population of more than
18 5,000 and fewer than 50,000;

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

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

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

25 (v) At least one representative of a transit agency serving a
26 rural county;

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

29 (vii) At least one representative of a regional transit
30 authority;

31 (viii) At least one representative of a public port;

32 (ix) A representative from the county road administration board;

33 (x) A representative of the transportation improvement board;

34 (xi) At least one representative from the department of
35 transportation's local programs division with experience in federal
36 funding oversight; and

37 (xii) At least two representatives from the department of
38 transportation with expertise in procurement and the multiagency
39 permit program.

1 (c) Of the members described in (b) of this subsection, at least
2 one of the city representatives and one of the county representatives
3 must have public works contracting experience, and at least one of
4 the city representatives and one of the county representatives must
5 have public works project management experience.

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

12 (e) The work group must submit a preliminary report to the office
13 of the governor and the transportation committees of the legislature
14 by December 15, 2024. The work group must submit a final report to
15 the office of the governor and the transportation committees of the
16 legislature by June 30, 2025.

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

19 **FOR THE TRANSPORTATION COMMISSION**

20	Motor Vehicle Account—State Appropriation.	((\$3,029,000))
21		<u>\$3,039,000</u>
22	Interstate 405 and State Route Number 167 Express	
23	Toll Lanes Account—State Appropriation.	\$150,000
24	Multimodal Transportation Account—State	
25	Appropriation.	\$200,000
26	State Route Number 520 Corridor Account—State	
27	Appropriation.	((\$288,000))
28		<u>\$413,000</u>
29	Tacoma Narrows Toll Bridge Account—State	
30	Appropriation.	\$179,000
31	Alaskan Way Viaduct Replacement Project Account—	
32	State Appropriation.	\$167,000
33	TOTAL APPROPRIATION.	((\$4,013,000))
34		<u>\$4,148,000</u>

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

37 (1) \$125,000 of the multimodal transportation account—state
38 appropriation and \$125,000 of the motor vehicle account—state

1 appropriation are provided solely for the commission to update the
2 statewide transportation plan required under RCW 47.01.071(4). The
3 update process must be informed by guidance from a steering committee
4 comprised of the commission, the joint transportation committee's
5 executive committee, the governor's office, the secretary of the
6 department of transportation, and representatives of metropolitan and
7 regional transportation planning organizations. As part of the update
8 process, the commission shall undertake specific actions in the
9 following order:

10 (a) Conduct stakeholder outreach, gathering input, and framing
11 the outreach around the current plan's policy construct and high
12 level priorities, the 2022 transportation revenue package, and
13 recently enacted significant policy legislation;

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

16 (c) Restructure the plan to (i) primarily focus on high level
17 policy priorities within the six transportation policy goals under
18 RCW 47.04.280 and (ii) align policies, strategies, and objectives
19 with the interests of stakeholders and legislators;

20 (d) Gather further input from stakeholders and the joint
21 transportation committee on the restructured plan's format and
22 content; and

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

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

29 (3) Within the parameters established under RCW 47.56.880, the
30 commission shall review toll revenue performance on the Interstate
31 405 and state route number 167 corridor and adjust Interstate 405
32 tolls as appropriate to increase toll revenue to provide sufficient
33 funds for payments of future debt pursuant to RCW 47.10.896 and to
34 support improvements to the corridor. The commission shall consider
35 adjusting maximum toll rates, minimum toll rates, and time-of-day
36 rates, and restricting direct access ramps to transit and HOV
37 vehicles only, or any combination thereof, in setting tolls to
38 increase toll revenue. The commission is encouraged to make any
39 adjustments to toll rates in coordination with the planned expansion
40 of express toll lanes between the cities of Renton and Bellevue.

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

11 (5) The commission may coordinate with the department of
12 transportation to jointly seek federal funds available through the
13 federal strategic innovations in revenue collection grant program,
14 applying toll credits for meeting match requirements. The commission
15 must provide draft applications for federal grant opportunities to
16 the chairs and ranking members of the transportation committees of
17 the legislature for review and comment prior to submission.

18 (6) The transportation commission shall conduct an assessment
19 aimed at identifying approaches to streamlining the current rule-
20 making process for setting toll rates and policies for eligible toll
21 facilities, while maintaining public access and providing
22 opportunities to provide input on proposals. The intent of the
23 assessment is to identify rule-making approaches that support the
24 state's ability to set toll rates and policies in a timely and
25 efficient manner, so that the state can meet anticipated funding
26 obligations. This assessment should include a review of rate-setting
27 processes used by toll authorities in other states. The
28 transportation commission shall provide recommendations to the
29 transportation committees of the legislature by July 31, 2024.

30 (7) The commission shall provide regular updates on the status of
31 ongoing coordination with the state of Oregon on any bistate
32 agreements regarding the mutual or joint setting, adjustment, and
33 review of toll rates and exemptions. Prior to finalizing any such
34 agreement, the commission shall provide a draft of the agreement to
35 the transportation committees of the legislature for review and
36 input. Additionally, the commission shall advise on the status of any
37 bistate agreements to the joint transportation committee beginning in
38 September 2023 and quarterly thereafter until any agreements are
39 finalized.

1 (8) \$200,000 of the motor vehicle account—state appropriation is
2 provided solely for the commission to carry out a study assessing
3 approaches to increasing safety and compliance of high occupancy
4 vehicle lanes, express toll lanes, tolled facilities, and
5 construction zones, facilitated by advanced technologies.

6 (a) The approaches assessed must, at a minimum, focus on advanced
7 roadside technologies that: Are able to operate independently without
8 connection to the department of transportation's existing
9 communication systems and utilities; have a limited physical
10 footprint that does not use over-roadway infrastructure; and have a
11 95 percent or greater license plate reading accuracy.

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

17 (c) The commission shall submit an interim report to the
18 transportation committees of the legislature by January 10, 2024,
19 that, at a minimum, provides an initial assessment of the viability
20 of deploying a system into operation. A final report of findings and
21 recommendations must be submitted to the transportation committees of
22 the legislature by June 30, 2024.

23 (9) \$75,000 of the multimodal transportation account—state
24 appropriation is provided solely for the commission to carry out an
25 initial assessment and scoping effort to determine the feasibility of
26 creating a future west coast transportation network plan. This plan
27 would serve to proactively identify and coordinate improvements and
28 investments across the west coast states to freight rail, passenger
29 rail, highways, and air transportation. The intent for the plan is to
30 leverage and align west coast efforts to reduce our collective carbon
31 footprint, improve freight and passenger mobility, and strengthen
32 west coast resiliency. This effort must be carried out in partnership
33 with the Oregon and California transportation commissions and the
34 state department of transportations from each state, and must
35 consider, but not be limited to:

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

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

4 (c) Incorporation of work from the statewide transportation
5 policy plan.

6 (10) \$125,000 of the state route number 520 corridor account—
7 state appropriation is provided solely for the commission, in
8 consultation with the department of transportation, to initiate a
9 public outreach campaign regarding the potential for implementing
10 segment tolling on the state route number 520 corridor. By July 1,
11 2025, the commission shall submit a status report to the
12 transportation committees of the legislature regarding the outreach.

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

15 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

16 Multimodal Transportation Account—State

17 Appropriation. \$400,000

18 Freight Mobility Investment Account—State

19 Appropriation. ((~~\$1,591,000~~))

20 \$1,596,000

21 TOTAL APPROPRIATION. ((~~\$1,991,000~~))

22 \$1,996,000

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

25 (1) Within appropriated funds, the freight mobility strategic
26 investment board may opt in as provided under RCW 70A.02.030 to
27 assume all of the substantive and procedural requirements of covered
28 agencies under chapter 70A.02 RCW. The board shall include in its
29 2023 and 2024 annual reports to the legislature a progress report on
30 opting into the healthy environment for all act and a status report
31 on diversity, equity, and inclusion within the board's jurisdiction.

32 (2) The board shall on an annual basis provide a status update on
33 project delivery, including information on project timeline, cost,
34 and budgeted cash flow over time to the office of financial
35 management and the transportation committees of the legislature on
36 the delivery of the freight mobility strategic investment projects on
37 LEAP Transportation Document ((2023-2)) 2024-2 ALL PROJECTS, as
38 developed on ((~~April 21, 2023~~)) February 20, 2024.

1 (3) \$731,000 of the freight mobility investment account—state
2 appropriation is provided solely for the implementation of chapter
3 167, Laws of 2023 (freight mobility priorities). If chapter 167, Laws
4 of 2023 is not enacted by June 30, 2023, the amount provided in this
5 subsection lapses.

6 (4) \$400,000 of the multimodal transportation account—state
7 appropriation is provided solely for the board, in consultation with
8 the department of transportation, to develop an implementation plan
9 for specific truck parking solutions. It is the intent of the
10 legislature for the board to identify specific sites to increase
11 truck parking capacity in the near term, as well as to recommend
12 other steps that can be taken in the 2024 and 2025 legislative
13 sessions to increase truck parking capacity. The board must provide a
14 status report that includes funding recommendations for the 2024
15 legislative session to the transportation committees of the
16 legislature by December 1, 2023, and a final report that includes
17 detailed findings on additional specific sites and specific actions
18 recommended to expand truck parking capacity in the near term to the
19 transportation committees of the legislature by December 1, 2024.

20 **Sec. 207.** 2023 c 472 s 207 (uncodified) is amended to read as
21 follows:

22 **FOR THE WASHINGTON STATE PATROL**

23 Alaskan Way Viaduct Replacement Project Account—
24 State Appropriation. \$43,000
25 State Patrol Highway Account—State Appropriation. (~~(\$610,711,000)~~)
26 \$626,400,000
27 State Patrol Highway Account—Federal Appropriation. (~~(\$20,340,000)~~)
28 \$19,359,000
29 State Patrol Highway Account—Private/Local
30 Appropriation. \$4,594,000
31 Highway Safety Account—State Appropriation. (~~(\$1,447,000)~~)
32 \$1,736,000
33 Ignition Interlock Device Revolving Account—State
34 Appropriation. (~~(\$1,959,000)~~)
35 \$2,209,000
36 Multimodal Transportation Account—State
37 Appropriation. \$316,000
38 State Route Number 520 Corridor Account—State

1	Appropriation.	\$89,000
2	Tacoma Narrows Toll Bridge Account—State	
3	Appropriation.	\$275,000
4	I-405 and SR 167 Express Toll Lanes Account—State	
5	Appropriation.	\$2,895,000
6	TOTAL APPROPRIATION.	(\$642,669,000)
7		<u>\$657,916,000</u>

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

10 (1) \$580,000 of the state patrol highway account—state
11 appropriation is provided solely for the operation of and
12 administrative support to the license investigation unit to enforce
13 vehicle registration laws in southwestern Washington. The Washington
14 state patrol, in consultation with the department of revenue, shall
15 maintain a running estimate of the additional vehicle registration
16 fees, sales and use taxes, and local vehicle fees remitted to the
17 state pursuant to activity conducted by the license investigation
18 unit. Beginning October 1, 2023, and semiannually thereafter, the
19 Washington state patrol shall submit a report detailing the
20 additional revenue amounts generated since July 1, 2023, to the
21 director of the office of financial management and the transportation
22 committees of the legislature. At the end of the fiscal quarter in
23 which it is estimated that more than \$625,000 in state sales and use
24 taxes have been remitted to the state since July 1, 2023, the
25 Washington state patrol shall notify the state treasurer and the
26 state treasurer shall transfer funds pursuant to section 406 (~~of~~
27 ~~this act~~), chapter 472, Laws of 2023.

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

37 (3) (a) By December 1st of each year during the 2023-2025 fiscal
38 biennium, the Washington state patrol must report to the

1 transportation committees of the legislature on the status of
2 recruitment and retention activities as follows:

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

4 (ii) The number of transportation funded staff vacancies by major
5 category;

6 (iii) The number of applicants for each of the positions by these
7 categories;

8 (iv) The composition of workforce;

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

11 (vi) Activities related to the implementation of the agency's
12 workforce diversity plan, including short-term and long-term,
13 specific comprehensive outreach, and recruitment strategies to
14 increase populations underrepresented within both commissioned and
15 noncommissioned employee groups.

16 (b) During the 2023-2025 fiscal biennium, the office of financial
17 management, with assistance of the Washington state patrol, must
18 conduct two surveys regarding the competitiveness with law
19 enforcement agencies within the boundaries of the state of Washington
20 pursuant to RCW 43.43.380, with the first survey being informational
21 regarding the change since the last survey was conducted and the
22 second survey used as part of the collective bargaining process.
23 Prior to the 2024 legislative session, the office of financial
24 management, with assistance of the Washington state patrol, must also
25 provide comparison information regarding recruitment bonus amounts
26 currently being offered by local law enforcement agencies in the
27 state.

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

31 (b) Beginning January 1, 2024, the Washington state patrol must
32 report semiannually to the office of the chief information officer on
33 the progress related to the projects and activities associated with
34 the land mobile radio system, including the governance structure,
35 outcomes achieved in the prior six-month time period, and how the
36 activities are being managed holistically as recommended by the
37 office of the chief information officer. At the time of submittal to
38 the office of the chief information officer, the report must be
39 transmitted to the office of financial management and the
40 transportation committees of the legislature.

1 ~~((6))~~ (5) \$2,688,000 of the state patrol highway account—state
2 appropriation is provided solely for enhancing the state patrol's
3 diversity, equity, and inclusion program, a community engagement
4 program to improve relationships with historically underrepresented
5 communities and to recruit and retain a diverse workforce, and
6 contracting with an external psychologist to perform exams. The state
7 patrol will work with the governor's office of equity and meet all
8 reporting requirements and responsibilities pursuant to RCW
9 43.06D.060. Funds provided for the community engagement program must
10 ensure engagement with communities throughout the state.

11 ~~((7))~~ (6)(a) \$10,000 of the state patrol highway account—state
12 appropriation is provided solely for the Washington state patrol to
13 administer a pilot program that implements a yellow alert system
14 notifying the public when a hit-and-run accident resulting in a
15 fatality or substantial bodily harm has occurred and been reported to
16 the state patrol or other local law enforcement entity. The
17 Washington state patrol must post on traffic message boards or share
18 on public communication systems any identifying information acquired
19 including, but not limited to, a complete or partial license plate
20 number or a description of the vehicle. Each alert must be posted or
21 shared as such for at least 24 hours.

22 (b) The Washington state patrol must report the following to the
23 transportation committees of the legislature annually until June 30,
24 2025:

25 (i) The number of yellow alerts received;

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

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

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

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

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

37 ~~((8))~~ (7)(a) ~~(\$2,608,000)~~ \$2,243,000 of the state patrol
38 highway account—state appropriation is provided solely for
39 administrative costs, advertising, outreach, and bonus payments

1 associated with developing and implementing a state trooper expedited
2 recruitment incentive program for the purpose of recruiting and
3 filling vacant trooper positions in the 2023-2025 fiscal biennium.
4 The legislature is committed to continuing the state trooper
5 expedited recruitment incentive program until the vacancy levels are
6 significantly reduced from current levels. The recruitment,
7 advertising, and outreach associated with this program must continue
8 efforts to create a more diverse workforce and must also provide an
9 accelerated pathway for joining the state patrol for high quality
10 individuals who have previously been employed as a general authority
11 peace officer.

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

14 (i) Thorough hiring procedures to ensure that only the highest
15 quality candidates are selected as cadets and as lateral hires,
16 including extensive review of past law enforcement employment history
17 through extensive reference checks, Brady list identification, and
18 any other issues that may impact the performance, credibility, and
19 integrity of the individual.

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

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

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

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

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

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

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

35 (c) The expenditure on the state trooper expedited recruitment
36 incentive program is contingent upon execution of an appropriate
37 memorandum of understanding between the governor or the governor's
38 designee and the exclusive bargaining representative, consistent with
39 the terms of this section. Expenditures and eligibility for the state
40 trooper expedited recruitment incentive program established in this

1 section are subject to the availability of amounts appropriated for
2 this specific purpose.

3 (d) For the purposes of this subsection:

4 (i) "Cadet" means a person employed for the express purpose of
5 receiving the on-the-job training required for attendance at the
6 Washington state patrol academy and for becoming a commissioned
7 trooper.

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

10 ~~((9))~~ (8) \$3,896,000 of the state patrol highway account—state
11 appropriation is provided solely for implementation of chapter 17,
12 Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023 is
13 not enacted by June 30, 2023, the amount provided in this subsection
14 lapses.

15 ~~((10))~~ (9) \$500,000 of the state patrol highway account—state
16 appropriation is provided solely for bonuses and other recruitment
17 and retention-related compensation adjustments for communication
18 officers and other noncommissioned staff of the Washington state
19 patrol who are covered by a collective bargaining agreement. Funding
20 in this subsection must first be used for targeted adjustments for
21 communication officers. Remaining amounts may be used for
22 compensation adjustments for other noncommissioned staff. Funding
23 provided in this subsection is contingent upon the governor or the
24 governor's designee reaching an appropriate memorandum of
25 understanding with the exclusive bargaining representative.
26 Agreements reached for compensation adjustments under this section
27 may not exceed the amounts provided. If any agreement or combination
28 of agreements exceed the amount provided in this subsection, all the
29 agreements are subject to the requirements of RCW 41.80.010(3).

30 ~~((11) \$4,732,000)~~ (10) \$3,226,000 of the state patrol highway
31 account—state appropriation is provided solely for two accelerated
32 training programs for lateral hires. It is the intent of the
33 legislature that the second accelerated training program for lateral
34 hires offered in fiscal year 2025 achieves at least 40 qualified
35 graduates based on the Washington state patrol aggressively
36 recruiting, advertising bonus policies, and taking other steps to
37 achieve this outcome.

38 ~~((12))~~ (11) \$98,000 of the state patrol highway account—state
39 appropriation is provided solely for the implementation of chapter

1 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
2 not enacted by June 30, 2023, the amount provided in this subsection
3 lapses.

4 ~~((13))~~ (12) \$76,000 of the state patrol highway account—state
5 appropriation is provided solely for the implementation of chapter
6 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
7 is not enacted by June 30, 2023, the amount provided in this
8 subsection lapses.

9 ~~((14))~~ (13) \$107,000 of the state patrol highway account—state
10 appropriation is provided solely for the implementation of chapter
11 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023
12 is not enacted by June 30, 2023, the amount provided in this
13 subsection lapses.

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

18 ~~((16))~~ (15) \$32,000 of the state patrol highway account—state
19 appropriation is provided solely for the implementation of chapter
20 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
21 not enacted by June 30, 2023, the amount provided in this subsection
22 lapses.

23 (16) \$5,905,000 of the state patrol highway account—state
24 appropriation is provided solely for a third arming and third trooper
25 basic training class. The cadet class is expected to graduate in June
26 2025.

27 (17) \$1,905,000 of the state patrol highway account—state
28 appropriation is provided solely for the Washington state patrol to
29 implement the provisions of the settlement agreement under *Washington*
30 *State Patrol Troopers Association v. Washington State Patrol*, Public
31 Employment Relations Commission Case No. 134557-U-21.

32 (18) \$2,307,000 of the state patrol highway account—state
33 appropriation is provided solely for the migration of the agency's
34 active directory into the state enterprise active directory.

35 (19) \$250,000 of the state patrol highway account—state
36 appropriation is provided solely to expand the activities of the
37 license investigation unit to King county on a pilot basis beyond the
38 unit's current activities in southwestern Washington. By February 15,

1 2025, the Washington state patrol must provide a status report on the
2 pilot implementation.

3 (20) \$2,222,000 of the state patrol highway account—state
4 appropriation is provided solely for replacing one aging Cessna
5 aircraft. This funding was provided in the 2023-2025 omnibus
6 transportation appropriations act. It is the intent of the
7 legislature to fund an additional Cessna replacement without
8 financing the acquisition as soon as the aircraft can be received in
9 the 2025-2027 fiscal biennium, and therefore, the Washington state
10 patrol may take the necessary steps to ensure delivery of the
11 aircraft as soon as possible in the 2025-2027 fiscal biennium.

12 (21) \$300,000 of the state patrol highway account—state
13 appropriation is provided solely for individual gun safes for
14 troopers and other staff to allow the safe storage of firearms used
15 in the performance of their duties.

16 (22) \$35,000 of the state patrol highway account—state
17 appropriation is provided solely for implementation of chapter . . .
18 (Substitute Senate Bill No. 6146), Laws of 2024 (tribal warrants). If
19 chapter . . . (Substitute Senate Bill No. 6146), Laws of 2024 is not
20 enacted by June 30, 2024, the amount provided in this subsection
21 lapses.

22 (23) \$250,000 of the ignition interlock device revolving account—
23 state appropriation is provided solely to improve compliance with
24 ignition interlock device requirements associated with impaired
25 driving offenses. By June 30, 2025, the Washington state patrol must
26 provide a report detailing the staff hired, the activities
27 undertaken, and outcome information associated with improving
28 ignition interlock device compliance rates.

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

31 **FOR THE DEPARTMENT OF LICENSING**

32 Driver Licensing Technology Support Account—State	
33 Appropriation.	\$1,743,000
34 Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
35 Motorcycle Safety Education Account—State	
36 Appropriation.	(\$5,299,000)
37	<u>\$5,321,000</u>
38 Limited Fish and Wildlife Account—State	

1	Appropriation.	((\$765,000))
2		<u>\$769,000</u>
3	Highway Safety Account—State Appropriation.	((\$277,256,000))
4		<u>\$282,392,000</u>
5	Highway Safety Account—Federal Appropriation.	\$2,371,000
6	Motor Vehicle Account—State Appropriation.	((\$98,824,000))
7		<u>\$101,981,000</u>
8	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
9	Ignition Interlock Device Revolving Account—State	
10	Appropriation.	((\$6,401,000))
11		<u>\$6,417,000</u>
12	Department of Licensing Services Account—State	
13	Appropriation.	((\$8,972,000))
14		<u>\$9,128,000</u>
15	License Plate Technology Account—State Appropriation.	((\$4,204,000))
16		<u>\$4,657,000</u>
17	Abandoned Recreational Vehicle Account—State	
18	Appropriation.	\$3,091,000
19	Limousine Carriers Account—State Appropriation.	\$126,000
20	Electric Vehicle Account—State Appropriation.	\$443,000
21	DOL Technology Improvement & Data Management	
22	Account—State Appropriation.	\$944,000
23	Agency Financial Transaction Account—State	
24	Appropriation.	\$16,998,000
25	Move Ahead WA Flexible Account—State Appropriation.	\$2,096,000
26	TOTAL APPROPRIATION.	((\$430,903,000))
27		<u>\$439,847,000</u>

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

30 (1) \$1,100,000 of the highway safety account—state appropriation
31 and \$1,100,000 of the move ahead WA flexible account—state
32 appropriation are provided solely for the department to provide an
33 interagency transfer to the department of children, youth, and
34 families for the purpose of providing driver's license support. In
35 addition to support services required under RCW 74.13.338(2), support
36 services may include reimbursement of:

37 (a) The cost for a youth in foster care of any eligible age to
38 complete a driver training education course, as outlined in chapter
39 46.82 or 28A.220 RCW;

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

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

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

8 (2) \$150,000 of the highway safety account—state appropriation is
9 provided solely for the department to conduct a study on the
10 feasibility of implementing a mobile application for driver
11 licensing. The department must submit a report of the study findings
12 and any recommendations to the governor and the transportation
13 committees of the legislature by December 1, 2024. The study must:

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

16 (b) Examine existing technical infrastructure and potential
17 changes needed to maximize interoperability, utility, and privacy
18 protection;

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

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

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

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

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

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

40 (A) The medical assessment review process; and

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

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

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

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

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

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

32 (5) \$16,000 of the motorcycle safety education account—state
33 appropriation, \$2,000 of the limited fish and wildlife account—state
34 appropriation, \$947,000 of the highway safety account—state
35 appropriation, \$308,000 of the motor vehicle account—state
36 appropriation, \$14,000 of the ignition interlock device revolving
37 account—state appropriation, and \$14,000 of the department of
38 licensing services account—state appropriation are provided solely
39 for the department to redesign and improve its online services and

1 website, and are subject to the conditions, limitations, and review
2 requirements in section 701 (~~(of this act)~~), chapter 472, Laws of
3 2023.

4 (6) The department shall report on a quarterly basis on licensing
5 service office operations, associated workload, and information with
6 comparative information with recent comparable months in prior years.
7 The report must include detailed statewide and by licensing service
8 office information on staffing levels, average monthly wait times,
9 the number of enhanced drivers' licenses and enhanced identicards
10 issued and renewed, and the number of primary drivers' licenses and
11 identicards issued and renewed. By November 1, 2024, the department
12 must prepare a report with recommendations on the future of licensing
13 service office operations based on the recent implementation of
14 efficiency measures designed to reduce the time for licensing
15 transactions and wait times, and the implementation of statutory and
16 policy changes made during the pandemic.

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

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

33 (9) \$243,000 of the highway safety account—state appropriation is
34 provided solely for the department to continue to provide written
35 materials on, place signage in licensing service offices regarding,
36 and include into new driver training curricula, the requirements of
37 RCW 46.61.212, the slow down and move over law.

38 (~~((11))~~) (10) \$3,082,000 of the abandoned recreational vehicle
39 disposal account—state appropriation is provided solely for providing

1 reimbursements in accordance with the department's abandoned
2 recreational vehicle disposal reimbursement program. It is the intent
3 of the legislature that the department prioritize this funding for
4 allowable and approved reimbursements and not to build a reserve of
5 funds within the account. During the 2023-2025 fiscal biennium, the
6 department must report any amounts recovered to the office of
7 financial management and appropriate committees of the legislature on
8 a quarterly basis.

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

17 ~~((13))~~ (12) \$116,000 of the highway safety account—state
18 appropriation is provided solely for implementation of
19 ~~((chapter . . . (Senate Bill No. 5251), Laws of 2023 (streamlining~~
20 ~~CDL issuance) or))~~ chapter 57, Laws of 2023 (streamlining CDL
21 issuance). If ~~((neither chapter . . . (Senate Bill No. 5251), Laws of~~
22 ~~2023 or))~~ chapter 57, Laws of 2023 ~~((are))~~ is not enacted by June 30,
23 2023, the amount provided in this subsection lapses.

24 ~~((14))~~ (13) \$845,000 of the highway safety account—state
25 appropriation is provided solely for the implementation of chapter
26 445, Laws of 2023 (improving young driver safety). If chapter 445,
27 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
28 this subsection lapses.

29 ~~((15))~~ (14) \$180,000 of the motor vehicle account—state
30 appropriation is provided solely for the implementation of chapter
31 440, Laws of 2023 (open motor vehicle safety recalls). If chapter
32 440, Laws of 2023 is not enacted by June 30, 2023, the amount
33 provided in this subsection lapses.

34 ~~((16))~~ (15) \$497,000 of the highway safety account—state
35 appropriation is provided solely for the implementation of chapter
36 466, Laws of 2023 (updating processes related to voter registration).
37 If chapter 466, Laws of 2023 is not enacted by June 30, 2023, the
38 amount provided in this subsection lapses.

1 ~~((20))~~ (16) \$29,000 of the highway safety account—state
2 appropriation is provided solely for the implementation of chapter
3 118, Laws of 2023 (driver's abstract changes). If chapter 118, Laws
4 of 2023 is not enacted by June 30, 2023, the amount provided in this
5 subsection lapses.

6 ~~((21))~~ (17) \$47,000 of the highway safety account—state
7 appropriation is provided solely for the implementation of chapter
8 453, Laws of 2023 (competency evaluations). If chapter 453, Laws of
9 2023 is not enacted by June 30, 2023, the amount provided in this
10 subsection lapses.

11 ~~((22))~~ (18) \$23,000 of the highway safety account—state
12 appropriation is provided solely for the implementation of chapter
13 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
14 not enacted by June 30, 2023, the amount provided in this subsection
15 lapses.

16 ~~((23))~~ (19) \$155,000 of the highway safety account—state
17 appropriation is provided solely for the implementation of chapter
18 316, Laws of 2023 (jury diversity). If chapter 316, Laws of 2023 is
19 not enacted by June 30, 2023, the amount provided in this subsection
20 lapses.

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

32 (b) As part of this pilot program, the owner of a for hire
33 nonemergency medical transportation vehicle may apply to the
34 department, county auditor or other agent, or subagent appointed by
35 the director, for a high occupancy vehicle exempt decal for a for
36 hire nonemergency medical transportation vehicle. The high occupancy
37 vehicle exempt decal allows the for hire nonemergency medical
38 transportation vehicle to use a high occupancy vehicle lane as

1 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
2 biennium.

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

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

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

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

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

14 (i) The name and address of the person who is the owner of the
15 vehicle;

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

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

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

28 (v) Other information as required by the department upon
29 application.

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

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

37 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
38 and must be marked to indicate its expiration date. The decal may be
39 renewed if the pilot program is continued past the date of a decal's
40 expiration. The status as an exempt vehicle continues until the high

1 occupancy vehicle exempt decal is suspended or revoked for misuse,
2 the vehicle is no longer used as a for hire nonemergency medical
3 transportation vehicle, or the pilot program established in section
4 217(2) (~~(of this act)~~), chapter 472, Laws of 2023 is terminated.

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

6 (~~((25))~~) (21) (a) \$265,000 of the highway safety account—state
7 appropriation is provided solely for the department to provide an
8 interagency transfer to the Washington center for deaf and hard of
9 hearing youth, in consultation with the department and the office of
10 the superintendent of public instruction, to fund the cost of
11 interpreters for driver training education for deaf and hard of
12 hearing youth to enable them to access driver training education at
13 the same cost as their peers, and to pilot a sustainable driver
14 training education program to determine how best to meet the driver
15 training education needs of deaf and hard of hearing youth in the
16 state in the future. The pilot must include:

17 (i) Determination of an appropriate number of instructors and an
18 appropriate method of certification for instructors who are fluent in
19 American Sign Language (ASL);

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

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

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

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

31 (~~((26))~~) (22) \$350,000 of the highway safety account—state
32 appropriation is provided solely for the department to improve the
33 process for commercial driver's license (CDL) holders to submit
34 medical certification documents and update self-certification status
35 to the department. The department shall:

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

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

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

4 (d) Add improved messaging throughout the process.

5 In addition, the department shall make available on the driving
6 record abstract a complete medical certificate downgrade history, and
7 provide a one-time mailing to all current CDL holders explaining the
8 process to update their medical certificate documents and self-
9 certification.

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

20 ~~((28) \$2,000,000)~~ (24) \$2,500,000 of the highway safety account
21 —state appropriation is provided solely for driver's license
22 assistance and support services in King county with an existing
23 provider that is already providing these services to low-income
24 immigrant and refugee women, and for additional contracts in fiscal
25 year 2025 with organizations providing driver's license assistance
26 and other related support services in other parts of the state. By
27 December 1st of each year, the department must submit information on
28 the contracted ~~((provider))~~ providers, including: The annual budget
29 of the contracted ~~((provider))~~ providers in the preceding year;
30 information regarding private and other governmental support for the
31 activities of the ~~((provider))~~ providers; and a description of the
32 number of people served, services delivered, and outcome measures. In
33 developing its 2025-2027 biennial budget submittal, the department,
34 after consulting with the existing provider in King county and
35 organizations receiving funds within the fiscal year 2025 expansion,
36 must develop a statewide delivery plan that maximizes the number of
37 people served, promotes efficiency in service delivery, and
38 recognizes different models based on needs in particular areas of the
39 state.

1 ~~((30))~~ (25) \$8,000 of the motorcycle safety education account—
2 state appropriation is provided solely for the implementation of
3 chapter 137, Laws of 2023 (motorcycle safety board). If chapter 137,
4 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
5 this subsection lapses.

6 ~~((32))~~ (26) \$29,000 of the motor vehicle account—state
7 appropriation is provided solely for the implementation of chapter
8 431, Laws of 2023 (transportation resources). If chapter 431, Laws of
9 2023 is not enacted by June 30, 2023, the amount provided in this
10 subsection lapses.

11 ~~((34))~~ (27) \$282,000 of the highway safety account—state
12 appropriation is provided solely for the implementation of chapter
13 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
14 is not enacted by June 30, 2023, the amount provided in this
15 subsection lapses.

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

23 (29) \$1,564,000 of the motor vehicle account—state appropriation
24 is provided solely for implementation of chapter . . . (Engrossed
25 House Bill No. 1964), Laws of 2024 (enhancing prorated and fuel tax
26 collections). If chapter . . . (Engrossed House Bill No. 1964), Laws
27 of 2024 is not enacted by June 30, 2024, the amount provided in this
28 subsection lapses.

29 (30) \$100,000 of the highway safety account—state appropriation
30 is provided solely for implementation of chapter . . . (Senate Bill
31 No. 5800), Laws of 2024 (improving access to department of licensing
32 issued documents). If chapter . . . (Senate Bill No. 5800), Laws of
33 2024 is not enacted by June 30, 2024, the amount provided in this
34 subsection lapses.

35 (31) \$294,000 of the motor vehicle account—state appropriation is
36 provided solely for implementation of chapter . . . (Engrossed Senate
37 Bill No. 5032), Laws of 2024 (impaired driving). If chapter . . .
38 (Engrossed Senate Bill No. 5032), Laws of 2024 is not enacted by June
39 30, 2024, the amount provided in this subsection lapses.

1 (32) \$150,000 of the motor vehicle account—state appropriation is
2 provided solely for the department to conduct a study on the
3 feasibility of implementing a process for the electronic submittal of
4 title and registration documents for motor vehicles, within the
5 current vehicle licensing model. The department must submit a report
6 of the study findings and any recommendations to the governor and the
7 transportation committees of the legislature by September 1, 2025.
8 The study must: (a) Review the current processes in Washington and
9 other states, including how such processes addressed fraud prevention
10 and document security; (b) examine existing technical infrastructure
11 and potential changes needed to allow for completion and submittal of
12 lien and titling documents by financial institutions and vehicle
13 dealers to vehicle licensing offices and the department of licensing,
14 while maximizing interoperability, utility, data security, and
15 customer privacy; (c) identify the technical investments and other
16 costs associated with the submission of electronic documents by
17 financial institutions and vehicle dealers to vehicle licensing
18 offices and the department of licensing; (d) recommend any statutory
19 changes required to allow for the submission of electronic
20 documentation to vehicle licensing offices; and (e) examine the
21 impact of these technology changes on external stakeholders
22 including, but not limited to, vehicle licensing offices, financial
23 institutions, vehicle dealers, and insurance companies.

24 (33) \$8,000 of the motorcycle safety education account—state
25 appropriation, \$1,000 of the limited fish and wildlife account—state
26 appropriation, \$572,000 of the highway safety account—state
27 appropriation, \$193,000 of the motor vehicle account—state
28 appropriation, \$7,000 of the ignition interlock device revolving
29 account—state appropriation, and \$9,000 of the department of
30 licensing services account—state appropriation are provided solely
31 for the department for additional finance and budget staff. By
32 December 1, 2024, the department shall submit a report to the
33 governor and appropriate committees of the legislature on the
34 specific steps the department has taken to address the findings of
35 the state auditor's office fiscal year 2022 accountability audit
36 report no. 1032793.

37 (34) \$75,000 of the highway safety account—state appropriation is
38 provided solely for the department, in conjunction with development
39 of its comprehensive implementation plan to expand driver training

1 education requirements for driver's license purposes to persons age
2 18 through 24, due to the legislature by October 1, 2024, pursuant to
3 chapter 445, Laws of 2023, to analyze inclusion of a mandatory
4 driver's education refresher course consisting of in-person or
5 virtual classroom-based instruction on risk management and hazard
6 protections one year after licensure. The department must consider
7 related policies regarding appropriate subsidies to help pay for the
8 refresher course and course appropriateness for intermediate license
9 holders. The department must include this analysis in the plan due by
10 October 1, 2024, or, alternatively, as an appendix to the plan or in
11 a separate report due to the legislature by March 1, 2025.

12 (35) \$38,000 of the highway safety account—state appropriation is
13 provided solely for implementation of chapter . . . (Substitute
14 Senate Bill No. 6115), Laws of 2024 (speed safety cameras). If
15 chapter . . . (Substitute Senate Bill No. 6115), Laws of 2024 is not
16 enacted by June 30, 2024, the amount provided in this subsection
17 lapses.

18 (36) \$28,000 of the motor vehicle account—state appropriation is
19 provided solely for implementation of chapter . . . (Engrossed Senate
20 Bill No. 5590), Laws of 2024 (Mount St. Helens license plate). If
21 chapter . . . (Engrossed Senate Bill No. 5590), Laws of 2024 is not
22 enacted by June 30, 2024, the amount provided in this subsection
23 lapses.

24 **Sec. 209.** 2023 c 472 s 209 (uncodified) is amended to read as
25 follows:

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

28	State Route Number 520 Corridor Account—State	
29	Appropriation.	((\$58,854,000))
30		<u>\$62,913,000</u>
31	State Route Number 520 Civil Penalties Account—State	
32	Appropriation.	\$4,178,000
33	Tacoma Narrows Toll Bridge Account—State	
34	Appropriation.	((\$30,729,000))
35		<u>\$34,398,000</u>
36	Alaskan Way Viaduct Replacement Project Account—	
37	State Appropriation.	((\$20,701,000))
38		<u>\$22,542,000</u>

1	Interstate 405 and State Route Number 167 Express	
2	Toll Lanes Account—State Appropriation.	((\$23,756,000))
3		<u>\$25,524,000</u>
4	TOTAL APPROPRIATION.	((\$138,218,000))
5		<u>\$149,555,000</u>

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

8 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
9 appropriation and \$12,484,000 of the state route number 520 corridor
10 account—state appropriation are provided solely for the purposes of
11 addressing unforeseen operations and maintenance costs on the Tacoma
12 Narrows bridge and the state route number 520 bridge, respectively.
13 The office of financial management shall place the amounts provided
14 in this subsection, which represent a portion of the required minimum
15 fund balance under the policy of the state treasurer, in unallotted
16 status. The office may release the funds only when it determines that
17 all other funds designated for operations and maintenance purposes
18 have been exhausted.

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

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

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

37 (3) \$314,000 of the Interstate 405 and state route number 167
38 express toll lanes account—state appropriation, \$734,000 of the state
39 route number 520 corridor account—state appropriation, \$315,000 of

1 the Tacoma Narrows toll bridge account—state appropriation, and
2 \$413,000 of the Alaskan Way viaduct replacement project account—state
3 appropriation are provided solely for the reappropriation of unspent
4 funds on the new tolling back office system from the 2021-2023 fiscal
5 biennium.

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

10 (5) As part of the department's 2025-2027 biennial budget
11 request, the department shall update the cost allocation
12 recommendations that assign appropriate costs to each of the toll
13 funds for services provided by relevant Washington state department
14 of transportation programs, the Washington state patrol, and the
15 transportation commission. The recommendations shall be based on
16 updated traffic and toll transaction patterns and other relevant
17 factors.

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

23 (7) \$500,000 of the state route number 520 corridor account—state
24 appropriation is provided solely for the department to begin a
25 traffic and revenue study of segment tolling on the state route
26 number 520 corridor. The department, in consultation with the
27 transportation commission, shall initiate planning work regarding the
28 anticipation of segment tolling on the state route number 520
29 corridor.

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>\$122,725,000</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>\$129,002,000</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>\$40,354,000</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>\$42,920,000</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>\$14,572,000</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>\$20,211,000</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), to support the work of the department
20 and the commercial aviation work group including, but not limited to,
21 conducting meaningful community engagement with overburdened and
22 vulnerable populations to address the state's transportation needs
23 and the environmental justice impact of aviation on communities. ((If
24 ~~chapter 463, Laws of 2023 is not enacted by June 30, 2023, the amount~~
25 ~~in this subsection lapses.~~))

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

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

30 Motor Vehicle Account—State Appropriation.	((\$64,470,000))
	<u>\$65,155,000</u>
32 Motor Vehicle Account—Federal Appropriation.	\$500,000
33 Multimodal Transportation Account—State	
34 Appropriation.	((\$851,000))
	<u>\$1,351,000</u>
36 Move Ahead WA Flexible Account—State Appropriation.	\$572,000
37 TOTAL APPROPRIATION.	((\$66,393,000))
38	<u>\$67,578,000</u>

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

3 (1) During the 2023-2025 fiscal biennium, if the department takes
4 possession of the property situated in the city of Edmonds for which
5 a purchase agreement was executed between Unocal and the department
6 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
7 confirms that the property is still no longer needed for
8 transportation purposes, the department shall provide the city of
9 Edmonds with the first right of purchase at fair market value in
10 accordance with RCW 47.12.063(3) for the city's intended use of the
11 property to rehabilitate near-shore habitat for salmon and related
12 species.

13 (2) \$469,000 of the motor vehicle account—state appropriation is
14 reappropriated and provided solely for the implementation of chapter
15 217, Laws of 2021 (noxious weeds).

16 (3) The department shall determine the fair market value of the
17 northern parcel of site 14 on the Puget Sound Gateway Program SR 509
18 Completion Project Surplus Property list, located immediately south
19 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
20 Des Moines, to be submitted to the transportation committees of the
21 legislature by December 15, 2023, for an evaluation of possible next
22 steps for use of the property that is in the public interest.

23 ~~(4) ((The appropriations in this section provide sufficient
24 funding for the department assuming vacancy savings that may change
25 over time. Funding for staffing will be monitored and adjusted in the
26 2024 supplemental transportation appropriations act to restore
27 funding as authorized staffing levels are achieved.~~

28 ~~(5))~~ (a) \$572,000 of the move ahead WA flexible account—state
29 appropriation is provided solely to track and maximize clean fuels
30 credits and revenue generated by state agencies pursuant to chapter
31 70A.535 RCW.

32 (b) The LEAP Transportation Document ((2023-2)) 2024-2 ALL
33 PROJECTS as developed ((April 21, 2023)) February 20, 2024,
34 anticipates fulfillment of the requirements under chapter 70A.535 RCW
35 of generating credits and revenue for transportation investments
36 funded in an omnibus transportation appropriations act, including the
37 move ahead WA transportation package. The omnibus transportation
38 appropriations act anticipates credits for ferry electrification for
39 new hybrid electric vessels, active transportation, transit programs

1 and projects, alternative fuel infrastructure, connecting
2 communities, and multimodal investments.

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

7 ~~((6))~~ (5) \$93,000 of the multimodal transportation account—
8 state appropriation is provided solely for the implementation of
9 chapter 169, Laws of 2023 (climate resilience strategy). If chapter
10 169, Laws of 2023 is not enacted by June 30, 2023, the amount
11 provided in this subsection lapses.

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

17 (i) That segment of 267th Street NW located south of state route
18 number 532 and west of Interstate 5 in the vicinity of the
19 intersection of state route number 532 and 19th Avenue NW, serving
20 parcel numbers: 32042600202300, 32042600102200, 32042600100600,
21 32042600100700, 32042600100400, 32042600100800, and 32042600102300;

22 (ii) That segment of Tester Road located adjacent to the south
23 side of state route number 532;

24 (iii) That segment of 91st Ave SE located adjacent to the south
25 side of state route number 522 in the vicinity of the intersection
26 with 212th Street SE;

27 (iv) That segment of Bostian Road including as it turns and
28 becomes 224th Street SE located on the south side of state route
29 number 522 in the vicinity of 87th Ave SE;

30 (v) That segment of W. Bostian Road located on the north side of
31 state route number 522; and

32 (vi) That segment of 268th Street NW located south of state route
33 number 532.

34 (b) Therefore, pursuant to RCW 36.75.090, the department shall
35 certify that these roadways are no longer needed by the state and
36 convey the roadways to the county for continued use as public
37 highways for motor vehicle use. Additionally, in consideration of the
38 value of maintenance services provided by the county on the roadway
39 comprising 267th Street NW during the time of department ownership,
40 the department shall grant temporary access permits, for those

1 properties abutting the conveyed segment of 267th Street NW, to use
2 19th Avenue NW for access to state route number 532, upon such terms
3 and conditions as the department deems appropriate. The temporary
4 access permits may be terminated when the conveyed segment of 267th
5 Street NW is extended out to intersect with Sunday Lake Road, or when
6 an alternate access route is established connecting to Sunday Lake
7 Road.

8 (7) (a) \$500,000 of the multimodal transportation account—state
9 appropriation is provided solely for the department to explore
10 alternative uses of the state's highway rights-of-way to address
11 pressing public needs relating to climate change, equitable
12 communications, renewable energy generation, electrical transmission
13 and distribution projects, broadband projects, vegetation management,
14 inductive charging in travel lanes, alternative fueling facilities,
15 and other appropriate uses. In exploring alternative uses of the
16 state's highway rights-of-way, the department shall:

17 (i) Review the utility accommodation policy and make
18 recommendations to update the policy to include clean energy and
19 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
20 recommendations for updated clean energy and connectivity projects
21 must include renewable energy and electrical transmission and
22 distribution;

23 (ii) Review and update the department's integrated roadside
24 vegetation management plans to maximize carbon sequestration and
25 develop habitat and forage for native pollinators, Monarch
26 butterflies, and honeybees through plantings of native noninvasive
27 flowering plants and grasses on the state highways rights-of-way and
28 at safety rest areas;

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

32 (iv) Identify existing highway rights-of-way suitable as
33 designated energy corridors for electric transmission and
34 distribution and other energy infrastructure.

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

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

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

6 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
7 **PROGRAM K**

8	Motor Vehicle Account—State Appropriation.	((\$694,000))
9		<u>\$1,074,000</u>
10	Electric Vehicle Account—State Appropriation.	((\$4,746,000))
11		<u>\$8,746,000</u>
12	Multimodal Transportation Account—State	
13	Appropriation.	\$4,400,000
14	Multimodal Transportation Account—Federal	
15	Appropriation.	\$25,000,000
16	Carbon Emissions Reduction Account—State	
17	Appropriation.	((\$164,600,000))
18		<u>\$123,300,000</u>
19	TOTAL APPROPRIATION.	((\$199,440,000))
20		<u>\$162,520,000</u>

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

23 (1) \$3,746,000 of the electric vehicle account—state
24 appropriation and \$30,000,000 of the carbon emissions reduction
25 (~~(emissions)~~) account—state appropriation are provided solely for the
26 clean alternative fuel vehicle charging and refueling infrastructure
27 program in chapter 287, Laws of 2019 (advancing green transportation
28 adoption).

29 (2) \$1,000,000 of the electric vehicle account—state
30 appropriation and \$500,000 of the multimodal transportation account—
31 state appropriation are provided solely for a colocated DC fast
32 charging and hydrogen fueling station near the Wenatchee or East
33 Wenatchee area near a state route or near or on a publicly owned
34 facility to service passenger, light-duty and heavy-duty vehicles.
35 The hydrogen fueling station must include a DC fast charging station
36 colocated at the hydrogen fueling station site. Funds may be used for
37 one or more fuel cell electric vehicles that would utilize the
38 fueling stations. The department must contract with a public utility

1 district that produces hydrogen in the area to own and/or manage and
2 provide technical assistance for the design, planning, permitting,
3 construction, maintenance and operation of the hydrogen fueling
4 station. The department and public utility district are encouraged to
5 collaborate with and seek contributions from additional public and
6 private partners for the fueling station.

7 ~~((5))~~ (3) The public-private partnerships program must continue
8 to explore retail partnerships at state-owned park and ride
9 facilities, as authorized in RCW 47.04.295.

10 ~~((6))~~ (4) \$1,200,000 of the multimodal transportation account—
11 state appropriation and \$2,000,000 of the carbon emissions reduction
12 ~~((emissions))~~ account—state appropriation are provided solely for the
13 pilot program established under chapter 287, Laws of 2019 (advancing
14 green transportation adoption) to provide clean alternative fuel
15 vehicle use opportunities to underserved communities and low to
16 moderate income members of the workforce not readily served by
17 transit or located in transportation corridors with emissions that
18 exceed federal or state emissions standards. Consistent with the
19 geographical diversity element described in RCW 47.04.355(4), the
20 legislature strongly encourages the department to consider
21 implementing the pilot in both urban and rural communities if
22 possible, to obtain valuable information on the needs of underserved
23 communities located in different geographical locations in
24 Washington.

25 ~~((7—\$120,000,000))~~ (5) \$58,700,000 of the carbon emissions
26 reduction account—state appropriation is provided solely for
27 implementation of zero-emission commercial vehicle infrastructure and
28 incentive programs and for the replacement of school buses powered by
29 fossil fuels with zero-emission school buses, including the purchase
30 and installation of zero-emission school bus refueling
31 infrastructure.

32 (a) Of this amount, \$20,000,000 is for the department to
33 administer an early action grant program to provide expedited funding
34 ~~((to zero-emission commercial vehicle infrastructure demonstration
35 projects))~~ for the replacement of school buses powered by fossil
36 fuels with zero-emission school buses, including the purchase and
37 installation of zero-emission school bus refueling infrastructure.
38 The department must contract with ~~((a third-party administrator))~~ the
39 department of ecology to implement the early action grant program.

1 (b) The office of financial management shall place the remaining
2 (~~(\$100,000,000)~~) \$38,700,000 in unallotted status until the joint
3 transportation committee completes the medium and heavy duty vehicle
4 infrastructure and incentive strategy required under section 204 (~~(of~~
5 ~~this act)~~), chapter 472, Laws of 2023. The director of the office of
6 financial management or the director's designee shall consult with
7 the chairs and ranking members of the transportation committees of
8 the legislature prior to making a decision to allot these funds.

9 (~~(+8)~~) (6) \$3,000,000 of the carbon emissions reduction account—
10 state appropriation is provided solely for hydrogen refueling
11 infrastructure investments. The office of financial management shall
12 place the amounts provided in this subsection in unallotted status
13 until the joint transportation committee completes the medium and
14 heavy duty vehicle infrastructure and incentive strategy required
15 under section 204 (~~(of this act)~~), chapter 472, Laws of 2023. The
16 director of the office of financial management or the director's
17 designee shall consult with the chairs and ranking members of the
18 transportation committees of the legislature prior to making a
19 decision to allot these funds.

20 (~~(+9)~~) (7) \$2,100,000 of the carbon emissions reduction account—
21 state appropriation is provided solely to fund electric vehicle
22 charging infrastructure for the electric charging megasite project at
23 Mount Vernon library commons.

24 (~~(+10)~~) (8) \$2,500,000 of the carbon emissions reduction account
25 —state appropriation is provided solely for zero emission cargo
26 handling equipment incentives. The office of financial management
27 shall place the amounts provided in this subsection in unallotted
28 status until the joint transportation committee completes the medium
29 and heavy duty vehicle and cargo handling and off-road equipment
30 infrastructure and incentive strategy required under section 204 (~~(of~~
31 ~~this act)~~), chapter 472, Laws of 2023. The director of the office of
32 financial management or the director's designee shall consult with
33 the chairs and ranking members of the transportation committees of
34 the legislature prior to making a decision to allot these funds.

35 (~~(+11)~~) (9) \$5,000,000 of the carbon emissions reduction account
36 —state appropriation is provided solely for clean off-road equipment
37 incentives. The office of financial management shall place the
38 amounts provided in this subsection in unallotted status until the
39 joint transportation committee completes the medium and heavy duty

1 vehicle and cargo handling and off-road equipment infrastructure and
2 incentive strategy required under section 204 (~~of this act~~),
3 chapter 472, Laws of 2023. The director of the office of financial
4 management or the director's designee shall consult with the chairs
5 and ranking members of the transportation committees of the
6 legislature prior to making a decision to allot these funds.

7 ~~((12))~~ (10) \$2,500,000 of the multimodal transportation account
8 —state appropriation is provided solely for the department to
9 coordinate with cities, counties, ports, and private entities to
10 develop actionable recommendations for state assistance in the
11 development of specific candidate truck parking sites to be developed
12 with amenities, identified by location. The department shall identify
13 private land parcels for potential development of sites, which may
14 include, but should not be limited to, a feasibility analysis of
15 sites adjacent to Interstate 90 near North Bend for a 400 to 600
16 space truck parking site. The public benefit of each potential truck
17 parking site must be included in this assessment. The department
18 shall consider opportunities for the state to provide assistance in
19 the development of truck parking sites, including possible
20 opportunities to provide assistance in land acquisition and
21 evaluating land use requirements. The department must update the
22 transportation committees of the legislature on agency activities and
23 their status by December 1, 2023, and to provide a final report to
24 the transportation committees of the legislature by December 1, 2024.

25 (11) Beginning January 1, 2025, \$20,000,000 of the carbon
26 emissions reduction account—state appropriation is provided solely
27 for grants, and to serve as a state match for secured federal funds,
28 to finance hydrogen refueling infrastructure for medium and heavy-
29 duty vehicles in disadvantaged and overburdened communities. The
30 department, in consultation with the interagency electric vehicle
31 coordinating council, must pursue any federal funding available
32 through the charging and fueling infrastructure discretionary grant
33 program and any other sources under the federal infrastructure
34 investment and jobs act (P.L. 29 117-58).

35 (12) \$370,000 of the motor vehicle account—state appropriation is
36 provided solely for implementation of chapter . . . (Substitute
37 Senate Bill No. 6277), Laws of 2024 (public-private partnerships). If
38 chapter . . . (Substitute Senate Bill No. 6277), Laws of 2024 is not

1 enacted by June 30, 2024, the amount provided in this subsection
2 lapses.

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

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

6 Motor Vehicle Account—State Appropriation.	((\$535,033,000))
	<u>\$544,847,000</u>
7	
8 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
9 Move Ahead WA Account—State Appropriation.	\$50,000,000
10 <u>RV Account—State Appropriation.</u>	<u>\$1,100,000</u>
11 State Route Number 520 Corridor Account—State	
12 Appropriation.	((\$4,838,000))
13	<u>\$4,841,000</u>
14 Tacoma Narrows Toll Bridge Account—State	
15 Appropriation.	\$1,585,000
16 Alaskan Way Viaduct Replacement Project Account—	
17 State Appropriation.	\$8,752,000
18 Interstate 405 and State Route Number 167 Express	
19 Toll Lanes Account—State Appropriation.	\$2,624,000
20 TOTAL APPROPRIATION.	((\$609,832,000))
21	<u>\$620,749,000</u>

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

24 (1) \$5,000,000 of the motor vehicle account—state appropriation
25 is provided solely for a contingency pool for snow and ice removal.
26 The department must notify the office of financial management and the
27 transportation committees of the legislature when they have spent the
28 base budget for snow and ice removal and will begin using the
29 contingency pool funding.

30 (2) (a) \$115,000 of the state route number 520 corridor account—
31 state appropriation is provided solely for the department to enter
32 into a dispute resolution process with local jurisdictions to produce
33 interagency agreements to address the ongoing facility and landscape
34 maintenance of the three state route number 520 eastside lids and
35 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
36 92nd Avenue NE.

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

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

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

27 (b) Beginning November 1, 2023, and semiannually thereafter, the
28 Washington state patrol and the department of transportation must
29 jointly submit a report to the governor and the transportation
30 committees of the legislature on the status of these efforts,
31 including:

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

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

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

1 ~~((5))~~ (4) \$1,000,000 of the motor vehicle account—state
2 appropriation is provided solely for a partnership program between
3 the department and the city of Spokane, to be administered in
4 conjunction with subsection ~~((4))~~ (3) of this section. The program
5 must address the safety and public health problems created by
6 homeless encampments on the department's property along state
7 highways within the city limits. \$555,000 of the motor vehicle
8 account—state appropriation is for dedicated department maintenance
9 staff and associated clean-up costs. The department and the city of
10 Spokane shall enter into a reimbursable agreement to cover up to
11 \$445,000 of the city's expenses for clean-up crews and landfill
12 costs.

13 ~~((6))~~ (5) \$1,025,000 of the motor vehicle account—state
14 appropriation is provided solely for the department to implement
15 safety improvements and debris clean up on department-owned rights-
16 of-way in the city of Seattle at levels above that being implemented
17 as of January 1, 2019, to be administered in conjunction with
18 subsection ~~((4))~~ (3) of this section. The department must maintain
19 a crew dedicated solely to collecting and disposing of garbage,
20 clearing debris or hazardous material, and implementing safety
21 improvements where hazards exist to the traveling public, department
22 employees, or people encamped upon department-owned rights-of-way.
23 The department may request assistance from the Washington state
24 patrol as necessary in order for both agencies to provide enhanced
25 safety-related activities regarding the emergency hazards along state
26 highway rights-of-way in the Seattle area.

27 ~~((7))~~ (6) \$1,015,000 of the motor vehicle account—state
28 appropriation is provided solely for a partnership program between
29 the department and the city of Tacoma, to be administered in
30 conjunction with subsection ~~((4))~~ (3) of this section. The program
31 must address the safety and public health problems created by
32 homeless encampments on the department's property along state
33 highways within the city limits. \$570,000 of the motor vehicle
34 account—state appropriation is for dedicated department maintenance
35 staff and associated clean-up costs. The department and the city of
36 Tacoma shall enter into a reimbursable agreement to cover up to
37 \$445,000 of the city's expenses for clean-up crews and landfill
38 costs.

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

22 (8) To the greatest extent practicable, the department shall
23 schedule mowing along state highways to occur after litter pickup has
24 been performed in the area to be mowed. This subsection is not
25 intended to prevent mowing or other similar maintenance activities
26 from being undertaken in the event litter pickup has not been
27 performed.

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

30 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
31 **PROGRAM Q—OPERATING**

32 Highway Safety Fund—State Appropriation.	(\$3,529,000)
	\$7,529,000
34 Motor Vehicle Account—State Appropriation.	(\$85,466,000)
35	\$87,535,000
36 Motor Vehicle Account—Federal Appropriation.	\$2,050,000
37 Motor Vehicle Account—Private/Local Appropriation.	\$294,000
38 Move Ahead WA Account—State Appropriation.	\$3,090,000

1	Multimodal Transportation Account—State	
2	Appropriation.	\$5,000,000
3	State Route Number 520 Corridor Account—State	
4	Appropriation.	\$247,000
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation.	\$44,000
7	Alaskan Way Viaduct Replacement Project Account—	
8	State Appropriation.	\$1,122,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation.	\$37,000
11	TOTAL APPROPRIATION.	(\$100,879,000)
12		<u>\$106,948,000</u>

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

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

22 (2) (a) During the 2023-2025 fiscal biennium, the department shall
23 continue a pilot program that expands private transportation
24 providers' access to high occupancy vehicle lanes. Under the pilot
25 program, when the department reserves a portion of a highway based on
26 the number of passengers in a vehicle, the following vehicles must be
27 authorized to use the reserved portion of the highway if the vehicle
28 has the capacity to carry eight or more passengers, regardless of the
29 number of passengers in the vehicle: (i) Auto transportation company
30 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
31 carrier vehicles regulated under chapter 81.70 RCW, except marked or
32 unmarked stretch limousines and stretch sport utility vehicles as
33 defined under department of licensing rules; (iii) private nonprofit
34 transportation provider vehicles regulated under chapter 81.66 RCW;
35 and (iv) private employer transportation service vehicles. For
36 purposes of this subsection, "private employer transportation
37 service" means regularly scheduled, fixed-route transportation
38 service that is offered by an employer for the benefit of its
39 employees. Nothing in this subsection is intended to authorize the

1 conversion of public infrastructure to private, for-profit purposes
2 or to otherwise create an entitlement or other claim by private users
3 to public infrastructure.

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

14 (c) The department shall expand the high occupancy vehicle lane
15 access pilot program to for hire nonemergency medical transportation
16 vehicles, when in use for medical purposes, as described in section
17 208((24) of this act)(20), chapter 472, Laws of 2023. Under the
18 pilot program, when the department reserves a portion of a highway
19 based on the number of passengers in a vehicle, nonemergency medical
20 transportation vehicles that meet the requirements identified in
21 section 208((24) of this act)(20), chapter 472, Laws of 2023 must
22 be authorized to use the reserved portion of the highway.

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

26 (3) The appropriations in this section assume implementation of
27 additional cost recovery mechanisms to recoup at least \$100,000 in
28 credit card and other financial transaction costs related to the
29 collection of fees imposed under RCW 46.17.400, 46.44.090, and
30 46.44.0941 for driver and vehicle fee transactions beginning January
31 1, 2023. The department may recover transaction fees incurred through
32 credit card transactions.

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

1 (5) \$5,000,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to address
3 emergent issues related to safety for pedestrians and bicyclists.
4 Funds may only be spent after approval from the office of financial
5 management. By December 15th of each odd-numbered year, the
6 department shall provide a report to the legislature listing all
7 emergent issues addressed in the prior fiscal biennium.

8 ~~((7))~~ (6) \$3,529,000 of the highway safety account—state
9 appropriation is provided solely for implementation of chapter 17,
10 Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023 is
11 not enacted by June 30, 2023, the amount provided in this subsection
12 lapses.

13 ~~((8))~~ (7) \$1,279,000 of the move ahead WA account—state
14 appropriation is provided solely for maintenance and operations of
15 the virtual coordination center. The department is encouraged to
16 apply for federal grant funds for the virtual coordination center and
17 may use state funds as a match. By December 1, 2023, the department
18 shall report to the transportation committees of the legislature: (a)
19 Recommendations to expand the center's operations, including specific
20 additional jurisdictions and corridors across the state; and (b)
21 amounts received and dates of receipt of any new cash and in-kind
22 matches from virtual coordination center partners including, but not
23 limited to, the city of Seattle, King county, other state and local
24 jurisdictions, and private sector partners.

25 ~~((9))~~ (8) \$100,000 of the motor vehicle account—state
26 appropriation is provided solely for the department to prepare and
27 submit a report to the transportation committees of the legislature
28 by December 1, 2024, with a prioritized list of recommendations for
29 improving safety and mobility on Interstate 90 between North Bend and
30 Cle Elum during winter weather events, including estimated costs. The
31 recommendations must include, but are not limited to, options to
32 improve compliance with traction tire and chain requirements and
33 reduce snow-related closures.

34 ~~((11))~~ (9)(a) \$5,000,000 of the motor vehicle account—state
35 appropriation is provided solely for the department, in coordination
36 with the independent review team of the joint transportation
37 committee, to conduct an analysis of highway, road, and freight rail
38 transportation needs, options, and impacts from shifting the movement
39 of freight and goods that currently move by barge through the lower

1 Snake river dams to highways, other roads, and rail. The study should
2 generate volume estimates and evaluate scenarios for changes in
3 infrastructure and operations that would be necessary to address
4 those additional volumes. The assessment must include quantitative
5 analysis based on available data in terms of both financial and
6 carbon emission costs; and qualitative input gathered from tribal
7 governments, local governments, freight interests, and other key
8 stakeholders, including impacts on disadvantaged/underserved
9 communities. The analysis must include a robust public engagement
10 process to solicit feedback from interested stakeholders including
11 but not limited to: Residents and officials in affected cities and
12 counties; stakeholders involved in railroad, agriculture, fishing,
13 trucking, shipping and other related industries; appropriate Native
14 American tribes; representatives of advocacy and community
15 organizations; and transportation, public works, and economic
16 development organizations in the affected areas, federal highway
17 administration and army corps of engineers. The analysis must be
18 informed by the work of the joint transportation committee's
19 independent review team, and must include the following:

20 (i) Existing volumes and traffic patterns;

21 (ii) Potential changes in volumes and traffic patterns
22 immediately following the loss of freight movement by barge and over
23 the following 20 years, including the carbon emissions impact of this
24 mode shift;

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

28 (iv) Identification of potential infrastructure and operational
29 improvements to existing highways, other roads, and rail, including
30 additional access to facilities, needed to accommodate the higher
31 freight volumes and impacts and potential opportunities to mitigate
32 impacts on shipping rates;

33 (v) Identification of rail line development options, including
34 impacts and potential opportunities to mitigate impacts on grain
35 storage and handling facilities at regional unit train yards and port
36 export facilities;

37 (vi) An assessment of costs associated with mitigating potential
38 slope failure and stabilization necessitated by the drawdown of the
39 river. An assessment of impacts and potential opportunities to

1 mitigate impacts on adjacent roads, bridges, railroads, and utility
2 corridors shall be included;

3 (vii) Both financial and carbon cost estimates for development
4 and implementation of identified needs and options, including
5 planning, design, and construction;

6 (viii) Analysis of the impacts and potential opportunities to
7 mitigate impacts of these infrastructure changes on environmental
8 justice and disadvantaged/underserved communities during
9 construction, as well as from future operations;

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

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

17 (xi) Analysis of the impacts and potential opportunities to
18 mitigate impacts that reduced competition resulting from removing
19 barging of agricultural products on the Snake river would have on
20 Washington's agricultural industry along with impacts modal shifts
21 would have on the entire supply chain, including export facilities
22 and ports on the Lower Columbia River; and

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

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

31 (10) \$4,000,000 of the highway safety account—state appropriation
32 is provided solely for the department, in consultation with the
33 Washington traffic safety commission, to evaluate and identify
34 between 10 to 20 geographical locations in both urban and rural
35 highway settings to install and implement wrong-way driving
36 prevention strategies. Such prevention strategies may include
37 improved signage and pavement markings as recommended by the traffic
38 safety commission's report on wrong-way driving, "Strategies and
39 Technologies to Prevent and Respond to Wrong-Way Driving Crashes."
40 The department must report to the legislature any crash data or

1 wrong-way violations that occur at the selected locations by June 30,
2 2025.

3 (11) \$1,000,000 of the motor vehicle account—state appropriation
4 is provided solely for the department to develop an automated highway
5 speed safety camera pilot program to test two to three automated
6 traffic safety cameras technologies on state highways in no more than
7 three testing locations, with at least one location on each side of
8 the Cascade mountains. The goals of the automated highway speed
9 safety camera pilot program are to test existing speed camera
10 technology, determine the impact on speeding behavior in testing
11 locations, and compile public response to the use of traffic safety
12 cameras on highways. The department must work with the Washington
13 state patrol and the traffic safety commission to develop the pilot
14 program including, but not limited to: Selection of technology;
15 placement of cameras in high speed, collision, or fatality locations;
16 establishment of public notification and warning signs before
17 entering into an area with a speed safety camera; outreach and public
18 engagement in the program development and site selection process; and
19 a process to collect and report data including rates of speed before,
20 during, and after the presence of speed safety cameras and public
21 response to cameras. The Washington state patrol is responsible for
22 selecting testing locations and must use accident reports, including
23 department and traffic safety commission crash data as needed, to
24 identify high speed and high collision areas. Automated traffic
25 safety cameras may only take pictures of the vehicle and the vehicle
26 license plates, and the ticketing of violators is prohibited during
27 the pilot program. The department may notify drivers of their rates
28 of speed. The department shall provide a pilot program progress
29 report to the governor and transportation committees of the
30 legislature by September 30, 2024, to include public input to safety
31 cameras, evaluation of technologies, and changes in speeding
32 behavior.

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

35 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
36 **SUPPORT—PROGRAM S**

37 Motor Vehicle Account—State Appropriation. (~~(\$62,639,000)~~)
38 \$63,494,000

1	Motor Vehicle Account—Federal Appropriation.	\$780,000
2	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
3	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
4	Puget Sound Ferry Operations Account—State	
5	Appropriation.	\$510,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$22,323,000
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	\$220,000
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation.	\$136,000
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation.	\$127,000
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	\$114,000
16	TOTAL APPROPRIATION.	(\$92,749,000)
17		<u>\$93,604,000</u>

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

20 (1) (a) \$2,000,000 of the motor vehicle account—state
21 appropriation and \$5,400,000 of the move ahead WA flexible account—
22 state appropriation are provided solely for efforts to increase
23 diversity in the transportation construction workforce through:

24 (i) The preapprenticeship support services (PASS) and career
25 opportunity maritime preapprenticeship support services (COMPASS)
26 programs, which aim to increase diversity in the highway construction
27 and maritime workforces and prepare individuals interested in
28 entering the highway construction and maritime workforces. In
29 addition to the services allowed under RCW 47.01.435, the PASS and
30 COMPASS programs may provide housing assistance for youth aging out
31 of the foster care and juvenile rehabilitation systems to support
32 their participation in a transportation-related preapprenticeship
33 program and support services to obtain necessary maritime documents
34 and coast guard certification; and

35 (ii) Assisting minority and women-owned businesses to perform
36 work in the highway construction industry.

37 (b) The department shall report annually to the transportation
38 committees of the legislature on efforts to increase diversity in the
39 transportation construction workforce.

1 (2) \$1,512,000 of the motor vehicle account—state appropriation
2 and \$488,000 of the Puget Sound ferry operations account—state
3 appropriation are provided solely for the department to develop,
4 track, and monitor the progress of community workforce agreements,
5 and to assist with the development and implementation of internal
6 diversity, equity, and inclusion efforts and serve as subject matter
7 experts on federal and state civil rights provisions. The department
8 shall engage with relevant stakeholders, and provide a progress
9 report on the implementation of efforts under this subsection to the
10 transportation committees of the legislature and the governor by
11 December 1, 2024.

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

19 (4) \$21,195,000 of the motor vehicle account—state appropriation
20 and \$21,194,000 of the multimodal transportation account—state
21 appropriation are provided solely for the department to upgrade the
22 transportation reporting and accounting information system to the
23 current cloud version of the software, and is subject to the
24 conditions, limitations, and review requirements of section 701 (~~of~~
25 ~~this act~~), chapter 472, Laws of 2023.

26 ((+6)) (5) \$56,000 of the motor vehicle account—state
27 appropriation is provided solely for the implementation of chapter
28 230, Laws of 2023 (clean energy siting). If chapter 230, Laws of 2023
29 is not enacted by June 30, 2023, the amount provided in this
30 subsection lapses.

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

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
34 **AND RESEARCH—PROGRAM T**
35 Carbon Emissions Reduction Account—State
36 Appropriation. (~~(\$3,000,000)~~)
37 \$4,000,000
38 Motor Vehicle Account—State Appropriation. (~~(\$32,089,000)~~)

1		<u>\$32,687,000</u>
2	Motor Vehicle Account—Federal Appropriation.	((\$31,412,000))
3		<u>\$31,527,000</u>
4	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
5	Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$2,414,000))
8		<u>\$3,214,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation.	\$2,809,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation.	\$100,000
13	TOTAL APPROPRIATION.	((\$84,146,000))
14		<u>\$86,659,000</u>

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

17 (1) \$750,000 of the multimodal transportation account—state
18 appropriation is provided solely for the department to partner with
19 the department of commerce and regional transportation planning
20 organizations in implementing vehicle miles traveled targets and
21 supporting actions. As part of target setting, important factors that
22 must be considered include land use patterns, safety, and vulnerable
23 populations. The department shall provide an interim report by June
24 30, 2024, and a final report by June 30, 2025.

25 ((~~3~~)) (2) \$150,000 of the motor vehicle account—state
26 appropriation is provided solely for the department to continue
27 implementation of a performance-based project evaluation model. The
28 department must issue a report by September 1, 2024.

29 ((~~4~~)) (3)(a) \$180,000 of the multimodal transportation account—
30 state appropriation is provided solely for Thurston regional planning
31 council (TRPC) to conduct a study examining options for multimodal
32 high capacity transportation (HCT) to serve travelers on the
33 Interstate 5 corridor between central Thurston county (Olympia area)
34 and Pierce county.

35 (b) The study will include an assessment of travelsheds and
36 ridership potential and identify and provide an evaluation of options
37 to enhance connectivity and accessibility for the greater south Puget
38 Sound region with an emphasis on linking to planned or existing
39 commuter or regional light rail. The study must account for previous

1 and ongoing efforts by transit agencies and the department. The study
2 will emphasize collaboration with a diverse community of interests,
3 including but not limited to transit, business, public agencies,
4 tribes, and providers and users of transportation who because of age,
5 income, or ability may face barriers and challenges.

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

8 ~~((5) \$400,000))~~ (4) \$700,000 of the multimodal transportation
9 account—state appropriation is provided solely for the city of
10 Seattle's office of planning and community development to support an
11 equitable development initiative to reconnect the South Park
12 neighborhood, currently divided by state route number 99.

13 (a) The support work must include:

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

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

21 (b) The support work must be conducted in coordination and
22 partnership with neighborhood residents, neighborhood industrial and
23 commercial representatives, the state department of transportation,
24 and other entities and neighborhoods potentially impacted by changes
25 to the operation of state route number 99.

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

30 ~~((6))~~ (5) \$2,557,000 of the motor vehicle account—state
31 appropriation is provided solely for the department to upgrade the
32 department's linear referencing system (LRS) and highway performance
33 monitoring system (HPMS), and is subject to the conditions,
34 limitations, and review requirements in section 701 ~~((of this act))~~,
35 chapter 472, Laws of 2023.

36 ~~((7))~~ (6) \$306,000 of the multimodal transportation account—
37 state appropriation is provided solely for the department to appoint
38 or designate a liaison to serve as a point of contact and resource
39 for the department, local governments, and project proponents

1 regarding land use decisions and processing development permit
2 applications. The liaison must, as a priority, facilitate and
3 expedite any department decisions required for project approval.

4 ~~((8) \$627,000)~~ (7) \$742,000 of the motor vehicle account—
5 federal appropriation is provided solely for remaining work on the
6 "Forward Drive" road usage charge research project overseen by the
7 transportation commission using the remaining amounts of the federal
8 grant award. The remaining work of this project includes:

9 (a) Analysis of road usage charge simulation and participant
10 surveys;

11 (b) Follow up on road usage charge experiences related to payment
12 installments, mileage exemptions, and vehicle-based mileage
13 reporting;

14 (c) Completion of technology research; and

15 (d) Development of the final "Forward Drive" research program
16 report.

17 ~~((9))~~ (8)(a) \$11,922,000 of the move ahead WA flexible account—
18 ~~((federal))~~ state appropriation is provided solely for an Interstate
19 5 planning and environmental linkage study and a statewide Interstate
20 5 master plan, building upon existing work under way in the corridor.
21 It is the intent of the legislature to provide a total of \$40,000,000
22 for this work by 2029.

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

25 (i) Seismic resiliency planning to refine the level of effort and
26 develop informed cost estimates for the seismic vulnerability
27 analysis;

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

31 (iii) Interstate 5 corridor planning work, including development
32 of a framework, coordination of corridor needs, development of core
33 evaluation criteria and a prioritization process, and identification
34 of early action priority projects that address safety or resiliency,
35 or both, along the corridor; and

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

39 (c) Of the amounts provided in this subsection, \$300,000 is
40 provided solely for the department to conduct a Seattle Interstate 5

1 ramp reconfiguration study. The study must be conducted in
2 coordination and partnership with the city of Seattle's department of
3 transportation, informed by the input of Interstate 5 lid
4 stakeholders, and coordinated with work under (a) and (b) of this
5 subsection. The department must provide a study report, including
6 recommendations, to the city of Seattle's department of
7 transportation and the transportation committees of the legislature
8 by December 1, 2024. The study must include an analysis of:

9 (i) Options and opportunities to reconfigure, relocate, or remove
10 Interstate 5 ramps within and between Chinatown-International
11 District and the University District for the purpose of improving
12 through-traffic operations, enhancing multimodal transportation
13 safety, and enabling more efficient air rights development;

14 (ii) Potential mitigation needs and cost estimates of ramp
15 changes and demolitions;

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

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

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

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

27 (d) The department shall work with the emergency management
28 division of the military department to identify strategic
29 transportation corridors, opportunities to improve resilience and
30 reinforce the corridors against natural disasters, and opportunities
31 to secure federal funding for investments in the resilience of the
32 transportation network. The department shall provide a report to the
33 transportation committees of the legislature by December 1, 2023, on:

34 (i) Strategic transportation corridors and opportunities to
35 improve their resilience;

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

37 (iii) Recommendations for actions to maximize federal funding for
38 the state of Washington.

39 ~~((10))~~ (9) The department shall continue to coordinate planning
40 work focused on the transportation system in western Washington

1 across modes with the goal of maximizing system performance toward
2 the policy goals in RCW 47.04.280 in the most cost-effective manner.
3 This coordination must include, but is not limited to: The Interstate
4 5 highway corridor, existing rail infrastructure and future high-
5 speed rail alignment, and commercial aviation capacity. The
6 department must report to the joint transportation committee through
7 existing reporting mechanisms on the status of these planning efforts
8 including, but not limited to, a long-term strategy for addressing
9 resilience of the transportation system in western Washington through
10 consideration of changing demand, modal integration, and preservation
11 needs. The coordinated work must include an analysis of different
12 alternatives to promote system resilience, including performance and
13 cost of each scenario.

14 ~~((13))~~ (10) \$3,000,000 of the carbon emissions reduction
15 account—state appropriation is provided solely for the department, in
16 coordination with the department's HEAL act team and environmental
17 services office, to develop and implement a community outreach,
18 education, and technical assistance program for overburdened
19 communities and their community partners in order to develop
20 community-centered carbon reduction strategies to make meaningful
21 impacts in a community, and to provide assistance in gaining access
22 to available funding to implement these strategies, where applicable.
23 The department may provide appropriate compensation to members of
24 overburdened communities who provide solicited community
25 participation and input needed by the department to implement and
26 administer the program established in this subsection. By June 1,
27 2024, and by June 1, 2025, the department must submit a report to the
28 transportation committees of the legislature and to the governor that
29 provides an update on the department's community outreach, education,
30 and technical assistance program development and implementation
31 efforts.

32 (11) \$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.

40 (a) Program work must include:

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

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

10 (b) Program work must also be conducted in coordination and
11 partnership with city of Seattle departments, the nonprofit steward
12 of the program's mobility and curb data
13 specifications, the Washington state department of transportation,
14 and other entities potentially impacted by the implementation of the
15 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 (12) \$200,000 of the motor vehicle account—state appropriation is
25 provided solely for planning and intersection improvements along
26 state route number 904 and improvements to the local network that
27 would feed intersections with state route number 904. This work must
28 include, but is not limited to, the Medical Lake/Four Lakes Road/West
29 3rd Ave intersection and feeding local network. The department must
30 collaborate with Spokane county and the city of Cheney on this work
31 and other improvement ideas along the corridor.

32 (13) (a) \$500,000 of the motor vehicle account—state appropriation
33 is provided solely for planning and preliminary engineering necessary
34 to complete cost estimates and structure designs associated with
35 construction of wildlife crossings at the top two statewide priority
36 locations to enhance habitat connectivity.

37 (b) The department shall submit a report to the appropriate
38 committees of the legislature by December 1, 2024, including at a
39 minimum:

1 (i) Identification of statewide priority locations for habitat
2 connectivity;

3 (ii) The basis for the determination of the locations included on
4 the identification list; and

5 (iii) Estimates of costs necessary to complete remaining design,
6 permitting, right-of-way acquisition, and construction of wildlife
7 crossing structures at the locations identified.

8 (c) The legislature intends to use the information collected to
9 consider the allocation of fund matching in future biennia for
10 federal grants to construct wildlife crossings at the statewide
11 priority locations.

12 (14) \$150,000 of the motor vehicle account—state appropriation is
13 provided solely for the department to fund one full-time equivalent
14 liaison position within the local program multiagency permit program.
15 Within the amounts provided in this section, the department shall
16 work to enhance its multiagency permit program capabilities, with an
17 emphasis on multiagency agreements that streamline, prioritize, and
18 expedite project-level and programmatic permits and approvals. The
19 department shall review current multiagency permit program practices
20 and provide a report with recommendations on the enhancement of the
21 program to the transportation committees of the legislature by
22 December 1, 2024.

23 (15) Beginning January 1, 2025, \$1,000,000 of the carbon
24 emissions reduction account—state appropriation is provided solely
25 for the department to contract with a world cup organizing committee
26 based in Seattle to undertake low carbon transportation planning
27 efforts that will help prepare for the increase in visitors due to
28 the 2026 FIFA world cup soccer matches in Seattle and other venues in
29 the state. The planning, to be developed in coordination with the
30 department and local mobility agencies, must identify critical
31 infrastructure and operational improvements that will support active
32 transportation and reliability of transit, making it easier for the
33 public to choose options other than single-occupancy vehicles. A
34 progress report including best practices for future events must be
35 delivered to the department, office of the governor, and
36 transportation committees of the legislature by June 30, 2025.

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

1 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**

2 **PROGRAM U**

3	Aeronautics Account—State Appropriation.	\$1,000
4	Transportation Partnership Account—State	
5	Appropriation.	(\$29,000)
6		<u>\$56,000</u>
7	Motor Vehicle Account—State Appropriation.	(\$105,197,000)
8		<u>\$110,703,000</u>
9	Puget Sound Ferry Operations Account—State	
10	Appropriation.	\$244,000
11	State Route Number 520 Corridor Account—State	
12	Appropriation.	\$69,000
13	Connecting Washington Account—State Appropriation.	(\$233,000)
14		<u>\$452,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation.	(\$5,585,000)
17		<u>\$6,315,000</u>
18	Tacoma Narrows Toll Bridge Account—State	
19	Appropriation.	\$43,000
20	Alaskan Way Viaduct Replacement Project Account—	
21	State Appropriation.	\$38,000
22	Interstate 405 and State Route Number 167 Express	
23	Toll Lanes Account—State Appropriation.	(\$40,000)
24		<u>\$43,000</u>
25	TOTAL APPROPRIATION.	(\$111,479,000)
26		<u>\$117,964,000</u>

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

29 (1) Consistent with existing protocol and practices, for any
30 negotiated settlement of a claim against the state for the department
31 that exceeds \$5,000,000, the department, in conjunction with the
32 attorney general and the department of enterprise services, shall
33 notify the director of the office of financial management and the
34 transportation committees of the legislature.

35 (2) On August 1, 2023, and semiannually thereafter, the
36 department, in conjunction with the attorney general and the
37 department of enterprise services, shall provide a report with
38 judgments and settlements dealing with the Washington state ferry
39 system to the director of the office of financial management and the

1 transportation committees of the legislature. The report must include
2 information on: (a) The number of claims and settlements by type; (b)
3 the average claim and settlement by type; (c) defense costs
4 associated with those claims and settlements; and (d) information on
5 the impacts of moving legal costs associated with the Washington
6 state ferry system into the statewide self-insurance pool.

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

16 (4) When the department identifies significant legal issues that
17 have potential transportation budget implications, the department
18 must initiate a briefing for appropriate legislative members or staff
19 through the office of the attorney general and its legislative
20 briefing protocol.

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

23 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

24 Carbon Emissions Reduction Account—State	
25 Appropriation.	((\$500,000))
26	<u>\$10,500,000</u>
27 Climate Transit Programs Account—State	
28 Appropriation.	((\$406,287,000))
29	<u>\$410,545,000</u>
30 State Vehicle Parking Account—State Appropriation.	\$784,000
31 Regional Mobility Grant Program Account—State	
32 Appropriation.	((\$115,060,000))
33	<u>\$126,275,000</u>
34 Rural Mobility Grant Program Account—State	
35 Appropriation.	((\$32,774,000))
36	<u>\$33,077,000</u>
37 Multimodal Transportation Account—State	
38 Appropriation.	((\$118,255,000))

1		<u>\$125,737,000</u>
2	Multimodal Transportation Account—Federal	
3	Appropriation.	\$4,374,000
4	Multimodal Transportation Account—Private/Local	
5	Appropriation.	\$100,000
6	TOTAL APPROPRIATION.	((\$678,134,000))
7		<u>\$711,392,000</u>

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

10 (1) ((~~\$64,354,000~~)) \$64,906,000 of the multimodal transportation
11 account—state appropriation and ((~~\$78,100,000~~)) \$78,325,000 of the
12 climate transit programs account—state appropriation are provided
13 solely for a grant program for special needs transportation provided
14 by transit agencies and nonprofit providers of transportation. Of
15 this amount:

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

23 (b) \$48,278,000 of the multimodal transportation account—state
24 appropriation and \$60,137,000 of the climate transit programs account
25 —state appropriation are provided solely for grants to transit
26 agencies to transport persons with special transportation needs. To
27 receive a grant, the transit agency must, to the greatest extent
28 practicable, have a maintenance of effort for special needs
29 transportation that is no less than the previous year's maintenance
30 of effort for special needs transportation. Grants for transit
31 agencies must be prorated based on the amount expended for demand
32 response service and route deviated service in calendar year 2021 as
33 reported in the "2021 Summary of Public Transportation" published by
34 the department of transportation. No transit agency may receive more
35 than 30 percent of these distributions. Fuel type may not be a factor
36 in the grant selection process.

37 (c) ((~~\$1,656,000~~)) \$2,208,000 of the multimodal transportation
38 account—state appropriation ((~~is~~)) and \$225,000 of the climate
39 transit programs account—state appropriation are provided solely for

1 the reappropriation of amounts provided for this purpose in the
2 2021-2023 fiscal biennium.

3 (2) (~~(\$32,774,000)~~) \$33,077,000 of the rural mobility grant
4 program account—state appropriation is provided solely for grants to
5 aid small cities in rural areas as prescribed in RCW 47.66.100. Fuel
6 type may not be a factor in the grant selection process.

7 (3) (~~(\$11,382,000)~~) \$11,598,000 of the multimodal transportation
8 account—state appropriation is provided solely for a public transit
9 rideshare grant program for: (a) Public transit agencies to add or
10 replace rideshare vehicles; and (b) incentives and outreach to
11 increase rideshare use. The grant program for public transit agencies
12 may cover capital costs only, and costs for operating vanpools at
13 public transit agencies are not eligible for funding under this grant
14 program. Awards from the grant program must not be used to supplant
15 transit funds currently funding ride share programs, or to hire
16 additional employees. Fuel type may not be a factor in the grant
17 selection process. Of the amounts provided in this subsection,
18 (~~(\$1,092,000)~~) \$1,308,000 is for the reappropriation of amounts
19 provided for this purpose in the 2021-2023 fiscal biennium.

20 (4) (~~(\$37,382,000)~~) \$48,597,000 of the regional mobility grant
21 program account—state appropriation is reappropriated and provided
22 solely for the regional mobility grant projects identified in LEAP
23 Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as developed
24 (~~(April 21, 2023)~~) February 20, 2024, Program - Public Transportation
25 Program (V).

26 (5) (a) \$77,679,000 of the regional mobility grant program account
27 —state appropriation is provided solely for the regional mobility
28 grant projects identified in LEAP Transportation Document ((2023-2))
29 2024-2 ALL PROJECTS as developed (~~(April 21, 2023)~~) February 20,
30 2024, Program - Public Transportation Program (V). The department
31 shall review all projects receiving grant awards under this program
32 at least semiannually to determine whether the projects are making
33 satisfactory progress. Any project that has been awarded funds, but
34 does not report activity on the project within one year of the grant
35 award, must be reviewed by the department to determine whether the
36 grant should be terminated. The department shall promptly close out
37 grants when projects have been completed, and any remaining funds
38 must be used only to fund projects identified in the LEAP
39 transportation document referenced in this subsection. The department

1 shall provide annual status reports on December 15, 2023, and
2 December 15, 2024, to the office of financial management and the
3 transportation committees of the legislature regarding the projects
4 receiving the grants. It is the intent of the legislature to
5 appropriate funds through the regional mobility grant program only
6 for projects that will be completed on schedule. A grantee may not
7 receive more than 25 percent of the amount appropriated in this
8 subsection unless all other funding is awarded. Additionally, when
9 allocating funding for the 2023-2025 fiscal biennium, no more than 30
10 percent of the total grant program may directly benefit or support
11 one grantee unless all other funding is awarded. Fuel type may not be
12 a factor in the grant selection process.

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

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

33 (d) During the 2023-2025 fiscal biennium, the department shall
34 consider applications submitted by regional transportation planning
35 organizations and metropolitan planning organizations for the
36 regional mobility grant program funding in the 2025-2027 fiscal
37 biennium.

38 (6) \$6,195,000 of the multimodal transportation account—state
39 appropriation, \$3,300,000 of the climate transit programs account—
40 state appropriation, and \$784,000 of the state vehicle parking

1 account—state appropriation are provided solely for CTR grants and
2 activities. Fuel type may not be a factor in the grant selection
3 process. Of this amount, \$495,000 of the multimodal transportation
4 account—state appropriation is reappropriated and provided solely for
5 continuation of previously approved projects under the first mile/
6 last mile connections grant program.

7 (7) (~~(\$11,914,000)~~) \$16,318,000 of the multimodal transportation
8 account—state appropriation is provided solely for connecting
9 Washington transit projects identified in LEAP Transportation
10 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
11 ~~2023)~~) February 20, 2024. It is the intent of the legislature that
12 entities identified to receive funding in the LEAP transportation
13 document referenced in this subsection receive the amounts specified
14 in the time frame specified in that LEAP document. If an entity has
15 already completed a project in the LEAP transportation document
16 referenced in this subsection before the time frame identified, the
17 entity may substitute another transit project or projects that cost a
18 similar or lesser amount.

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

21 (9) \$12,000,000 of the multimodal transportation account—state
22 appropriation and \$39,400,000 of the climate transit programs account
23 —state appropriation are provided solely for the green transportation
24 capital projects identified in LEAP Transportation Document
25 (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21, 2023)~~)
26 February 20, 2024, Program - Public Transportation Program (V). Of
27 the amount of climate transit program account funds appropriated in
28 this subsection, up to one percent may be used for program
29 administration and staffing.

30 (10) (~~(\$4,407,000)~~) \$5,950,000 of the multimodal transportation
31 account—state appropriation (~~(is)~~) and \$1,249,000 of the climate
32 transit programs account—state appropriation are reappropriated and
33 provided solely for the green transportation capital grant projects
34 identified in LEAP Transportation Document (~~(2023-2)~~) 2024-2 ALL
35 PROJECTS as developed (~~(April 21, 2023)~~) February 20, 2024, Program -
36 Public Transportation Program (V).

37 (11) (~~(\$10,000,000)~~) \$10,167,000 of the climate transit programs
38 account—state appropriation is provided solely for tribal transit

1 grants. Up to one percent of the amount provided in this subsection
2 may be used for program administration and staffing.

3 (a) The department must establish a tribal transit competitive
4 grant program (~~(to be administered as part of the department's~~
5 ~~consolidated grant program)~~). Grants to federally recognized tribes
6 may be for any transit purpose, including planning, operating costs,
7 maintenance, and capital costs. The department shall report to the
8 transportation committees of the legislature and the office of
9 financial management with a list of projects recommended for funding
10 by September 1, (~~(2023)~~) 2024, along with recommendations on how to
11 remove barriers for tribes to access grant funds, including removal
12 of grant match requirements, and recommendations for how the
13 department can provide technical assistance.

14 (b) Within the amount provided in this subsection, (~~(\$5,038,000)~~)
15 \$10,167,000 is provided solely for move ahead Washington tribal
16 transit grant projects as listed in LEAP Transportation Document
17 (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21, 2023)~~)
18 February 20, 2024. Of this amount, \$529,000 is for the Sauk-Suiattle
19 Commuter project (L1000318).

20 (12) (~~(\$188,900,000)~~) \$188,930,000 of the climate transit
21 programs account—state appropriation is provided solely for transit
22 support grants for public transit agencies that have adopted a zero-
23 fare policy for youth 18 years of age and under by October 1, 2022.
24 The department must confirm zero-fare policies are in effect at
25 transit agencies to be eligible for biennial distributions.

26 (13) \$38,000,000 of the climate transit programs account—state
27 appropriation is provided solely for the bus and bus facility grant
28 program for replacement, rehabilitation, and purchase of transit
29 rolling stock, or construction, modification, or rehabilitation of
30 transit facilities.

31 (14) \$2,000,000 of the climate transit programs account—state
32 appropriation is provided solely for newly selected transit
33 coordination grants. The department shall prioritize grant proposals
34 that promote the formation of joint partnerships between transit
35 agencies or merge service delivery across entities.

36 (15) \$46,587,000 of the climate transit programs account—state
37 appropriation is provided solely for move ahead Washington transit
38 projects as listed in LEAP Transportation Document (~~(2023-2)~~) 2024-2

1 ALL PROJECTS as developed (~~April 21, 2023~~) February 20, 2024, Move
2 Ahead WA - Transit Projects.

3 (a) For projects funded as part of this subsection, if the
4 department expects to have substantial reappropriations for the
5 2023-2025 fiscal biennium, the department may, on a pilot basis,
6 apply funding from a project with an appropriation that is unable to
7 be used within the 2023-2025 fiscal biennium to advance one or more
8 of the projects listed, prioritizing projects first by tier then by
9 project readiness.

10 (b) In instances when projects listed in the LEAP transportation
11 document referenced in this subsection (15) are no longer viable or
12 have been completed, the department may recommend in its next budget
13 submittal alternative project proposals from the local jurisdictions
14 if the project is similar in type and scope and consistent with
15 limitations on certain funds provided. In the event that the listed
16 project has been completed, the local jurisdictions may, rather than
17 submitting an alternative project, be reimbursed in the year in which
18 it was scheduled for documented costs incurred implementing the
19 listed project, not in excess of the amount awarded from the funding
20 program.

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

27 (16) (~~(\$580,000)~~) \$702,000 of the multimodal transportation
28 account—state appropriation is provided solely for the department to
29 provide a statewide vanpool benefit for all state employees. For
30 department employees working in remote job sites, such as mountain
31 passes, the department must ensure employees are able to access job
32 sites via a subsidized vanpool or provide a modal alternative for the
33 "last mile" to ensure employees can access the job site without
34 additional charge.

35 (17) \$200,000 of the multimodal transportation account—state
36 appropriation is provided solely for the department to update the
37 2019 feasibility study to add a fifth travel Washington intercity bus
38 line in the Yakima Valley. The department must provide a summary
39 report of the updated feasibility and cost estimates to the
40 transportation committees of the legislature by December 1, 2024.

1 ~~((19))~~ (18) \$555,000 of the multimodal transportation account—
2 state appropriation and \$500,000 of the carbon emissions reduction
3 account—state appropriation are provided solely for an interagency
4 transfer to the Washington State University extension energy program
5 to administer a technical assistance and education program for public
6 agencies on the use of alternative fuel vehicles. The Washington
7 State University extension energy program shall prepare a report
8 regarding the utilization of the program and submit this report to
9 the transportation committees of the legislature by November 15,
10 2023.

11 ~~((20))~~ (19)(a) \$400,000 of the multimodal transportation
12 account—state appropriation is provided solely for King county metro
13 to develop a pilot program to place teams, including human services
14 personnel, along routes that are enduring significant public safety
15 issues and various disruptive behavior in south King county. The team
16 would be available to deescalate disruptions, provide immediate
17 access to transit resources, and refer customers to community
18 resources to break cycles of inappropriate behavior. The teams must
19 consist of individuals trained in deescalation and outreach. Team
20 functions and duties should be cocreated with community stakeholders.

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

26 ~~((21))~~ (20) \$500,000 of the multimodal transportation account—
27 state appropriation is provided solely for planning to move Grays
28 Harbor transit operation and administration facilities from the
29 current location.

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

34 (22) Beginning January 1, 2025, \$2,000,000 of the carbon
35 emissions reduction account—state appropriation is provided solely
36 for new transit coordination grants, prioritizing projects that
37 coordinate transit service to and from Washington state ferry
38 terminals. Program eligibility must be expanded to include proposals

1 from transit agencies in counties with fewer than 700,000 that
2 coordinate service to and from Washington state ferry terminals.

3 (23) Beginning January 1, 2025, \$1,200,000 of the carbon
4 emissions reduction account—state appropriation is provided solely
5 for the department to continue research on level of and access to
6 transit service. The department shall define levels and types of
7 demand-response service and measure access to these services within
8 the state. The department shall also collect data and develop systems
9 to achieve more accurate and precise analysis of disparities in
10 access to transit service focusing on accessibility and inclusion of
11 people with disabilities, vulnerable populations in overburdened
12 communities, and other underserved communities. The department must
13 also establish a financial model to fund transit at a statewide
14 standard that is calibrated for geography, population density, and
15 financial constraints of the existing transit agencies across the
16 state. The department shall submit a report to the transportation
17 committees of the legislature and the office of financial management
18 by June 30, 2025.

19 (24) Beginning January 1, 2025, \$6,800,000 of the carbon
20 emissions reduction account—state appropriation is provided solely
21 for the following projects identified in LEAP Transportation Document
22 2024-2 ALL PROJECTS as developed February 20, 2024:

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

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

26 (c) Pierce Transit - Meridian (L2021197).

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

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

30 Puget Sound Ferry Operations Account—State

31 Appropriation. ((\$575,986,000))
32 \$573,666,000

33 Puget Sound Ferry Operations Account—Federal

34 Appropriation. ((\$163,791,000))
35 \$198,650,000

36 Puget Sound Ferry Operations Account—Private/Local

37 Appropriation. \$121,000

38 TOTAL APPROPRIATION. ((\$739,898,000))

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

(1) The office of financial management budget instructions require agencies to recast enacted budgets into activities. The Washington state ferries shall include a greater level of detail in its 2023-2025 supplemental and 2025-2027 omnibus transportation appropriations act requests, as determined jointly by the office of financial management, the Washington state ferries, and the transportation committees of the legislature. This level of detail must include the administrative functions in the operating as well as capital programs. The data in the tables in the report must be supplied in a digital file format.

(2) (~~(\$90,014,000)~~) \$97,060,000 of the Puget Sound ferry operations account—federal appropriation and (~~(\$50,067,000)~~) \$51,450,000 of the Puget Sound ferry operations account—state appropriation are provided solely for auto ferry vessel operating fuel in the 2023-2025 fiscal biennium, which reflect cost savings from a reduced biodiesel fuel requirement and, therefore, is contingent upon the enactment of section 703 (~~(of this act)~~), chapter 472, Laws of 2023. The amount provided in this subsection represents the fuel budget for the purposes of calculating any ferry fare fuel surcharge. The department shall review future use of alternative fuels and dual fuel configurations, including hydrogen.

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

(4) The department must work to increase its outreach and recruitment of populations underrepresented in maritime careers and continue working to expand apprenticeship and internship programs, with an emphasis on programs that are shown to improve recruitment for positions with the state ferry system.

(5) \$175,000 of the Puget Sound ferry operations account—state appropriation is provided solely for the department to continue a study of passenger demographics. The study may be included as part of a larger origin and destination study. The department shall report study results to the transportation committees of the legislature by December 1, 2023. Following completion of the study, the department

1 must compare study results to the composition of groups outlined in
2 RCW 47.60.310, both by overall representation of ferry riders and by
3 route. A summary is due to the office of the governor and
4 transportation committees of the legislature by December 1, 2024.

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

13 (7) (~~(\$11,842,000)~~) \$15,985,000 of the Puget Sound ferry
14 operations account—state appropriation is provided solely for
15 Washington state ferries to:

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

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

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

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

24 (e) Increase human resources capacity and add a workforce ombuds;
25 and

26 (f) Hire additional dispatch staff.

27 (8) \$988,000 of the Puget Sound ferry operations account—state
28 appropriation is provided solely for expansion of the wiper to oiler
29 program to develop engine room workforce.

30 (9) \$169,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for hiring an additional service
32 planner.

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

1 been 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))~~ (11) \$1,504,000 of the Puget Sound ferry operations
22 account—state appropriation is provided solely for the implementation
23 of chapter 188, Laws of 2023 (state ferry workforce development
24 issues). If chapter 188, Laws of 2023 is not enacted by June 30,
25 2023, the amount provided in this subsection lapses.

26 ~~((11) \$1,000,000))~~ (12) \$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))~~ (13) \$100,000 of the Puget Sound ferry operations
31 account—state appropriation is provided solely to assess temporary
32 service restoration options for the Sidney, British Columbia route
33 until Washington state ferries can resume its service. Washington
34 state 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))~~ (14) \$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)) (15) \$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)~~)) (16) \$1,064,000 of the Puget Sound ferry operations
8 account—state appropriation is provided solely for traffic control at
9 ferry terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo,
10 and Bainbridge Island, during peak ferry travel times, with a
11 particular focus on Sundays and holiday weekends.

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

18 (~~(17)~~)) (18) \$10,417,000 of the Puget Sound ferry operations
19 account—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)~~)) (19)(a) \$855,000 of the Puget Sound ferry operations
29 account—state appropriation is provided solely for Washington state
30 ferries to provide to Seattle Central Community College for a pilot
31 with the Seattle Maritime Academy for the 2023-2025 fiscal biennium.
32 Funding may not be expended until Washington state ferries certifies
33 to the office of financial management that a memorandum of agreement
34 with Seattle Central Community College has been executed, and the
35 office 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))~~ (20) \$420,000 of the Puget Sound ferry operations
21 account 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))~~ (21) By December 31st of each year, as part of the
32 annual ferries division performance report, the department must
33 report on the status of efforts to increase the staff available for
34 maintaining the customary level of ferry service, including staff for
35 deck, engine, and terminals. The report must include data for a 12-
36 month period up to the most recent data available, by staff group,
37 showing the number of employees at the beginning of the 12-month
38 period, the number of new employees hired, the number of employees
39 separating from service, and the number of employees at the end of

1 the 12-month period. The department report on additional performance
2 measures must include:

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

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

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

9 (22) \$10,000,000 of the Puget Sound ferry operations account—
10 state appropriation is provided solely for the department to increase
11 deck and engine positions across the system, prioritizing positions
12 that will mitigate crew related cancellations and reduce overtime
13 expenditures. The department must include an update on the number of
14 positions hired by job class as part of the annual performance
15 report. The legislature intends to provide \$16,000,000 on an ongoing
16 basis to support additional crew efforts.

17 (23)(a) \$600,000 of the Puget Sound ferry operations account—
18 state appropriation is provided solely for the department to evaluate
19 the feasibility of passenger-only ferry service to support existing
20 ferry service routes in the San Juan Islands. The department must
21 contract with a third-party entity to:

22 (i) Prioritize evaluating options and provide recommendations for
23 a San Juan county interisland passenger-only ferry to include, but
24 not be limited to, an analysis of estimated ridership, availability
25 of passenger-only vessels that align with existing ferry terminals or
26 nearby dock facilities, options and cost estimates for purchasing or
27 leasing a ferry vessel, options for contracting with an existing
28 passenger-only ferry service, and operating costs including labor and
29 fuel; and

30 (ii) Evaluate governance structures for any viable passenger-only
31 ferry routes and recommend entities or organizations best suited to
32 deliver services. The analysis must include a cost-benefit analysis
33 of public versus private operators for viable routes, and public
34 engagement for identified areas, including the San Juan county
35 council.

36 (b) A progress report is due to the governor and transportation
37 committees of the legislature by December 31, 2024. A final report is
38 due to the office of the governor and transportation committees of
39 the legislature by June 30, 2025.

1 (24) \$100,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the department to reimburse
3 walk-on customers for emergency expenses incurred as a result of a
4 cancellation of the last sailing of the day. In consideration for
5 receiving the reimbursement, an applicant must sign a release of
6 claims drafted by the department. The department shall create a
7 process for reimbursement and set a per diem limit for reimbursement
8 per individual.

9 (25) \$2,000,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for the temporary extension, due to
11 extraordinary circumstances, of multiuse passes from 90 days to 120
12 days through June 30, 2025.

13 (26) \$3,170,000 of the Puget Sound ferry operations account—state
14 appropriation is provided solely for temporary expanded weekday
15 midday King county water taxi service support to and from Vashon
16 Island.

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

19 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
20 Carbon Emissions Reduction Account—State
21 Appropriation. \$2,250,000
22 Multimodal Transportation Account—State
23 Appropriation. ((~~\$90,565,000~~))
24 \$85,842,000
25 Multimodal Transportation Account—Federal
26 Appropriation. \$13,122,000
27 Multimodal Transportation Account—Private/Local
28 Appropriation. \$46,000
29 Transportation Infrastructure Account—State
30 Appropriation. \$2,000,000
31 TOTAL APPROPRIATION. ((~~\$92,861,000~~))
32 \$103,260,000

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

35 (1) The department shall continue to pursue restoring Amtrak
36 Cascades service to pre-COVID service levels, and to the service
37 levels committed to through the department's obligation of funding
38 from the federal American recovery and reinvestment act. A status

1 report must be provided to the transportation committees of the
2 legislature and the office of financial management by September 1,
3 2023.

4 (2) (a) \$2,250,000 of the multimodal transportation account—state
5 appropriation is provided solely for the continued coordination,
6 engagement, and planning for a new ultra high-speed ground
7 transportation corridor with participation from Washington state,
8 Oregon state, and British Columbia, and is a reappropriation of funds
9 appropriated in the 2021-2023 fiscal biennium. For purposes of this
10 subsection, "ultra high-speed" means a maximum testing speed of at
11 least 250 miles per hour. These efforts are to support and advance
12 activities and must abide by the memorandum of understanding signed
13 by the governors of Washington and Oregon states, and the premier of
14 the province of British Columbia in November 2021. The department
15 shall establish a policy committee with participation from Washington
16 state, Oregon state, and British Columbia, including representation
17 from the two largest caucuses of each chamber of the Washington state
18 legislature, and coordinate the activities of the policy committee to
19 include:

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

22 (ii) Developing a public engagement approach with a focus on
23 equity, inclusion, and meaningful engagement with communities,
24 businesses, federal, state, provincial, and local governments
25 including indigenous communities;

26 (iii) Developing and leading a collaborative approach to prepare
27 and apply for potential future federal, state, and provincial funding
28 opportunities, including development of strategies for incorporating
29 private sector participation and private sector contributions to
30 funding, including through the possible use of public-private
31 partnerships;

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

35 (v) Developing a recommendation on the structure and membership
36 of a formal coordinating entity that will be responsible for
37 advancing the project through the project initiation stage to project
38 development and recommended next steps for establishment of the
39 coordinating entity. Project development processes must include
40 consideration of negative and positive impacts on communities of

1 color, low-income households, indigenous peoples, and other
2 disadvantaged communities.

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

7 (c) By June 30, 2025, the department shall provide to the
8 governor and the transportation committees of the legislature a
9 report detailing the work conducted by the policy committee and
10 recommendations for establishing a coordinating entity. The report
11 must also include an assessment of current activities and results
12 relating to stakeholder engagement, planning, and any federal funding
13 application. As applicable, the assessment should also be sent to the
14 executive and legislative branches of government in Oregon state and
15 appropriate government bodies in the province of British Columbia.

16 ~~((4))~~ (3) \$1,800,000 of the multimodal transportation account—
17 state appropriation ~~((is))~~ and \$12,000,000 of the multimodal
18 transportation account—federal appropriation are provided solely for
19 the department ~~((to pursue federal grant opportunities))~~ to develop
20 and implement a technology-based truck parking availability system
21 along the Interstate 5 Corridor in partnership with Oregon state and
22 California state to maximize utilization of existing truck parking
23 capacity and deliver real-time parking availability information to
24 truck drivers. The department may use a portion of the appropriation
25 in this subsection for grant proposal development and as state match
26 funding for technology-based truck parking availability system
27 federal grant applications. The department must update the
28 transportation committees of the legislature on agency activities and
29 their status by December 1, 2023, and to provide a final report to
30 the transportation committees of the legislature by December 1, 2024.

31 ~~((5—\$5,950,000))~~ (4)(a) \$1,000,000 of the multimodal
32 transportation account—state appropriation is provided solely for
33 ~~((implementation of truck parking improvements recommended by the~~
34 ~~freight mobility strategic investment board in consultation with the~~
35 ~~department under section 206(4) of this act. The office of financial~~
36 ~~management must place this amount in unallotted status))~~ the design
37 on the I-5 Fort Lewis weigh station and SR 906 Phase 3 truck parking
38 improvements.

1 (b) The legislature intends to provide \$4,950,000 in the
2 2025-2027 fiscal biennium for additional truck parking improvements.
3 As part of the department's 2025-2027 budget submittal, the
4 department and the freight mobility strategic investment board, after
5 consulting with appropriate entities, must provide a list of specific
6 truck parking solutions within the amounts provided in this
7 subsection (4)(b). The list may also include additional funding
8 recommendations beyond this amount for more immediate expansion of
9 truck parking capacity.

10 (5) Consistent with the ongoing planning and service improvement
11 for the intercity passenger rail program, \$335,000 of the multimodal
12 transportation account—federal appropriation is provided solely for
13 the Cascades service development plan, to be used to analyze current
14 and future market conditions and to develop a structured assessment
15 of service options and goals based on anticipated demand and the
16 results of the state and federally required 2019 state rail plan,
17 including identifying implementation alternatives to meet the future
18 service goals for the Amtrak Cascades route. The work must be
19 consistent with federal railroad administration guidance and
20 direction on developing service development plans.

21 (6) The department shall continue to provide high quality
22 intercity passenger rail service, align planning efforts for
23 continued growth and on-time performance improvements consistent with
24 federally recognized corridor development programs, and implement
25 improvements consistent with planning efforts through leveraging
26 federal funding opportunities. New passenger rail equipment is
27 essential to service enhancements. The department shall make every
28 effort to coordinate with service partners to prepare for the arrival
29 of new trainsets and implementation of service enhancements. A status
30 report must be provided to the transportation committees of the
31 legislature and the office of financial management by December 1,
32 2024.

33 (7) \$500,000 of the multimodal transportation account—federal
34 appropriation is provided solely for the Cascades corridor planning
35 as part of the corridor identification and development program, in
36 coordination with the Oregon state department of transportation. The
37 department must continue to pursue funding opportunities for the
38 Cascades corridor through the corridor identification and development
39 program and the federal-state partnership programs at the federal
40 rail administration. The department must notify the office of the

1 governor and the transportation committees of the legislature of
2 funding opportunities from the programs and any corresponding state
3 match needs.

4 (8) \$2,000,000 of the transportation infrastructure account—state
5 appropriation is provided solely for the implementation of
6 chapter . . . (Substitute Senate Bill No. 6302), Laws of 2024 (supply
7 chain competitiveness infrastructure program). Of the amount provided
8 in this subsection, \$1,000,000 of the transportation infrastructure
9 account—state appropriation must be held in unallotted status pending
10 completion of the stakeholder process and establishment of the grant
11 and loan programs. If chapter . . . , (Substitute Senate Bill No.
12 6302), Laws of 2024 is not enacted by June 30, 2024, the amount in
13 this subsection lapses.

14 (9) \$50,000 of the multimodal transportation account—state
15 appropriation is provided solely for the department to coordinate
16 with partners on Amtrak long distance rail service.

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

19 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
20 **OPERATING**

21 Carbon Emissions Reduction Account—State

22	<u>Appropriation.</u>	<u>\$275,000</u>
23	Motor Vehicle Account—State Appropriation.	(\$13,569,000)
24		<u>\$14,129,000</u>
25	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
26	Multiuse Roadway Safety Account—State Appropriation. . . .	\$1,230,000
27	Multimodal Transportation Account—State	
28	Appropriation.	(\$1,450,000)
29		<u>\$1,500,000</u>
30	TOTAL APPROPRIATION.	(\$18,816,000)
31		<u>\$19,701,000</u>

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

34 (1) \$500,000 of the motor vehicle account—state appropriation is
35 provided solely for development, administration, program management,
36 and evaluation of the federal fund exchange pilot program.

37 (2) \$1,063,000 of the motor vehicle account—state appropriation
38 is provided solely for the department, from amounts set aside out of

1 statewide fuel taxes distributed to counties according to RCW
2 46.68.120(3), to contract with the Washington state association of
3 counties to:

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

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

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

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

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

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

29 ~~((+5))~~ (4)(a) \$200,000 of the multimodal transportation account—
30 state appropriation is provided solely for the department to develop
31 the preliminary phase of an action plan for the establishment of
32 cycle highways in locations that connect population centers and
33 support mode shift.

34 (b) The action plan may complement and incorporate existing
35 resources, including the state trails database maintained by the
36 recreation and conservation office, local and regional plans, and the
37 state active transportation plan.

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

39 (i) Recommended design; geometric and operational criteria and
40 typologies appropriate to urban, suburban, and rural settings;

1 settings that include shared use; and incremental approaches to
2 achieve desired facility types;

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

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

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

13 (v) Identification of legal, regulatory, financial,
14 collaboration, and practical barriers to development and community
15 acceptance and support of such facilities; and

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

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

22 ~~((6) \$140,000 of the motor vehicle account state appropriation~~
23 ~~is provided solely for the Pierce county ferry to eliminate fares for~~
24 ~~passengers 18 years of age and younger.~~

25 ~~(7))~~ (5) \$750,000 of the multimodal transportation account—state
26 appropriation is provided solely for a grant program to support local
27 initiatives that expand or establish civilian intervention programs
28 for nonmoving violations, focusing on nonpunitive interventions such
29 as helmet voucher programs, fee offset programs, fix-it tickets, and
30 repair vouchers that provide solutions for vehicle equipment failures
31 for low-income road users.

32 (a) Grants must be awarded to local jurisdictions based on
33 locally developed proposals to establish or expand existing programs,
34 including programs with community led organizations. Eligible
35 jurisdictions under the grant program include cities, counties,
36 tribal government entities, tribal organizations, law enforcement
37 agencies, or nonprofit organizations.

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

1 ~~((8))~~ (6) \$146,000 of the motor vehicle account—state
2 appropriation is provided solely for the implementation of chapter
3 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is
4 not enacted by June 30, 2023, the amount provided in this subsection
5 lapses.

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

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

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

14 (iii) Identification of staff, capital projects, and other
15 resources that would need to be transferred from other existing
16 programs.

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

20 (8) Beginning January 1, 2025, \$275,000 of the carbon emissions
21 reduction account—state appropriation is provided solely to support
22 Pierce, Skagit, Whatcom, and Wahkiakum county ferries with youth
23 zero-fare policies.

(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 \$7,800,000

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

9 (1) (~~(\$7,700,000)~~) \$7,800,000 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) \$100,000 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>\$47,649,000</u>
13	Motor Vehicle Account—State Appropriation.	((\$80,524,000))
14		<u>\$92,903,000</u>
15	Motor Vehicle Account—Federal Appropriation.	((\$445,933,000))
16		<u>\$497,782,000</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>\$1,950,666,000</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>\$10,511,000</u>
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	((\$400,000))
31		<u>\$500,000</u>
32	Interstate 405 and State Route Number 167 Express	
33	Toll Lanes Account—State Appropriation.	((\$304,480,000))
34		<u>\$325,464,000</u>
35	Move Ahead WA Account—State Appropriation.	((\$590,313,000))
36		<u>\$737,961,000</u>
37	Move Ahead WA Account—Federal Appropriation.	((\$340,300,000))
38		<u>\$373,155,000</u>
39	<u>JUDY Transportation Future Funding Program Account—State</u>	

1	<u>Appropriation.</u>	<u>\$52,000,000</u>
2	<u>Model Toxics Control Stormwater Account—State.</u>	<u>\$15,000,000</u>
3	TOTAL APPROPRIATION.	((\$4,593,514,000))
4		<u>\$4,832,695,000</u>

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

7 (1) Except as provided otherwise in this section, the entire
8 connecting Washington account—state appropriation, the entire move
9 ahead WA account—federal appropriation, the entire move ahead WA
10 account—state appropriation, and the entire transportation
11 partnership account—state appropriation are provided solely for the
12 projects and activities as listed by fund, project, and amount in
13 LEAP Transportation Document ((~~2023-1~~)) 2024-1 as developed ((~~April~~
14 ~~21, 2023~~)) February 20, 2024, Program - Highway Improvements Program
15 (I). However, limited transfers of specific line-item project
16 appropriations may occur between projects for those amounts listed
17 subject to the conditions and limitations in section 601 ((~~of this~~
18 ~~act~~)), chapter 472, Laws of 2023.

19 (2) Except as provided otherwise in this section, the entire
20 motor vehicle account—state appropriation and motor vehicle account—
21 federal appropriation are provided solely for the projects and
22 activities listed in LEAP Transportation Document ((~~2023-2~~)) 2024-2
23 ALL PROJECTS as developed ((~~April 21, 2023~~)) February 20, 2024,
24 Program - Highway Improvements Program (I). Any federal funds gained
25 through efficiencies, adjustments to the federal funds forecast, or
26 the federal funds redistribution process must then be applied to
27 highway and bridge preservation activities.

28 (3) Within the motor vehicle account—state appropriation and
29 motor vehicle account—federal appropriation, the department may
30 transfer appropriation authority between programs I and P, except for
31 appropriation authority that is otherwise restricted in this act, as
32 follows:

33 (a) Ten days prior to any transfer, the department must submit
34 its request to the office of financial management and the
35 transportation committees of the legislature and consider any
36 concerns raised.

37 (b) The director of the office of financial management must first
38 provide written authorization for such transfer to the department and
39 the transportation committees of the legislature.

1 (c) The department shall submit a report on appropriation
2 authority transferred in the prior fiscal year using this subsection
3 as part of the department's annual budget submittal.

4 (4) The connecting Washington account—state appropriation
5 includes up to (~~(\$1,737,009,000)~~) \$1,350,479,000 in proceeds from the
6 sale of bonds authorized in RCW 47.10.889.

7 (5) The special category C account—state appropriation includes
8 up to \$118,773,000 in proceeds from the sale of bonds authorized in
9 RCW 47.10.812.

10 (6) The transportation partnership account—state appropriation
11 includes up to \$32,643,000 in proceeds from the sale of bonds
12 authorized in RCW 47.10.873.

13 (7) The appropriations in this section include savings due to
14 anticipated project underruns; however, it is unknown which projects
15 will provide savings. The legislature intends to provide sufficient
16 flexibility for the department to manage to this savings target. To
17 provide this flexibility, the office of financial management may
18 authorize, through an allotment modification, reductions in the
19 amounts that are provided solely for a particular purpose within this
20 section subject to the following conditions and limitations:

21 (a) The department must confirm that any modification requested
22 under this subsection of amounts provided solely for a specific
23 purpose are not expected to be used for that purpose in this fiscal
24 biennium;

25 (b) Allotment modifications authorized under this subsection may
26 not result in increased funding for any project beyond the amount
27 provided for that project in the 2023-2025 fiscal biennium in LEAP
28 Transportation Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed
29 (~~(April 21, 2023)~~) February 20, 2024;

30 (c) Allotment modifications authorized under this subsection
31 apply only to amounts appropriated in this section from the following
32 accounts: Connecting Washington account—state, and move ahead WA
33 account—state; and

34 (d) The office of financial management must provide notice of
35 allotment modifications authorized under this subsection within 10
36 working days to the transportation committees of the legislature. By
37 December 1, 2023, and December 1, 2024, the department must submit a
38 report to the transportation committees of the legislature regarding
39 the actions taken to date under this subsection.

1 (8) The department shall itemize all future requests for the
2 construction of buildings on a project list and submit them through
3 the transportation executive information system as part of the
4 department's annual budget submittal. It is the intent of the
5 legislature that new facility construction must be transparent and
6 not appropriated within larger highway construction projects.

7 (9) The legislature continues to prioritize the replacement of
8 the state's aging infrastructure and recognizes the importance of
9 reusing and recycling construction aggregate and recycled concrete
10 materials in our transportation system. To accomplish Washington
11 state's sustainability goals in transportation and in accordance with
12 RCW 70A.205.700, the legislature reaffirms its determination that
13 recycled concrete aggregate and other transportation building
14 materials are natural resource construction materials that are too
15 valuable to be wasted and landfilled, and are a commodity as defined
16 in WAC 173-350-100.

17 (10) By June 30, 2025, to the extent practicable, the department
18 shall decommission the facilities for the Lacey project engineering
19 office and the Tumwater project engineering office at the end of
20 their lease terms and consolidate the Lacey project engineering
21 office and the Tumwater project engineering office into the
22 department's Olympic regional headquarters.

23 (11) The legislature intends that any savings realized on the
24 following projects will not be attributable to the application of
25 practical design, retired risk, or unused contingency funding for the
26 purposes of RCW 47.01.480:

27 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

28 (b) I-82/EB WB On and Off Ramps (L2000123).

29 (12) (a) (~~(\$300,000,000)~~) \$337,114,000 of the coronavirus state
30 fiscal recovery fund—federal appropriation, (~~(\$312,653,000)~~)
31 \$110,439,000 of the motor vehicle account—federal appropriation,
32 (~~(\$427,459,000)~~) \$576,827,000 of the move ahead WA account—state
33 appropriation, and (~~(\$1,293,000)~~) \$8,329,000 of the motor vehicle
34 account—state appropriation are provided solely for the Fish Passage
35 Barrier Removal project (0BI4001) with the intent of fully complying
36 with the federal *U.S. v. Washington* court injunction by 2030.

37 (b) The fish passage barrier removal program, in consultation
38 with the office of innovative partnerships, shall explore
39 opportunities to employ innovative delivery methods to ensure

1 compliance with the court injunction including, but not limited to,
2 public-private partnerships and batched contracts. It is the intent
3 of the legislature that appropriations for this purpose may be used
4 to jointly leverage state and local funds for match requirements in
5 applying for competitive federal aid grants provided in the
6 infrastructure investment and jobs act for removals of fish passage
7 barriers under the national culvert removal, replacement, and
8 restoration program. State funds used for the purpose described in
9 this subsection must not compromise full compliance with the court
10 injunction by 2030.

11 (c) The department shall coordinate with the Brian Abbott fish
12 passage barrier removal board to use a watershed approach by
13 replacing both state and local culverts guided by the principle of
14 providing the greatest fish habitat gain at the earliest time. The
15 department shall deliver high habitat value fish passage barrier
16 corrections that it has identified, guided by the following factors:
17 Opportunity to bundle projects, tribal priorities, ability to
18 leverage investments by others, presence of other barriers, project
19 readiness, culvert conditions, other transportation projects in the
20 area, and transportation impacts. The department and Brian Abbott
21 fish barrier removal board must provide updates on the implementation
22 of the statewide culvert remediation plan to the legislature by
23 November 1, 2023, and June 1, 2024.

24 (d) The department must keep track of, for each barrier removed:
25 (i) The location; (ii) the amount of fish habitat gain; and (iii) the
26 amount spent to comply with the injunction.

27 (e) During the 2023-2025 fiscal biennium, the department shall
28 provide reports of the amounts of federal funding received for this
29 project to the governor and transportation committees of the
30 legislature by November 1, 2023, and semiannually thereafter.

31 (13) (a) (~~(\$6,000,000 of the move ahead WA account state~~
32 ~~appropriation)) \$15,000,000 of the model toxics control stormwater
33 account—state appropriation is provided solely for the Stormwater
34 Retrofits and Improvements project (L4000040). It is the intent of
35 the legislature, over the 16-year move ahead WA investment program,
36 to provide \$500,000,000 for this program.~~

37 (b) (~~The appropriation in this subsection)) Of the amounts
38 provided in this subsection, \$6,000,000 is provided solely for the
39 Urban Stormwater Partnership - I-5 Ship-Canal Bridge Pilot (Seattle)
40 project.~~

1 (c) The funding provided for stormwater retrofits and
2 improvements must enhance stormwater runoff treatment from existing
3 roads and infrastructure with an emphasis on green infrastructure
4 retrofits. Projects must be prioritized based on benefits to salmon
5 recovery and ecosystem health, reducing toxic pollution, addressing
6 health disparities, and cost-effectiveness. The department of
7 transportation must submit progress reports on its efforts to reduce
8 the toxicity of stormwater runoff from existing infrastructure,
9 recommendations for addressing barriers to innovative solutions, and
10 anticipated demand for funding each fiscal biennium.

11 (14) (a) (~~(\$35,465,000)~~) \$25,067,000 of the connecting Washington
12 account—state appropriation is provided solely for the SR 3 Freight
13 Corridor (T30400R) project. The legislature intends to provide a
14 total of \$78,910,000 for this project, including an increase of
15 \$12,000,000 in future biennia to safeguard against inflation and
16 supply/labor interruptions and ensure that:

17 (i) The northern terminus remains at Lake Flora Road and the
18 southern terminus at the intersection of SR 3/SR 302;

19 (ii) Multimodal safety improvements at the southern terminus
20 remain in the project to provide connections to North Mason school
21 district and provide safe routes to schools; and

22 (iii) Intersections on the freight corridor are constructed at
23 Romance Hill and Log Yard road.

24 (b) With respect to right-of-way acquisition and the construction
25 of the SR 3 Freight Corridor project (T30400R), tribal consultation
26 with the Suquamish tribe shall begin at the earliest stage of
27 planning, including without limitation on all funding decisions and
28 funding programs, to provide a government-to-government mechanism for
29 the tribe to evaluate, identify, and expressly notify governmental
30 entities of any potential impacts to tribal cultural resources,
31 archaeological sites, sacred sites, fisheries, or other rights and
32 interests in tribal lands and lands within which the tribe possesses
33 rights reserved or protected by federal treaty, statute, or executive
34 order. The consultation is independent of, and in addition to, any
35 public participation process required under state law, or by a state
36 agency, including the requirements of Executive Order 21-02 related
37 to archaeological and cultural resources, and regardless of whether
38 the agency receives a request for consultation from the Suquamish
39 tribe. Regularly scheduled tribal consultation meetings with the

1 Suquamish tribe shall continue throughout the duration of any funding
2 or program decisions and proposed project approval.

3 (15) \$6,000,000 of the move ahead WA account—state appropriation
4 and \$10,000,000 of the move ahead WA account—federal appropriation
5 are provided solely for the SR 3/Gorst Area - Widening project
6 (L4000017). Tribal consultation with the Suquamish tribe must begin
7 at the earliest stage of planning, including, without limitation, all
8 funding decisions and funding programs, to provide a government-to-
9 government mechanism for the tribe to evaluate, identify, and
10 expressly notify governmental entities of any potential impacts to
11 tribal cultural resources, archaeological sites, sacred sites,
12 fisheries, or other rights and interests in tribal lands and lands
13 within which the tribe possesses rights reserved or protected by
14 federal treaty, statute, or executive order. The consultation is
15 independent of, and in addition to, any public participation process
16 required under state law, or by a state agency, including the
17 requirements of Executive Order 21-02 related to archaeological and
18 cultural resources, and regardless of whether the agency receives a
19 request for consultation from the Suquamish tribe. Regularly
20 scheduled tribal consultation meetings with the Suquamish tribe must
21 continue throughout the duration of any funding program and proposed
22 project approval.

23 (16) (a) (~~(\$84,500,000)~~) \$94,500,000 of the move ahead WA account—
24 federal appropriation, \$137,500,000 of the move ahead WA account—
25 private/local appropriation, and (~~(\$53,000,000)~~) \$43,000,000 of the
26 move ahead WA account—state appropriation are provided solely for the
27 I-5 Columbia river bridge project (L4000054). The legislature finds
28 that the replacement of the I-5 Columbia river bridge is a project of
29 national significance and is critical for the movement of freight.
30 One span is now 105 years old, at risk for collapse in the event of a
31 major earthquake, and no longer satisfies the needs of commerce and
32 travel. Replacing the aging interstate bridge with a modern,
33 seismically resilient, multimodal structure that provides improved
34 mobility for people, goods, and services is a high priority.
35 Therefore, the legislature intends to support the replacement of the
36 I-5 Columbia river bridge with an investment of \$1,000,000,000 over
37 the 16-year move ahead WA investment program.

38 (b) The legislature recognizes the importance of the I-5/Mill
39 Plain Boulevard project (L2000099) and intends to provide funding for

1 reconstruction of the existing interchange in coordination with
2 construction of the Interstate 5 bridge over the Columbia river.

3 (c) The department shall provide regular updates on the status of
4 ongoing coordination with the state of Oregon on any bistate
5 agreements regarding sharing of revenues, use of revenues, and fiscal
6 responsibilities of each state. Prior to finalizing any such
7 agreement, the department shall provide a draft of the agreement to
8 the transportation committees of the legislature for review and
9 input. Additionally, the department shall advise on the status of any
10 bistate agreements to the joint transportation committee beginning in
11 September 2023 and quarterly thereafter until any agreements are
12 finalized.

13 (17) The legislature recognizes the importance of the US-12/Walla
14 Walla Corridor Improvements project (T20900R) and intends to advance
15 funding to provide matching funds if competitive federal funding is
16 awarded for the final remaining four-lane section between Wallula and
17 Nine Mile Hill. The department, in consultation with local
18 governments in the vicinity, must pursue any federal funding
19 available.

20 (18) \$2,642,000 of the move ahead WA account—state appropriation
21 is provided solely for the US 101/Simdars Bypass project (L4000013).

22 (19) (~~(\$570,842,000)~~) \$338,512,000 of the connecting Washington
23 account—state appropriation, (~~(\$155,000)~~) \$3,109,000 of the
24 multimodal transportation account—state appropriation,
25 (~~(\$26,537,000)~~) \$27,201,000 of the motor vehicle account—private/
26 local appropriation, (~~(\$200,800,000)~~) \$178,543,000 of the move ahead
27 WA account—federal appropriation, (~~(\$68,191,000)~~) \$36,370,000 of the
28 move ahead WA account—state appropriation, and (~~(\$6,980,000)~~)
29 \$211,131,000 of the motor vehicle account—federal appropriation are
30 provided solely for the SR 167/SR 509 Puget Sound Gateway project
31 (M00600R).

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

34 (b) In making budget allocations to the Puget Sound Gateway
35 project, the department shall implement the project's construction as
36 a single corridor investment. The department shall continue to
37 collaborate with the affected stakeholders as it implements the
38 corridor construction and implementation plan for state route number
39 167 and state route number 509. Specific funding allocations must be

1 based on where and when specific project segments are ready for
2 construction to move forward and investments can be best optimized
3 for timely project completion. Emphasis must be placed on avoiding
4 gaps in fund expenditures for either project.

5 (c) The entire multimodal transportation account—state
6 appropriation in this subsection is for:

7 (i) The design phase of the Puyallup to Tacoma multiuse trail
8 along the state route number 167 right-of-way acquired for the
9 project to connect a network of new and existing trails from Mount
10 Rainier to Point Defiance Park; and

11 (ii) Segment 2 of the state route number 167 completion project
12 shared-use path to provide connections to the interchange of state
13 route number 167 at 54th to the intersection of state route number
14 509 and Taylor Way in Tacoma.

15 (20) \$2,213,000 of the connecting Washington account—state
16 appropriation is provided solely for the SR 224/Red Mountain Vicinity
17 Improvement project (L1000291). The department shall provide funding
18 to the city of West Richland to complete the project within the
19 project scope identified by the legislature and within the total
20 amount provided by the legislature. The department shall not amend
21 the project's scope of work to add pavement preservation on state
22 route number 224 from the West Richland city limits to Antinori Road.

23 (21) (a) (~~(\$394,963,000)~~) \$409,667,000 of the connecting
24 Washington account—state appropriation, (~~(\$400,000)~~) \$500,000 of the
25 state route number 520 corridor account—state appropriation, and
26 (~~(\$4,496,000)~~) \$5,592,000 of the motor vehicle account—private/local
27 appropriation are provided solely for the SR 520 Seattle Corridor
28 Improvements - West End project (M00400R).

29 (b) Upon completion of the Montlake Phase of the West End project
30 (~~((current anticipated contract completion of 2023))~~), the department
31 shall sell or transfer that portion of the property not (~~((used))~~)
32 necessary for (~~((permanent))~~) transportation (~~((improvements))~~) purposes,
33 and shall initiate a process to convey (~~((that))~~) or transfer such
34 portion of the surplus property to a subsequent owner.

35 (c) Of the amounts provided in this subsection, \$400,000 of the
36 state route number 520 corridor account—state appropriation is
37 provided solely for noise mitigation activities. It is the intent of
38 the legislature to provide an additional \$600,000 for noise
39 mitigation activities.

1 (d) Pursuant to section 2, chapter . . . (Senate Bill No. 6316),
2 Laws of 2024, the department shall apply for a sales tax deferral for
3 construction work on the SR 520 Seattle Corridor Improvements - West
4 End project (M00400R).

5 (22) (a) \$750,000 of the transportation partnership account—state
6 appropriation is provided solely for the state route number 520
7 bridge replacement and HOV (8BI1003) to implement signage for the
8 state route number 520 interchange with Montlake Boulevard as a
9 result of public engagement.

10 (b) The amounts appropriated in this subsection must be used for
11 the following:

12 (i) Removal of an existing sign bridge on Montlake Boulevard,
13 located immediately south of the Lake Washington Boulevard
14 intersection;

15 (ii) Replacement of the sign bridge with a pole with mast arm
16 structure bearing appropriate directional signs for northbound
17 motorists, and installation of a similar, advance-notice sign pole
18 and mast arm for northbound motorists on Montlake Blvd at 24th
19 Avenue;

20 (iii) Repainting, as necessary, an existing sign bridge on the
21 newly constructed Montlake lid with a color decided upon through a
22 public process; and

23 (iv) Fabrication and installation of a third pole with mast arm
24 structure on southbound Montlake Boulevard immediately north of the
25 west bound state route number 520 bridge onramp with signs directing
26 southbound motorists.

27 ~~((+21))~~ (23) \$450,000 of the motor vehicle account—state
28 appropriation is provided solely for the SR 900 Safety Improvements
29 project (L2021118). The department must: (a) Work in collaboration
30 with King county and the Skyway coalition to align community assets,
31 transportation infrastructure needs, and initial design for safety
32 improvements along state route number 900; and (b) work with the
33 Skyway coalition to lead community planning engagement and active
34 transportation activities.

35 ~~((+22))~~ (24) \$25,000,000 of the motor vehicle account—federal
36 appropriation is provided solely for a federal fund exchange pilot
37 program. The pilot program must allow exchanges of federal surface
38 transportation block grant population funding and state funds at an
39 exchange rate of 95 cents in state funds per \$1.00 in federal funds.

1 The projects receiving the exchanged federal funds must adhere to all
2 federal requirements, including the applicable disadvantaged business
3 enterprise goals. The entirety of the appropriation in this
4 subsection must be held in unallotted status until surface
5 transportation block grant population funding has been offered to the
6 state, and the department determines that a federalized project or
7 projects funded in this section is eligible to spend the surface
8 transportation block grant population funding. (~~(\$22,500,000)~~)
9 \$23,750,000 from existing state appropriations identified elsewhere
10 within this section are available to be used as part of the exchange.
11 Upon determination that a project or projects funded in this section
12 is eligible to spend the offered surface transportation block grant
13 population funding, state funds appropriated in this section for the
14 eligible state project or projects in an amount equal to 100 percent
15 of the offered surface transportation block grant population funding
16 must be placed in unallotted status. The legislature intends to
17 evaluate the utility and efficacy of the pilot program in the 2025
18 legislative session while reappropriating any remaining funds into
19 the 2025-2027 fiscal biennium. Therefore, the department may issue
20 additional calls for projects with any remaining funds provided in
21 this subsection.

22 (~~(23) \$5,000,000~~) (25) \$9,593,000 of the motor vehicle account—
23 state appropriation, (~~(\$5,000,000)~~) \$552,000 of the connecting
24 Washington account—state appropriation, and (~~(\$5,000,000)~~) \$209,000
25 of the move ahead WA account—state appropriation are provided solely
26 for the SR 522/Paradise Lk Rd Interchange & Widening on SR 522
27 (Design/Engineering) project (NPARADI), specifically for design of,
28 preliminary engineering, and right-of-way acquisition for the
29 interchange and widening as a single project. The department must
30 consider reserving portions of state route number 522, including
31 designated lanes or ramps, for the exclusive or preferential use of
32 public transportation vehicles, privately owned buses, motorcycles,
33 private motor vehicles carrying not less than a specified number of
34 passengers, or private transportation provider vehicles pursuant to
35 RCW 47.52.025.

36 (26) Prior to initiating new requests for qualifications for
37 projects N00900R, N52600R, M00800R, L1000199, 0BP2001, and M00600R,
38 the department shall convene an expert review panel to review the
39 planned procurement methods for these projects. The panel must

1 consist of up to five representatives of the contracting community
2 with expertise in multiple procurement methods. The panel shall
3 provide recommendations on procurement methods to the office of
4 financial management, the department, and the transportation
5 committees of the legislature for each project stated in this
6 subsection. After the panel's recommendations have been provided, the
7 department may initiate new requests for qualifications incorporating
8 the recommendations as appropriate.

9 (27) \$750,000 of the motor vehicle account—state appropriation is
10 provided solely for the Grady Way Overpass at Rainier Avenue South
11 I-405 BRT Access study (L1000333).

12 (28) \$2,972,000 of the connecting Washington account—state
13 appropriation is provided solely for the I-5/North Lewis County
14 Interchange project (L2000204) in the 2023-2025 fiscal biennium. It
15 is the intent of the legislature that the total amounts provided for
16 this project on the list in subsection (1) of this section be reduced
17 in future biennia by \$2,500,000.

18 **Sec. 305.** 2023 c 472 s 306 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

21 Carbon Emissions Reduction Account—State

22	<u>Appropriation.</u>	<u>\$50,000,000</u>
23	Move Ahead WA Account—State Appropriation.	(\$13,291,000)
24		<u>\$105,219,000</u>
25	Recreational Vehicle Account—State Appropriation.	(\$793,000)
26		<u>\$769,000</u>
27	Transportation 2003 Account (Nickel Account)—State	
28	<u>Appropriation.</u>	(\$48,759,000)
29		<u>\$70,411,000</u>
30	Motor Vehicle Account—State Appropriation.	(\$135,073,000)
31		<u>\$154,960,000</u>
32	Motor Vehicle Account—Federal Appropriation.	(\$534,350,000)
33		<u>\$577,602,000</u>
34	Motor Vehicle Account—Private/Local Appropriation.	(\$12,000,000)
35		<u>\$17,010,000</u>
36	Connecting Washington Account—State Appropriation.	(\$37,078,000)
37		<u>\$48,726,000</u>
38	State Route Number 520 Corridor Account—State	

1	Appropriation.	((\$5,481,000))
2		<u>\$7,434,000</u>
3	Tacoma Narrows Toll Bridge Account—State	
4	Appropriation.	((\$10,892,000))
5		<u>\$12,202,000</u>
6	Alaskan Way Viaduct Replacement Project Account—	
7	State Appropriation.	((\$12,000))
8		<u>\$1,662,000</u>
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation.	((\$27,026,000))
11		<u>\$15,183,000</u>
12	Transportation Partnership Account—State	
13	Appropriation.	((\$10,000,000))
14		<u>\$12,036,000</u>
15	TOTAL APPROPRIATION.	((\$834,755,000))
16		<u>\$1,073,214,000</u>

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

19 (1) Except as provided otherwise in this section, the entire
20 connecting Washington account—state appropriation, the entire move
21 ahead WA account—federal appropriation, the entire move ahead WA
22 account—state appropriation, and the entire transportation
23 partnership account—state appropriation are provided solely for the
24 projects and activities as listed by fund, project, and amount in
25 LEAP Transportation Document ((~~2023-1~~)) 2024-1 as developed ((~~April~~
26 ~~21, 2023~~)) February 20, 2024, Program - Highway Preservation Program
27 (P). However, limited transfers of specific line-item project
28 appropriations may occur between projects for those amounts listed
29 subject to the conditions and limitations in section 601 ((~~of this~~
30 ~~act~~)), chapter 472, Laws of 2023.

31 (2) Except as provided otherwise in this section, the entire
32 motor vehicle account—state appropriation and motor vehicle account—
33 federal appropriation are provided solely for the projects and
34 activities listed in LEAP Transportation Document ((~~2023-2~~)) 2024-2
35 ALL PROJECTS as developed ((~~April 21, 2023~~)) February 20, 2024,
36 Program - Highway Preservation Program (P). Any federal funds gained
37 through efficiencies, adjustments to the federal funds forecast, or
38 the federal funds redistribution process must then be applied to
39 highway and bridge preservation activities.

1 (3) Within the motor vehicle account—state appropriation and
2 motor vehicle account—federal appropriation, the department may
3 transfer appropriation authority between programs I and P, except for
4 appropriation authority that is otherwise restricted in this act, as
5 follows:

6 (a) Ten days prior to any transfer, the department must submit
7 its request to the office of financial management and the
8 transportation committees of the legislature and consider any
9 concerns raised.

10 (b) The director of the office of financial management must first
11 provide written authorization for such transfer to the department and
12 the transportation committees of the legislature.

13 (c) The department shall submit a report on appropriation
14 authority transferred in the prior fiscal year using this subsection
15 as part of the department's annual budget submittal.

16 (4) The transportation partnership account—state appropriation
17 includes up to \$10,000,000 in proceeds from the sale of bonds
18 authorized in RCW 47.10.873.

19 (5) \$22,000,000 of the motor vehicle account—state appropriation
20 is provided solely for extraordinary costs incurred from litigation
21 awards, settlements, or dispute mitigation activities not eligible
22 for funding from the self-insurance fund (L2000290). The amount
23 provided in this subsection must be held in unallotted status until
24 the department submits a request to the office of financial
25 management that includes documentation detailing litigation-related
26 expenses. The office of financial management may release the funds
27 only when it determines that all other funds designated for
28 litigation awards, settlements, and dispute mitigation activities
29 have been exhausted.

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

37 (7) By June 30, 2025, to the extent practicable, the department
38 shall decommission the facilities for the Lacey project engineering
39 office and the Tumwater project engineering office at the end of

1 their lease terms and consolidate the Lacey project engineering
2 office and the Tumwater project engineering office into the
3 department's Olympic regional headquarters.

4 (8) The appropriations in this section include funding for
5 starting planning, engineering, and construction of the Elwha River
6 bridge replacement. To the greatest extent practicable, the
7 department shall maintain public access on the existing route.

8 (9) \$25,000,000 of the motor vehicle account—federal
9 appropriation is provided solely for a federal fund exchange pilot
10 program. The pilot program must 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 projects receiving the exchanged federal funds must adhere to all
14 federal requirements, including the applicable disadvantaged business
15 enterprise goals. The entirety of the appropriation in this
16 subsection must be held in unallotted status until surface
17 transportation block grant population funding has been offered to the
18 state and the department determines that a federalized project or
19 projects funded in this section is eligible to spend the surface
20 transportation block grant population funding. (~~(\$22,500,000)~~)
21 \$23,750,000 from existing state appropriations identified elsewhere
22 within this section are available to be used as part of the exchange.
23 Upon determination that a project or projects funded in this section
24 is eligible to spend the offered surface transportation block grant
25 population funding, state funds appropriated in this section for the
26 eligible state project or projects in an amount equal to 100 percent
27 of the offered surface transportation block grant population funding
28 must be placed in unallotted status. The legislature intends to
29 evaluate the utility and efficacy of the pilot program in the 2025
30 legislative session while reappropriating any remaining funds into
31 the 2025-2027 fiscal biennium. Therefore, the department may issue
32 additional calls for projects with any remaining funds provided in
33 this subsection.

34 (10) \$21,000 of motor vehicle account—state appropriation is
35 provided solely for the implementation of chapter 54, Laws of 2023
36 (bridge jumping signs) (G2000114). (~~(If chapter 54, Laws of 2023 is~~
37 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
38 ~~lapses.)~~)

1 (11) \$154,500 of the move ahead Washington account—state
2 appropriation is provided solely for SR 525 Bridge Replacement -
3 Mukilteo (L2021084). The amount in this subsection must be
4 transferred to the city of Mukilteo for purposes of community
5 planning and business engagement.

6 (12) Beginning January 1, 2025, \$50,000,000 of the carbon
7 emissions reduction account—state appropriation is provided solely
8 for the department to construct active transportation components on
9 preservation projects (L4000057), consistent with the complete
10 streets requirements under RCW 47.04.035. The department must provide
11 a report that identifies the active transportation components funded
12 with this appropriation to the transportation committees of the
13 legislature by December 1, 2024.

14 (13) \$100,000,000 of the Move Ahead WA account—state
15 appropriation is provided solely for additional preservation
16 activities (L4000057).

17 **Sec. 306.** 2023 c 472 s 307 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
20 **PROGRAM Q—CAPITAL**

21	Motor Vehicle Account—State Appropriation.	((\$9,738,000))
22		<u>\$10,605,000</u>
23	Motor Vehicle Account—Federal Appropriation.	((\$5,100,000))
24		<u>\$12,226,000</u>
25	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
26	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$611,000</u>
27	TOTAL APPROPRIATION.	((\$15,338,000))
28		<u>\$23,942,000</u>

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

31 (1) ~~((~~\$4,918,000~~))~~ \$5,547,000 of the motor vehicle account—state
32 appropriation ((~~is~~)), \$8,830,000 of the motor vehicle account—federal
33 appropriation, and \$500,000 of the motor vehicle account—private/
34 local appropriation are provided solely for Programmatic Investment
35 for Traffic Operations Capital projects (000005Q). By December 15th
36 of each odd-numbered year, the department shall provide a report to
37 the legislature listing all traffic operations capital project
38 investments completed in the prior fiscal biennium.

1 (2) \$3,080,000 of the motor vehicle account—state appropriation
2 is provided solely to construct pedestrian signals at nine locations
3 on state route number 7 from 124th Street South to 189th Street South
4 (0000YYY).

5 (3) \$1,463,000 of the motor vehicle account—state appropriation
6 is provided solely for the replacement of 22 existing traffic cameras
7 and installation of 10 new traffic cameras, including five pole
8 installation sites, on the Interstate 90 corridor between mileposts
9 34 and 82 (L2021144). The department shall consult with news media
10 organizations to explore options to allow such organizations access
11 to traffic camera feeds.

12 **Sec. 307.** 2023 c 472 s 308 (uncodified) is amended to read as
13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
15 **CONSTRUCTION—PROGRAM W**

16	Carbon Emissions Reduction Account—State	
17	Appropriation.	((\$74,027,000))
18		<u>\$335,127,000</u>
19	Move Ahead WA Account—State Appropriation.	((\$17,114,000))
20		<u>\$32,728,000</u>
21	Puget Sound Capital Construction Account—State	
22	Appropriation.	((\$341,969,000))
23		<u>\$386,196,000</u>
24	Puget Sound Capital Construction Account—Federal	
25	Appropriation.	((\$33,698,000))
26		<u>\$81,826,000</u>
27	Puget Sound Capital Construction Account—	
28	Private/Local Appropriation.	((\$1,081,000))
29		<u>\$2,150,000</u>
30	<u>Transportation 2003 Account (Nickel Account)—State</u>	
31	<u>Appropriation.</u>	<u>\$472,000</u>
32	Transportation Partnership Account—State	
33	Appropriation.	((\$7,442,000))
34		<u>\$9,705,000</u>
35	Connecting Washington Account—State Appropriation.	((\$10,809,000))
36		<u>\$21,883,000</u>
37	Capital Vessel Replacement Account—State	
38	Appropriation.	((\$46,818,000))

1 \$33,242,000
2 TOTAL APPROPRIATION. ((~~\$532,958,000~~))
3 \$903,329,000

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

6 (1) Except as provided otherwise in this section, the entire
7 appropriations in this section are provided solely for the projects
8 and activities as listed in LEAP Transportation Document ((~~2023-2~~)
9 2024-2 ALL PROJECTS as developed ((~~April 21, 2023~~)) February 20,
10 2024, Program - Washington State Ferries Capital Program (W).

11 (2) ((~~\$5,000,000~~)) \$24,260,000 of the Puget Sound capital
12 construction account—state appropriation is provided solely for
13 emergency capital repair costs (999910K). Funds may only be spent
14 after approval by the office of financial management.

15 (3) ((~~\$46,818,000~~)) \$33,242,000 of the capital vessel replacement
16 account—state appropriation is provided solely for the acquisition of
17 a 144-car hybrid-electric vessel (L2000329). The amounts provided in
18 this subsection are contingent upon the enactment of chapter 429,
19 Laws of 2023.

20 (4) ((~~The legislature intends that funding will be provided in~~
21 ~~the 2025-2027 fiscal biennium~~)) Beginning January 1, 2025,
22 \$42,000,000 of the carbon emissions reduction account—state
23 appropriation is provided solely for construction of the first hybrid
24 electric Olympic class vessel (L2000329).

25 (5) \$1,500,000 of the Puget Sound capital construction account—
26 state appropriation is provided solely for the Future Hybrid Electric
27 Ferry Class Pre-Design study (L2021131) to advance procurement of a
28 new class of vessel that will account for changes in technology,
29 staffing, and system needs. The department shall initiate a vessel
30 design to replace the aging Issaquah class ferries with a new
31 automobile hybrid electric ferry intended to operate on the Vashon
32 Southworth-Fauntleroy route. The ((~~legislature intends that part of~~
33 the)) predesign study must include a review of the benefits and costs
34 of constructing all future new vessels based on the same design. The
35 review may also compare and contrast the benefits and costs of ((a
36 144-vehicle capacity vessel)) utilizing the existing hybrid electric
37 Olympic class vessel design with a 124-vehicle capacity vessel.

38 ((~~+5~~)) (6) \$8,032,000 of the Puget Sound capital construction
39 account—state appropriation is provided solely for modernization of

1 the ticketing and reservation system (990052C). Of this amount,
2 \$3,032,000 must be held in unallotted status until Washington state
3 ferries has consulted with the office of the chief information
4 officer on the project scope and integration capabilities of the
5 reservation system with existing Good to Go! and ORCA next generation
6 products, and reported results to the office of financial management
7 and the transportation committees of the legislature.

8 ~~((+6))~~ (7) \$125,000 of the Puget Sound capital construction
9 account—state appropriation and \$125,000 of the Puget sound capital
10 construction account—federal appropriation are provided solely for
11 development of a terminal wait times information system (998609A).
12 Washington state ferries must consult with the office of the chief
13 information officer on a technology solution for automated vehicle
14 detection, and report the project scope, along with office of the
15 chief information officer recommendations, to the office of financial
16 management and the transportation committees of the legislature by
17 December 1, 2024.

18 ~~((+7))~~ (8) The transportation partnership account—state
19 appropriation includes up to \$7,195,000 in proceeds from the sale of
20 bonds authorized in RCW 47.10.873.

21 ~~((+8))~~ (9) For the purposes of ferry and terminal
22 electrification, the department must apply to the department of
23 ecology for additional competitive grant funds available from
24 Volkswagen settlement funds, and report on the status of the grant
25 application by December 1, 2023.

26 ~~((+9))~~ (10) For the 2023-2025 fiscal biennium, the marine
27 division shall provide to the office of financial management and the
28 transportation committees of the legislature a report for ferry
29 capital projects in a manner consistent with past practices as
30 specified in section 308, chapter 186, Laws of 2022.

31 (11) Beginning January 1, 2025, \$30,145,000 of the carbon
32 emissions reduction account—state appropriation is provided solely
33 for Electric Ferry - Conversion (G2000084).

34 (12) Beginning January 1, 2025, \$125,000,000 of the carbon
35 emissions reduction account—state appropriation is provided solely
36 for construction of hybrid electric vessels (L2021073).

37 (13) Beginning January 1, 2025, \$21,100,000 of the carbon
38 emissions reduction account—state appropriation is provided solely
39 for Seattle Bainbridge terminal electrification (L2021087).

1 (14) Beginning January 1, 2025, \$40,000,000 of the carbon
2 emissions reduction account—state appropriation is provided solely
3 for hybrid vessel conversions (L1000339).

4 (15) Beginning January 1, 2025, \$2,855,000 of the carbon
5 emissions reduction account—state appropriation is provided solely
6 for terminal electrification (L1000341).

7 **Sec. 308.** 2023 c 472 s 309 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

10 Carbon Emissions Reduction Account—State

11 Appropriation. ((~~\$104,300,000~~))
12 \$87,800,000

13 Essential Rail Assistance Account—State

14 Appropriation. ((~~\$676,000~~))
15 \$762,000

16 Motor Vehicle Account—State Appropriation. \$697,000

17 Move Ahead WA Account—State Appropriation. \$1,500,000

18 Move Ahead WA Flexible Account—State Appropriation. ((~~\$35,000,000~~))
19 \$33,500,000

20 Multimodal Transportation Account—Private/Local

21 Appropriation. \$12,000

22 Transportation Infrastructure Account—State

23 Appropriation. ((~~\$10,369,000~~))
24 \$11,271,000

25 Multimodal Transportation Account—State

26 Appropriation. ((~~\$63,334,000~~))
27 \$101,403,000

28 Multimodal Transportation Account—Federal

29 Appropriation. ((~~\$18,882,000~~))
30 \$25,903,000

31 TOTAL APPROPRIATION. ((~~\$232,561,000~~))
32 \$262,848,000

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 appropriations in this section are provided solely for the projects
37 and activities as listed by project and amount in LEAP Transportation

1 Document ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21,
2 2023)) February 20, 2024, Program - Rail Program (Y).

3 (2) (a) \$2,030,000 of the transportation infrastructure account—
4 state appropriation is provided solely for new low-interest loans
5 approved by the department through the freight rail investment bank
6 (FRIB) program. The department shall issue FRIB program loans with a
7 repayment period of no more than 15 years, and charge only so much
8 interest as is necessary to recoup the department's costs to
9 administer the loans. The department shall report annually to the
10 transportation committees of the legislature and the office of
11 financial management on all FRIB loans issued.

12 (b) ((~~\$7,970,000~~)) \$5,650,000 of the transportation
13 infrastructure account—state appropriation is provided solely for new
14 FRIB program loans recommended by the department for 2024
15 supplemental transportation appropriations. The department shall
16 submit a prioritized list for any loans recommended to the office of
17 financial management and the transportation committees of the
18 legislature by November 15, 2023.

19 (c) The department may change the terms of existing loans in the
20 essential rail assistance account for repayment of loans, including
21 the repayment schedule and rate of interest, for a period of up to 15
22 years for any recipient with a total loan value in the program of
23 over 10 percent as of June 30, 2023.

24 (3) ((~~\$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) \$369,000 of the transportation infrastructure account—state
29 appropriation and \$1,100,000 of the multimodal transportation account
30 —state appropriation are provided solely for final reimbursement to
31 Highline Grain, LLC for approved work completed on Palouse River and
32 Coulee City (PCC) railroad track in Spokane county between the BNSF
33 Railway Interchange at Cheney and Geiger Junction and must be
34 administered in a manner consistent with freight rail assistance
35 program projects.

36 (5) The department shall issue a call for projects for the
37 freight rail assistance program, and shall evaluate the applications
38 in a manner consistent with past practices as specified in section
39 309, chapter 367, Laws of 2011. By November 15, 2024, the department

1 shall submit a prioritized list of recommended projects to the office
2 of financial management and the transportation committees of the
3 legislature.

4 (6) \$50,000,000 of the carbon emissions reduction account—state
5 appropriation is provided solely for state match contributions to
6 support the department's application for federal grant opportunities
7 for a new ultra high-speed ground transportation corridor. These
8 funds are to remain in unallotted status and are available only upon
9 award of federal funds. The department must provide periodic grant
10 application updates to the transportation committees of the
11 legislature, as well as anticipated state match estimates for
12 successful grants.

13 (7) (~~(\$33,500,000)~~) \$29,500,000 of the move ahead WA flexible
14 account—state appropriation is provided solely for rehabilitation of
15 the Palouse River and Coulee City Railroad (L4000079). Up to \$433,000
16 of the amount in this subsection may be used for management and
17 oversight of operation and maintenance activities.

18 (8) (~~(\$15,000,000)~~) \$19,990,000 of the multimodal transportation
19 account—federal appropriation is provided solely for the
20 rehabilitation of the Salmon Bay drawbridge (752010A) to ensure the
21 efficient movement of freight and passenger trains.

22 (9) \$6,300,000 of the carbon emissions reduction account—state
23 appropriation is provided solely to fund a zero emission drayage
24 truck demonstration project (L1000324) at Northwest Seaport Alliance
25 facilities.

26 (10) \$14,000,000 of the carbon emissions reduction account—state
27 appropriation is provided solely to fund a zero emission shore power
28 infrastructure demonstration project at Northwest Seaport Alliance
29 facilities (L1000325). Local funds sufficient to fully fund this
30 project must be contributed to the project, and any agreements
31 required for the project must be secured.

32 (11) \$5,000,000 of the carbon emissions reduction account—state
33 appropriation is provided solely to fund the replacement of two
34 Tacoma rail diesel-electric switcher locomotives with zero emission
35 battery-electric switcher locomotives and to install on-site charging
36 equipment at a Tacoma rail facility (L1000327). Local funds
37 sufficient to fully fund this project must be contributed to the
38 project, and any agreements required for the project must be secured.

1 (12) \$150,000 of the multimodal transportation account—state
2 appropriation is provided solely for the application of durable
3 markings along state route number 906 to create up to 20 parking
4 spaces for larger vehicles, including trucks (L1000336).

5 (13) \$26,500,000 of the carbon emissions reduction account—state
6 appropriation is provided solely for port electrification competitive
7 grants (L2021182). ~~((To be eligible to receive state funds under this
8 section, a))~~ All public ports are eligible to receive funds under
9 this subsection. A port seeking to use funds under this subsection to
10 install shore power must ((first)) adopt a policy that requires
11 vessels that dock at the port facility to use shore power if such
12 vessel is capable of using such power and when such power is
13 available at the port facility. Of the amounts provided in this
14 subsection, \$11,500,000 is for Puyallup tribal port electrification
15 projects, which are exempt from the shore power policy requirements
16 under this subsection.

17 (14) Beginning January 1, 2025, \$8,500,000 of the carbon
18 emissions reduction account—state appropriation is provided solely
19 for Puyallup tribal port electrification projects, which are exempt
20 from the shore power policy requirements under this subsection.

21 (15) \$2,000,000 of the carbon emissions reduction account—state
22 appropriation is provided solely for port electrification at the port
23 of Bremerton (L1000337), which may include the purchase and
24 installation of zero emission port shore power systems and other zero
25 emission infrastructure, equipment, and technology.

26 ~~((15))~~ (16) \$500,000 of the carbon emissions reduction account—
27 state appropriation is provided solely for port electrification at
28 the port of Anacortes (L1000338), which may include the purchase and
29 installation of zero emission port shore power systems and other zero
30 emission infrastructure, equipment, and technology.

31 (17) \$25,000,000 of the carbon emissions reduction account—state
32 appropriation is provided solely for ultra high speed rail
33 (L2021074). The legislature intends to provide \$50,000,000 for the
34 project in the 2025-2027 fiscal biennium, and that it be changed
35 accordingly on the LEAP transportation documents referenced in this
36 section.

37 **Sec. 309.** 2023 c 472 s 310 (uncodified) is amended to read as
38 follows:

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21,
5 2023)) February 20, 2024, Program - Local Programs Program (Z).

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

9 (a) ((~~\$34,673,000~~)) \$47,707,000 of the multimodal transportation
10 account—state appropriation and ((~~\$37,563,000~~)) \$43,058,000 of the
11 climate active transportation account—state appropriation are
12 provided solely for pedestrian and bicycle safety program projects
13 (L2000188 and L1000335). Of the amount of climate active
14 transportation account funds appropriated in this subsection, up to
15 one percent may be used for program administration and staffing.

16 (b) ((~~\$19,137,000~~)) \$31,553,000 of the motor vehicle account—
17 federal appropriation, ((~~\$38,915,000~~)) \$45,399,000 of the climate
18 active transportation account—state appropriation, and
19 ((~~\$12,844,000~~)) \$21,157,000 of the multimodal transportation account—
20 state appropriation are provided solely for safe routes to school
21 projects (L2000189 and L1000334). Of the amount of climate active
22 transportation account funds appropriated in this subsection, up to
23 one percent may be used for program administration and staffing.

24 (c) For future rounds of grant selection, the department must
25 reevaluate the criteria to increase geographic diversity of
26 jurisdictions consistent with the requirements of the healthy
27 environment for all (HEAL) act.

28 (3) The department shall submit a report to the transportation
29 committees of the legislature by December 1, 2023, and December 1,
30 2024, on the status of projects funded as part of the pedestrian
31 safety/safe routes to school grant program and the Sandy Williams
32 connecting communities grant program.

33 (4) ((~~\$6,875,000~~)) \$10,906,000 of the multimodal transportation
34 account—state appropriation is provided solely for connecting
35 Washington bicycle and pedestrian projects listed in the LEAP
36 transportation document referenced in subsection (1) of this section.

37 (5) ((~~\$36,640,000~~)) \$46,580,000 of the motor vehicle account—
38 federal appropriation is provided solely for acceleration of local
39 preservation projects that ensure the reliable movement of freight on

1 the national highway freight system (G2000100). The department will
2 select projects as part of its update of the state freight plan, in
3 consultation with the freight mobility strategic investment board and
4 other stakeholders.

5 (6) \$23,750,000 of the motor vehicle account—state appropriation
6 is provided solely for a federal fund exchange pilot program. The
7 pilot program will allow exchanges of federal surface transportation
8 block grant population funding and state funds at an exchange rate of
9 95 cents in state funds per \$1.00 in federal funds. The entirety of
10 the appropriation in this subsection must be held in unallotted
11 status until: Surface transportation block grant population funding
12 has been offered to the state, the department determines that a
13 federalized project or projects funded in section 305 or 306 (~~of~~
14 ~~this act~~), chapter 472, Laws of 2023 is eligible to spend the
15 surface transportation block grant population funding, and state
16 funds appropriated in section 305 or 306 for the eligible state
17 project or projects in an amount equal to 100 percent of the offered
18 surface transportation block grant population funding have been
19 placed in unallotted status. A report on the effectiveness of the
20 exchange program, the total estimated cost of program administration,
21 and recommendations for continuing the pilot program is due to the
22 governor and transportation committees of the legislature by December
23 1, 2024. The legislature intends to evaluate the utility and efficacy
24 of the pilot program in the 2025 legislative session while
25 reappropriating any remaining funds into the 2025-2027 fiscal
26 biennium. Therefore, the department may issue additional calls for
27 projects with any remaining funds provided in this subsection.

28 (7) (~~(\$128,400,000)~~) \$132,400,000 of the move ahead WA account—
29 state appropriation and (~~(\$19,500,000)~~) \$25,000,000 of the move ahead
30 WA flexible account—state appropriation are provided solely for new
31 move ahead WA road and highway projects listed in LEAP Transportation
32 Document ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21,
33 2023)) February 20, 2024, Program - Local Programs Program (Z).

34 (a) For projects funded in this subsection, the department
35 expects to have substantial reappropriations for the 2023-2025 fiscal
36 biennium, the department may, on a pilot basis, apply funding from a
37 project with an appropriation that is unable to be used in the
38 2023-2025 fiscal biennium to advance one or more of the projects
39 listed in LEAP Transportation Document ((2023-2)) 2024-2 ALL PROJECTS

1 as developed (~~April 21, 2023~~) February 20, 2024, Program - Local
2 Programs Program (Z), prioritizing projects first by project
3 readiness.

4 (i) In instances when projects listed in the LEAP transportation
5 documents referenced in (a) of this subsection are no longer viable
6 or have been completed, the department may recommend in its next
7 budget submittal alternative project proposals from the local
8 jurisdictions if the project is similar in type and scope and
9 consistent with limitations of certain funds provided. In the event
10 that the listed project has been completed the local jurisdictions
11 may, rather than submitting an alternative project, instead be
12 reimbursed in the year in which it was scheduled for documented costs
13 incurred implementing the listed project, not in excess of the amount
14 awarded from the funding program.

15 (ii) At least 10 business days before advancing or swapping a
16 project pursuant to this subsection, the department must notify the
17 office of financial management and the transportation committees of
18 the legislature. The advancement of a project may not hinder the
19 delivery of the projects for which the reappropriations are necessary
20 for the 2023-2025 fiscal biennium.

21 (b) Of the amounts provided in this subsection, \$21,000,000 of
22 the move ahead WA account—state appropriation is provided solely for
23 three roundabouts to be constructed on state route number 507 in
24 partnership with local authorities. The roundabout at Vail is with
25 Thurston county, the roundabout at Bald Hills is with the city of
26 Yelm, and the roundabout at state route number 702 is with Pierce
27 county. The department is to work cooperatively with each local
28 jurisdiction to construct these facilities within department rights-
29 of-way. The department must provide all project predesign and design
30 information developed to date to the local jurisdictions and have a
31 project implementation agreement in place with each local
32 jurisdiction within 180 calendar days of the effective date of this
33 act. The implementation agreement may provide full control for the
34 local authority to construct the project. Once the roundabouts are
35 completed, the operations and maintenance of the roundabouts are the
36 responsibility of the department.

37 (8) \$39,185,000 of the climate active transportation account—
38 state appropriation and \$3,000,000 of the move ahead WA flexible
39 account—state appropriation are provided solely for move ahead WA

1 pedestrian and bike projects listed in LEAP Transportation Document
2 ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21, 2023))
3 February 20, 2024, Program - Local Programs Program (Z). For projects
4 funded in this subsection, if the department expects to have
5 substantial reappropriations for the 2023-2025 fiscal biennium, the
6 department may, on a pilot basis, apply funding from a project with
7 an appropriation that is unable to be used in the 2023-2025 fiscal
8 biennium to advance one or more of the projects listed in LEAP
9 Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as developed
10 ((April 21, 2023)) February 20, 2024, Program - Local Programs
11 Program (Z), prioritizing projects first by tier then by project
12 readiness.

13 (a) In instances when projects listed in the LEAP transportation
14 document referenced in this subsection (8) of this section are no
15 longer viable or have been completed, the department may recommend in
16 its next budget submittal alternative project proposals from the
17 local jurisdictions if the project is similar in type and scope and
18 consistent with limitations of certain funds provided. In the event
19 that the listed project has been completed the local jurisdictions
20 may, rather than submitting an alternative project, instead be
21 reimbursed in the year in which it was scheduled for documented costs
22 incurred implementing the listed project, not in excess of the amount
23 awarded from the funding program.

24 (b) At least 10 business days before advancing or swapping a
25 project pursuant to this subsection, the department must notify the
26 office of financial management and the transportation committees of
27 the legislature. The advancement of a project may not hinder the
28 delivery of the projects for which the reappropriations are necessary
29 for the 2023-2025 fiscal biennium.

30 (9) \$16,800,000 of the climate active transportation account—
31 state appropriation is provided solely for the statewide school-based
32 bicycle education grant program (L1000309). The department may
33 partner with a statewide nonprofit to deliver programs.

34 (10) \$25,000,000 of the climate active transportation account—
35 state appropriation is provided solely for the Sandy Williams
36 connecting communities pilot program (L1000308) to deliver projects
37 to reconnect communities that have been bifurcated by state highways.
38 Priority must be given to historically marginalized or overburdened
39 communities. The department may consult with the Cooper Jones active
40 transportation safety council to identify geographic locations where

1 there are high incidences of serious injuries and fatalities of
2 active transportation users among vulnerable populations.

3 (11) \$14,000,000 of the carbon emissions reduction account—state
4 appropriation is provided solely for the Guemes Ferry Boat
5 Replacement project (L4000124).

6 (12) \$6,500,000 of the move ahead WA flexible account—state
7 appropriation is provided solely for development of an applied
8 sustainable aviation evaluation center (L2021135). Snohomish county,
9 in partnership with Washington State University, shall plan and
10 establish facilities to evaluate, qualify or certify, and research
11 technologies that can minimize the impact of aviation on human health
12 and the environment. Funds may be used for, but are not limited to,
13 planning, construction, and land acquisition for sustainable aviation
14 fuel (SAF) qualification testing (ASTM D4054), research on the impact
15 of SAF on the environment and human health, and SAF storage for the
16 purpose of advancing sustainable aviation. At a minimum, three
17 sustainable aviation platforms must be considered:

- 18 (a) Sustainable aviation fuel (SAF);
- 19 (b) Hydrogen; and
- 20 (c) Battery electric energy storage mechanisms.

21 (13) The legislature intends to fund the Ballard and Magnolia
22 Bridge project (L4000123) (~~and the Aurora Avenue North Safety~~
23 ~~Improvements project (L4000154))~~, as described in section 911(18)
24 and (19) (~~of this act~~), chapter 472, Laws of 2023.

25 (14) \$200,000 of the multimodal transportation account—state
26 appropriation is provided solely for the Seattle office of planning
27 and community development to update and add to the 2020 I-5 Lid
28 Feasibility Study with additional test cases with ramp changes and
29 removals in downtown Seattle and alternative assumptions with regards
30 to parking, expansion of Freeway Park, affordable housing, and
31 commercial real estate (L2021140). The Seattle office of planning and
32 community development shall conduct ongoing community engagement with
33 underrepresented constituencies to support the technical work of this
34 study and raise public awareness of opportunities of I-5 lids. Focus
35 should be given to low-income households living and working in the
36 I-5 lid study areas in central Seattle.

37 (15) \$1,000,000 of the multimodal transportation account—state
38 appropriation is provided solely for the department to award grants
39 to local jurisdictions to implement network-wide traffic conflict

1 screening programs using video analytics in controlled intersections
2 with a disproportionate number of traffic violations and injuries to
3 active transportation users (L2021149). Grants must be awarded
4 proportionally across the state and include controlled intersections
5 in both urban and rural environments and along state highways and
6 county roads. Grant recipients must report back to the department all
7 traffic violation and active transportation facility data acquired
8 during the grant period and provide the department with appropriate
9 next steps for the state and the local jurisdiction to improve
10 traffic safety for active transportation users in such intersections.
11 The department must report such findings and recommendations to the
12 transportation committees of the legislature by December 1, 2024.

13 (16) (a) (i) \$5,000,000 of the carbon emissions reduction account—
14 state appropriation is provided solely for the department to
15 establish a program for providing rebates to qualifying persons who
16 purchase e-bikes and qualifying equipment and services from a
17 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts
18 as described under (a) (iii) (A) of this subsection, and \$2,000,000 is
19 for rebate amounts as described under (a) (iii) (B) of this subsection.

20 (ii) To qualify for and use the rebate under this subsection, a
21 person must be a resident of Washington state and purchase an e-bike
22 and qualifying equipment and services, if any, from a qualifying
23 retailer in this state. Qualifying equipment and services must be
24 purchased as part of the same transaction as the e-bike.

25 (iii) (A) For persons who are at least 16 years of age and reside
26 in households with incomes at or below 80 percent of the county area
27 median income, the amount of the rebate is up to \$1,200 on the sale
28 of an e-bike and any qualifying equipment and services.

29 (B) For all other persons who are at least 16 years of age, the
30 amount of the rebate is up to \$300 on the sale of an e-bike and any
31 qualifying equipment and services.

32 (C) No more than one rebate may be awarded per household.

33 (iv) (A) The department must establish application procedures for
34 e-bike retailers to participate in the rebate program, and
35 application and award procedures for applicants to participate in the
36 program. If an applicant qualifies for a rebate amount and there is
37 sufficient funds to award the applicant with the appropriate rebate
38 amount, the department must provide the qualifying individual the
39 rebate amount in a format that can be redeemed at the time of
40 purchase at a qualifying retailer.

1 (B) An applicant must provide contact information, including a
2 physical address, email address, and phone number, and demographic
3 information, including the applicant's age, gender, race, and
4 ethnicity, to the department on a form provided by the department at
5 the time of applying for the rebate. The department may share or
6 provide access to such information with the University of Washington
7 to provide the University of Washington an opportunity to ask program
8 applicants and recipients to fill out a survey collecting information
9 only to the extent to inform its report described under (d) of this
10 subsection.

11 (v) A qualifying retailer must register with the department
12 before participating in the rebate program. A qualifying retailer
13 must:

14 (A) Verify the identity of the qualifying individual at the time
15 of purchase; and

16 (B) Calculate and apply the rebate at the time of purchase.

17 (vi) The department must reimburse a qualifying retailer that
18 accepts a rebate from a qualifying individual no later than 30 days
19 after the rebate is redeemed.

20 (vii) For purposes of this subsection (16)(a):

21 (A) "E-bike" means an electric assisted bicycle as defined in RCW
22 46.04.169, but does not include mountain bikes.

23 (B) "Qualifying equipment and services" means a bicycle helmet,
24 safety vest, bicycle light, or bicycle lock, and any maintenance or
25 other services agreed upon by the qualifying retailer and qualifying
26 individual at the time of purchase.

27 (C) "Qualifying retailer" means a retail business establishment
28 with one or more physical retail locations in this state that
29 provides on-site e-bike sales, service, and repair and has registered
30 with the department to participate in the rebate program established
31 under this subsection.

32 (b) For fiscal year 2025, \$2,000,000 of the carbon emissions
33 reduction account—state appropriation is provided solely for the
34 department to establish an e-bike lending library and ownership grant
35 program. The department may accept grant applications from other
36 state entities, local governments, and tribes that administer or plan
37 to administer an e-bike lending library or ownership program for
38 their employees for commute trip reduction purposes. The department
39 may also accept grant applications from nonprofit organizations or
40 tribal governments that serve persons who are low-income or reside in

1 overburdened communities and that administer or plan to administer an
2 e-bike lending library or ownership program for qualifying persons.
3 Grant recipients must report program information and participation
4 data to the University of Washington to inform its report described
5 under (d) of this subsection.

6 (c) It is the intent of the legislature that funding provided in
7 (a) and (b) of this subsection continue to be appropriated in the
8 2025-2027 and 2027-2029 fiscal biennia.

9 (d) Of the amounts provided in this subsection (16), \$90,000 is
10 for the department to contract with the University of Washington's
11 sustainable transportation lab to publish a general policy brief that
12 provides innovative e-bike rebate and lending library or ownership
13 grant program models and recommendations, a report on survey results
14 based on data and demographic information collected under the e-bike
15 rebate program established in (a) of this subsection, and a report on
16 program information and data collected under the e-bike lending
17 library and ownership grant program established in (b) of this
18 subsection. An initial brief and report must be submitted to the
19 transportation committees of the legislature by July 1, 2024, with
20 the final policy brief and report due to the transportation
21 committees of the legislature by July 1, 2025.

22 (e) The department may not collect more than five percent of
23 appropriated amounts to administer the programs under (a) and (b) of
24 this subsection.

25 (17) (~~(\$21,098,000)~~) \$21,847,000 of the freight mobility
26 investment account—state appropriation and (~~(\$22,728,000)~~)
27 \$27,216,000 of the freight mobility multimodal account—state
28 appropriation are provided solely for freight mobility strategic
29 investment board projects listed in the LEAP transportation document
30 referenced in subsection (1) of this section.

31 (18) \$4,150,000 of the motor vehicle account—state appropriation
32 is provided solely for matching funds for federal funds to
33 reconstruct Grant county and Adams county bridges as part of the
34 Odessa groundwater replacement program (L1000322).

35 (19) \$9,240,000 of the connecting Washington account—state
36 appropriation is provided solely for the Aberdeen US 12 Highway-Rail
37 Separation project (L1000331).

1 (20) (~~(\$750,000 of the motor vehicle account state appropriation~~
2 ~~is provided solely for the Grady Way overpass at Rainier Avenue South~~
3 ~~I-405 BRT Access study (L1000333).~~

4 ~~(21)~~) The appropriations in this section include savings due to
5 anticipated project underruns; however, it is unknown which projects
6 will provide savings. The legislature intends to provide sufficient
7 flexibility for the department to manage to this savings target. To
8 provide this flexibility, the office of financial management may
9 authorize, through an allotment modification, reductions in the
10 amounts that are provided solely for a particular purpose within this
11 section subject to the following conditions and limitations:

12 (a) The department must confirm that any modification requested
13 under this subsection of amounts provided solely for a specific
14 purpose are not expected to be used for that purpose in this fiscal
15 biennium;

16 (b) Allotment modifications authorized under this subsection may
17 not result in increased funding for any project beyond the amount
18 provided for that project in the 2023-2025 fiscal biennium in LEAP
19 Transportation Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed
20 (~~(April 21, 2023)~~) February 20, 2024;

21 (c) Allotment modifications authorized under this subsection
22 apply only to amounts appropriated in this section from the following
23 accounts: Connecting Washington account—state, and move ahead WA
24 account—state; and

25 (d) The office of financial management must provide notice of
26 allotment modifications authorized under this subsection within 10
27 working days to the transportation committees of the legislature. By
28 December 1, 2023, and December 1, 2024, the department must submit a
29 report to the transportation committees of the legislature regarding
30 the actions taken to date under this subsection.

31 (21) \$5,000,000 of the multimodal transportation account—state
32 appropriation is provided solely for the department to assist local
33 jurisdictions in addressing emergent issues related to safety for
34 pedestrians and bicyclists (LXXXXPBF). Funds may only be spent after
35 approval from the office of financial management. By December 15th of
36 each odd-numbered year, the department shall provide a report to the
37 legislature listing all emergent issues addressed in the prior fiscal
38 biennium. Reporting may be done in conjunction with the
39 transportation operations division.

1 (22) Beginning January 1, 2025, \$29,162,000 of the carbon
2 emissions reduction account—state appropriation is provided solely
3 for the following projects identified in LEAP Transportation Document
4 2024-2 ALL PROJECTS as developed February 20, 2024:
5 (a) North Aurora Safety Improvements (L4000154);
6 (b) Maple Valley Pedestrian Bridge Over SR 169 (L2021093);
7 (c) North Broadway Pedestrian Bridge (L2021082);
8 (d) State Route 547 Pedestrian and Bicycle Safety Trail (Kendall
9 Trail) (L4000144);
10 (e) Mountains to Sound Greenway "Bellevue Gap" (L4000152);
11 (f) Olympic Discovery Trail/US 101 Safety (L2021192);
12 (g) 72nd Ave & Washington Ave Active Transportation Components
13 (L2021194);
14 (h) Bluff Trail Hood River to White Salmon (L2021199);
15 (i) Columbia Heights Safety Improvements (L2021195);
16 (j) Eustis Hunt and 216th Sidewalks (L2021083);
17 (k) La Center Pac. Hwy Shared Use Path (L2021196);
18 (l) SR 240/Aaron Dr Complete Streets Improvements (L2021193);
19 (m) Wallace Kneeland Blvd Active Transportation (L2021198);
20 (n) Wide Hollow Creek Active Transportation Improvements
21 (L2021200);
22 (o) Yakima Greenway Active Transportation (L2021201); and
23 (p) Cowiche Canyon Trail (G2000010).

(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>\$225,000</u>
11	Connecting Washington Account—State Appropriation.	((\$11,951,000))
12		<u>\$3,463,000</u>
13	Special Category C Account—State Appropriation.	((\$922,000))
14		<u>\$452,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation.	((\$1,470,291,000))
17		<u>\$1,413,786,000</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>\$1,537,481,000</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>\$47,000</u>

37 (~~Transportation Improvement Account—State~~

1	Appropriation	(\$20,000)
2	Connecting Washington Account—State Appropriation . . .	(\$2,391,000)
3		<u>\$686,000</u>
4	Special Category C Account—State Appropriation	(\$183,000)
5		<u>\$89,000</u>
6	TOTAL APPROPRIATION	(\$2,814,000)
7		<u>\$822,000</u>

8 **Sec. 403.** 2023 c 472 s 403 (uncodified) is amended to read as
9 follows:

10 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

11	Motor Vehicle Account—State Appropriation: For motor	
12	vehicle fuel tax statutory distributions to	
13	cities and counties	(\$465,354,000)
14		<u>\$461,954,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation: For distribution to cities and	
17	counties	\$26,786,000
18	Motor Vehicle Account—State Appropriation: For	
19	distribution to cities and counties	\$23,438,000
20	TOTAL APPROPRIATION	(\$515,578,000)
21		<u>\$512,178,000</u>

22 **Sec. 404.** 2023 c 472 s 404 (uncodified) is amended to read as
23 follows:

24 **FOR THE STATE TREASURER—TRANSFERS**

25	Motor Vehicle Account—State Appropriation: For motor	
26	vehicle fuel tax refunds and statutory	
27	transfers	(\$1,969,182,000)
28		<u>\$1,955,782,000</u>

29 **Sec. 405.** 2023 c 472 s 405 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

32	Motor Vehicle Account—State Appropriation: For motor	
33	vehicle fuel tax refunds and transfers	(\$246,480,000)
34		<u>\$253,180,000</u>

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)~~) (19) Multimodal Transportation Account—State

6 Appropriation: For transfer to the Complete Streets

7 Grant Program Account—State. \$14,670,000

8 (~~(+23)~~) (20) Multimodal Transportation Account—State

9 Appropriation: For transfer to the Highway Safety

10 Account—State. \$3,000,000

11 (~~(+24)~~) (21) Multimodal Transportation Account—State

12 Appropriation: For transfer to the Motor Vehicle

13 Account—State. (~~(\$15,000,000)~~)

14 \$30,000,000

15 (~~(+25)~~) (22) Multimodal Transportation Account—State

16 Appropriation: For transfer to the Freight Mobility

17 Multimodal Account—State. \$8,511,000

18 (~~(+26)~~) (23) Multimodal Transportation Account—State

19 Appropriation: For transfer to the Move Ahead WA Flexible

20 Account—State. \$11,790,000

21 (~~(+27)~~) (24) Multimodal Transportation Account—State

22 Appropriation: For transfer to the Puget Sound Capital

23 Construction Account—State. (~~(\$175,000,000)~~)

24 \$173,000,000

25 (~~(+28)~~) (25) Multimodal Transportation Account—State

26 Appropriation: For transfer to the Puget Sound

27 Ferry Operations Account—State. (~~(\$38,500,000)~~)

28 \$88,500,000

29 (~~(+29)~~) (26) Multimodal Transportation Account—State

30 Appropriation: For transfer to the Regional Mobility

31 Grant Program Account—State. \$27,679,000

32 (~~(+30)~~) (27) Multimodal Transportation Account—State

33 Appropriation: For transfer to the Rural Mobility

34 Grant Program Account—State. \$12,223,000

35 (~~(+31)~~) (28) Multimodal Transportation Account—State

36 Appropriation: For transfer to the State Patrol Highway

37 Account—State. \$59,000,000

38 (~~(+32)~~) (29)(a) Alaskan Way Viaduct Replacement

39 Project Account—State Appropriation: For transfer to

1 the Transportation Partnership Account—State. \$47,899,000
2 (b) \$22,899,000 of the amount transferred in this subsection
3 represents repayment of debt service incurred for the construction of
4 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
5 ~~((+33))~~ (30) Tacoma Narrows Toll Bridge Account—State
6 Appropriation: For transfer to the Motor Vehicle
7 Account—State. \$543,000
8 ~~((+34))~~ (31)(a) General Fund Account—State
9 Appropriation: For transfer to the State Patrol Highway
10 Account—State. \$625,000
11 (b) The state treasurer shall transfer the funds only after
12 receiving notification from the Washington state patrol under section
13 207 ~~((of this act))~~, chapter 472, Laws of 2023.
14 ~~((+35))~~ (32) Puget Sound Ferry Operations Account—State
15 Appropriation: For transfer to the Puget Sound Capital
16 Construction Account—State. \$121,828,000
17 ~~((+36))~~ (33) Move Ahead WA Account—State
18 Appropriation: For transfer to the Puget Sound Ferry
19 Operations Account—State. \$120,000,000
20 (34) Highway Safety Account—State Appropriation: For
21 transfer to the Motor Vehicle Account—State. \$1,000,000
22 (35) Recreational Vehicle Account—State Appropriation:
23 For transfer to the Motor Vehicle Account—State. \$3,000,000
24 (36) Motor Vehicle Account—State Appropriation:
25 For transfer to the Puget Sound Ferry Operations
26 Account—State. \$3,500,000
27 (37) Multimodal Transportation Account—State
28 Appropriation: For transfer to the Pilotage
29 Account—State. \$190,000
30 (38) Advance Right-Of-Way Revolving Fund—State
31 Appropriation: For transfer to the JUDY Transportation
32 Future Funding Program Account—State. \$40,000,000

33 **Sec. 407.** 2023 c 472 s 407 (uncodified) is amended to read as
34 follows:

35 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
36 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
37 **STATUTORILY PRESCRIBED REVENUE**

38 Toll Facility Bond Retirement Account—Federal

1	Appropriation.	((\$194,241,000))
2		<u>\$157,240,000</u>
3	Toll Facility Bond Retirement Account—State	
4	Appropriation.	((\$25,372,000))
5		<u>\$26,562,000</u>
6	TOTAL APPROPRIATION.	((\$219,613,000))
7		<u>\$183,802,000</u>

8 The appropriations in this section are subject to the following
9 conditions and limitations: \$35,250,000 of the toll facility bond
10 retirement account—federal appropriation may be used to prepay
11 certain outstanding bonds if sufficient debt service savings can be
12 obtained.

(End of part)

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 are listed in
8 the LEAP Transportation Document (~~(2023-1)~~) 2024-1 as developed
9 (~~(April 21, 2023)~~) February 20, 2024, which consists of a list of
10 specific projects by fund source and amount over multiple biennia.
11 Current fiscal biennium funding for each project is a line-item
12 appropriation, while the outer year funding allocations represent a
13 16-year plan. The department of transportation is expected to use the
14 flexibility provided in this section to assist in the delivery and
15 completion of all transportation partnership account and connecting
16 Washington account projects on the LEAP transportation document
17 referenced in this subsection. For the 2023-2025 project
18 appropriations, unless otherwise provided in this act, the director
19 of the office of financial management may provide written
20 authorization for a transfer of appropriation authority between
21 projects funded with transportation partnership account
22 appropriations or connecting Washington account appropriations to
23 manage project spending and efficiently deliver all projects in the
24 respective program under the following conditions and limitations:

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

27 (b) Transfers from a project may not be made as a result of the
28 reduction of the scope of a project or be made to support increases
29 in the scope of a project;

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

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

35 (e) Transfers to a project may not occur if that project is a
36 programmatic funding item described in broad general terms on the
37 applicable project list without referencing a specific state route
38 number;

- 1 (f) Transfers may not be made while the legislature is in
2 session;
- 3 (g) Transfers to a project may not be made with funds designated
4 as attributable to practical design savings as described in RCW
5 47.01.480;
- 6 (h) Except for transfers made under (l) of this subsection,
7 transfers may only be made in fiscal year 2024;
- 8 (i) The total amount of transfers under this section may not
9 exceed \$50,000,000;
- 10 (j) Except as otherwise provided in (l) of this subsection,
11 transfers made to a single project may not cumulatively total more
12 than \$20,000,000 per fiscal biennium;
- 13 (k) Each transfer between projects may only occur if the director
14 of the office of financial management finds that any resulting change
15 will not hinder the completion of the projects as approved by the
16 legislature; and
- 17 (l) Transfers between projects may be made by the department of
18 transportation without the formal written approval provided under
19 this subsection (1), provided that the transfer amount to a single
20 project does not exceed \$250,000 or 10 percent of the total project
21 per fiscal biennium, whichever is less. These transfers must be
22 reported quarterly to the director of the office of financial
23 management and the chairs of the house of representatives and senate
24 transportation committees.
- 25 (2) The department of transportation must submit quarterly all
26 transfers authorized under this section in the transportation
27 executive information system. The office of financial management must
28 maintain a legislative baseline project list identified in the LEAP
29 transportation documents referenced in this act, and update that
30 project list with all authorized transfers under this section,
31 including any effects to the total project budgets and schedules
32 beyond the current fiscal biennium.
- 33 (3) At the time the department submits a request to transfer
34 funds under this section, a copy of the request must be submitted to
35 the chairs and ranking members of the transportation committees of
36 the legislature.
- 37 (4) Before approval, the office of financial management shall
38 work with legislative staff of the house of representatives and
39 senate transportation committees to review the requested transfers in

1 a timely manner and address any concerns raised by the chairs and
2 ranking members of the transportation committees.

3 (5) No fewer than 10 days after the receipt of a project transfer
4 request, the director of the office of financial management must
5 provide written notification to the department of any decision
6 regarding project transfers, with copies submitted to the
7 transportation committees of the legislature.

8 (6) The department must submit annually as part of its budget
9 submittal a report detailing all transfers made pursuant to this
10 section, including any effects to the total project budgets and
11 schedules beyond the current fiscal biennium.

12 **Sec. 502.** 2023 c 472 s 606 (uncodified) is amended to read as
13 follows:

14 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

15 By November 15th of each year, the department of transportation
16 must report on amounts expended to benefit transit, bicycle, or
17 pedestrian elements within all connecting Washington projects in
18 programs I, P, and Z identified in LEAP Transportation Document
19 ((2023-2)) 2024-2 ALL PROJECTS as developed ((April 21, 2023))
20 February 20, 2024, in a manner consistent with past practices as
21 specified in section 602, chapter 186, Laws of 2022.

22 **Sec. 503.** 2023 c 472 s 609 (uncodified) is amended to read as
23 follows:

24 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

25 (1) If a transportation project, where the Washington state
26 department of transportation is the lead and the project is scheduled
27 to be delivered or completed in the 2023-2025 fiscal biennium as
28 shown on the LEAP Transportation Document ((2023-2)) 2024-2 ALL
29 PROJECTS as developed ((April 21, 2023)) February 20, 2024, is in
30 jeopardy of being delayed because the department is unable to deliver
31 or complete the project within the 2023-2025 fiscal biennium and
32 other local jurisdictions are able to deliver or complete the work,
33 the department must coordinate with the appropriate local
34 jurisdictions to determine if a potential local partner is ready,
35 willing, and able to execute delivery and completion of the project
36 within the 2023-2025 fiscal biennium.

37 (2) The department must compile a list of projects under this
38 section, including the timing under which the local partner agency

1 can deliver or complete the projects within the 2023-2025 and
2 2025-2027 fiscal biennia. The department must submit the compiled
3 list of projects to the governor and the transportation committees of
4 the legislature by November 1, 2023.

(End of part)

MISCELLANEOUS 2023-2025 FISCAL BIENNIUM

Sec. 601. RCW 46.68.060 and 2023 c 472 s 705 are each amended to read as follows:

There is hereby created in the state treasury a fund to be known as the highway safety fund to the credit of which must be deposited all moneys directed by law to be deposited therein. This fund must be used for carrying out the provisions of law relating to driver licensing, driver improvement, financial responsibility, cost of furnishing abstracts of driving records and maintaining such case records, and to carry out the purposes set forth in RCW 43.59.010, chapters 46.72 and 46.72A RCW, and RCW 47.04.410. During the 2021-2023 and 2023-2025 fiscal biennia, the legislature may direct the state treasurer to make transfers of moneys in the highway safety fund to the multimodal transportation account, the motor vehicle fund, and the state patrol highway account.

Sec. 602. 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:

The freight mobility investment account is hereby created in the state treasury. Money in the account may be spent only after appropriation. Expenditures from the account may be used only for freight mobility projects that have been (~~approved~~) recommended by the freight mobility strategic investment board in RCW 47.06A.020 and may include any principal and interest on bonds authorized for the projects or improvements. During the (~~2019-2021 and~~) 2021-2023 and 2023-2025 fiscal biennia, the expenditures from the account may also be used for the administrative expenses of the freight mobility strategic investment board.

Sec. 603. RCW 36.79.020 and 1997 c 81 s 2 are each amended to read as follows:

There is created in the motor vehicle fund the rural arterial trust account. All moneys deposited in the motor vehicle fund to be credited to the rural arterial trust account shall be expended for (1) the construction and improvement of county rural arterials and collectors, (2) the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas, and (3) those expenses of the board associated with the administration of the rural arterial program. During the 2023-2025

1 fiscal biennium, account funds may also be used for staffing and
2 other administrative expenses related to assisting local governments
3 individually and collectively in qualifying for additional federal
4 funds.

5 **Sec. 604.** RCW 82.70.020 and 2015 3rd sp.s. c 44 s 413 are each
6 amended to read as follows:

7 (1) Employers in this state who are taxable under chapter 82.04
8 or 82.16 RCW and provide financial incentives to their own or other
9 employees for ride sharing, for using public transportation, for
10 using car sharing, or for using nonmotorized commuting before January
11 1, (~~2024~~) 2025, are allowed a credit against taxes payable under
12 chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of
13 employees for ride sharing in vehicles carrying two or more persons,
14 for using public transportation, for using car sharing, or for using
15 nonmotorized commuting, not to exceed (~~sixty dollars~~) \$60 per
16 employee per fiscal year.

17 (2) Property managers who are taxable under chapter 82.04 or
18 82.16 RCW and provide financial incentives to persons employed at a
19 worksite in this state managed by the property manager for ride
20 sharing, for using public transportation, for using car sharing, or
21 for using nonmotorized commuting before January 1, 2024, are allowed
22 a credit against taxes payable under chapters 82.04 and 82.16 RCW for
23 amounts paid to or on behalf of these persons for ride sharing in
24 vehicles carrying two or more persons, for using public
25 transportation, for using car sharing, or for using nonmotorized
26 commuting, not to exceed (~~sixty dollars~~) \$60 per person per fiscal
27 year.

28 (3) The credit under this section is equal to the amount paid to
29 or on behalf of each employee multiplied by (~~fifty~~) 50 percent, but
30 may not exceed (~~sixty dollars~~) \$60 per employee per fiscal year. No
31 refunds may be granted for credits under this section.

32 (4) A person may not receive credit under this section for
33 amounts paid to or on behalf of the same employee under both chapters
34 82.04 and 82.16 RCW.

35 (5) A person may not take a credit under this section for amounts
36 claimed for credit by other persons.

37 **Sec. 605.** RCW 82.70.040 and 2022 c 182 s 311 are each amended to
38 read as follows:

1 (1) (a) The department must keep a running total of all credits
2 allowed under RCW 82.70.020 during each fiscal year. The department
3 may not allow any credits that would cause the total amount allowed
4 to exceed \$2,750,000 in any fiscal year.

5 (b) If the total amount of credit applied for by all applicants
6 in any year exceeds the limit in this subsection, the department must
7 ratably reduce the amount of credit allowed for all applicants so
8 that the limit in this subsection is not exceeded. If a credit is
9 reduced under this subsection, the amount of the reduction may not be
10 carried forward and claimed in subsequent fiscal years.

11 (2) (a) Tax credits under RCW 82.70.020 may not be claimed in
12 excess of the amount of tax otherwise due under chapter 82.04 or
13 82.16 RCW.

14 (b) Through June 30, 2005, a person with taxes equal to or in
15 excess of the credit under RCW 82.70.020, and therefore not subject
16 to the limitation in (a) of this subsection, may elect to defer tax
17 credits for a period of not more than three years after the year in
18 which the credits accrue. For credits approved by the department
19 through June 30, 2015, the approved credit may be carried forward and
20 used for tax reporting periods through December 31, 2016. Credits
21 approved after June 30, 2015, must be used for tax reporting periods
22 within the calendar year for which they are approved by the
23 department and may not be carried forward to subsequent tax reporting
24 periods. Credits carried forward as authorized by this subsection are
25 subject to the limitation in subsection (1) (a) of this section for
26 the fiscal year for which the credits were originally approved.

27 (3) No person may be approved for tax credits under RCW 82.70.020
28 in excess of \$100,000 in any fiscal year. This limitation does not
29 apply to credits carried forward from prior years under subsection
30 (2) (b) of this section.

31 (4) No person may claim tax credits after June 30, ((2024)) 2025.

32 **Sec. 606.** RCW 82.70.900 and 2023 c 374 s 18 are each amended to
33 read as follows:

34 This chapter expires July 1, ((2024)) 2025.

35 NEW SECTION. **Sec. 607.** (1) This section is the tax preference
36 performance statement for section 604, chapter . . ., Laws of 2024
37 (section 604 of this act). This performance statement is only
38 intended to be used for subsequent evaluation of the tax preference.

1 It is not intended to create a private right of action by any party
2 or be used to determine eligibility for the preferential tax
3 treatment.

4 (2) The tax preference performance statement in section 413,
5 chapter 44, Laws of 2015 3rd sp. sess. applies to the expansion of
6 the tax preference in section 604 of this act.

7 **Sec. 608.** 2022 c 182 s 503 (uncodified) is amended to read as
8 follows:

9 ((Sections 311 and)) Section 403 of this act ((expire)) expires
10 July 1, 2024.

11 **Sec. 609.** RCW 46.68.170 and 2013 c 306 s 705 are each amended to
12 read as follows:

13 There is hereby created in the motor vehicle fund the RV account.
14 All moneys hereafter deposited in said account shall be used by the
15 department of transportation for the construction, maintenance, and
16 operation of recreational vehicle sanitary disposal systems at safety
17 rest areas in accordance with the department's highway system plan as
18 prescribed in chapter 47.06 RCW. During the ((2011-2013 and 2013-2015
19 fiscal biennia, the legislature may transfer from the RV account to
20 the motor vehicle fund such amounts as reflect the excess fund
21 balance of the RV account to accomplish the purposes identified in
22 this section)) 2023-2025 fiscal biennium, the legislature may direct
23 the state treasurer to make transfers of moneys from the RV account
24 to the motor vehicle fund.

25 **Sec. 610.** RCW 47.12.244 and 2013 c 306 s 714 are each amended to
26 read as follows:

27 There is created the "advance right-of-way revolving fund" in the
28 custody of the treasurer, into which the department is authorized to
29 deposit directly and expend without appropriation:

30 (1) An initial deposit of ((ten million dollars)) \$10,000,000
31 from the motor vehicle fund included in the department of
32 transportation's 1991-93 budget;

33 (2) All moneys received by the department as rental income from
34 real properties that are not subject to federal aid reimbursement,
35 except moneys received from rental of capital facilities properties
36 as defined in chapter 47.13 RCW; and

1 (3) Any federal moneys available for acquisition of right-of-way
2 for future construction under the provisions of section 108 of Title
3 23, United States Code.

4 During the ~~((2011-2013 and 2013-2015 fiscal biennia, the~~
5 ~~legislature may transfer from the advance right-of-way revolving fund~~
6 ~~to the motor vehicle account [fund] amounts as reflect the excess~~
7 ~~fund balance of the advance right-of-way revolving fund))~~ 2023-2025
8 fiscal biennium, the legislature may direct the state treasurer to
9 make transfers of moneys from the advance right-of-way revolving fund
10 to the JUDY transportation future funding program account.

11 NEW SECTION. Sec. 611. A new section is added to 2023 c 472
12 (uncodified) to read as follows:

13 (1) The transportation carbon emissions reduction account is
14 created in the state treasury. Moneys in the account may be spent
15 only after appropriation. Expenditures from the account are intended
16 to affect reductions in transportation sector carbon emissions
17 through a variety of carbon reducing investments. Such investments
18 may include, but are not limited to: Transportation alternatives to
19 single occupancy passenger vehicles; reductions in single occupancy
20 passenger vehicle miles traveled; reductions in per mile emissions in
21 vehicles, including through the funding of alternative fuel
22 infrastructure and incentive programs; and emissions reduction
23 programs for freight transportation, including motor vehicles and
24 rail, as well as for ferries and other maritime and port activities.
25 Expenditures from the account may be made only for transportation
26 carbon emissions reducing purposes and may not be made for highway
27 purposes authorized under the 18th Amendment of the Washington state
28 Constitution, other than as specified in this section, and must be
29 made in accordance with subsection (2) of this section. It is the
30 legislature's intent that expenditures from the account used to
31 reduce carbon emissions be made with the goal of achieving equity for
32 communities that historically have been omitted or adversely impacted
33 by past transportation policies and practices.

34 (2) Appropriations in an omnibus transportation appropriations
35 act from the transportation carbon emissions reduction account must
36 be made exclusively to fund the following activities:

- 37 (i) Active transportation;
38 (ii) Transit programs and projects;
39 (iii) Alternative fuel and electrification;

1 (iv) Ferries; and

2 (v) Rail.

3 (3) Unspent appropriations in the 2023-2025 omnibus
4 transportation appropriations act, chapter 472, Laws of 2023, and
5 chapter . . . , Laws of 2024 (this act), which are appropriated from
6 the carbon emissions reduction account before January 1, 2025, must
7 thereafter be paid from the transportation carbon emissions reduction
8 account as if they were appropriated from that account.

9 (4) Any appropriations from the carbon emissions reduction
10 account beginning January 1, 2025, must lapse.

11 (5) Any residual balance of funds remaining in the carbon
12 emissions reduction account on or after December 5, 2024, must be
13 transferred by the state treasurer to the transportation carbon
14 emissions reduction account created in this section.

15 (6) This section expires July 1, 2025.

16 NEW SECTION. **Sec. 612.** Section 611 of this act takes effect
17 only if the carbon emissions reduction account is abolished on or
18 after December 5, 2024.

(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 611 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.

(End of part)

(End of Bill)

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