

SHB 1160 - H AMD 449

By Representative Fey

ADOPTED AS AMENDED 03/29/2019

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

3 **"2019-2021 FISCAL BIENNIUM**

4 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state
5 is hereby adopted and, subject to the provisions set forth, the
6 several amounts specified, or as much thereof as may be necessary to
7 accomplish the purposes designated, are hereby appropriated from the
8 several accounts and funds named to the designated state agencies and
9 offices for employee compensation and other expenses, for capital
10 projects, and for other specified purposes, including the payment of
11 any final judgments arising out of such activities, for the period
12 ending June 30, 2021.

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

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

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

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

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

22 (e) "Provided solely" means the specified amount may be spent
23 only for the specified purpose. Unless otherwise specifically
24 authorized in this act, any portion of an amount provided solely for
25 a specified purpose that is not expended subject to the specified
26 conditions and limitations to fulfill the specified purpose shall
27 lapse.

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

1 (g) "LEAP" means the legislative evaluation and accountability
2 program committee.

3 **GENERAL GOVERNMENT AGENCIES—OPERATING**

4 NEW SECTION. **Sec. 101. FOR THE DEPARTMENT OF ARCHAEOLOGY AND**
5 **HISTORIC PRESERVATION**

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

7 NEW SECTION. **Sec. 102. FOR THE OFFICE OF FINANCIAL MANAGEMENT**

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

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

10 TOTAL APPROPRIATION. \$1,474,000

11 NEW SECTION. **Sec. 103. FOR THE STATE PARKS AND RECREATION**
12 **COMMISSION**

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

14 The appropriation in this section is subject to the following
15 conditions and limitations: The entire appropriation in this section
16 is provided solely for road maintenance purposes.

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

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

19 NEW SECTION. **Sec. 105. FOR THE LEGISLATIVE EVALUATION AND**
20 **ACCOUNTABILITY PROGRAM COMMITTEE**

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

22 NEW SECTION. **Sec. 106. FOR THE JOINT LEGISLATIVE AUDIT AND**
23 **REVIEW COMMITTEE**

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

25 \$90,000 of the state patrol highway account—state appropriation
26 is provided solely for an update to the 1999 study of the Washington
27 state patrol's vehicle replacement life cycle cost model.

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

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

1 The appropriation in this section is subject to the following
 2 conditions and limitations: \$350,000 of the motor vehicle account—
 3 state appropriation is provided solely for the department, from
 4 amounts set aside out of statewide fuel taxes distributed to cities
 5 according to RCW 46.68.110(2), to contract with the association of
 6 Washington cities to inventory and assess fish passage barriers
 7 associated with city roads located in the *U.S. v. Washington* case
 8 area, water resource inventory area numbers one through twenty-three.
 9 The study is a continuation of previous inventories, and priority
 10 must be given to the assessment of sites that have not yet been
 11 inventoried. The initial goal of the study is to finalize the
 12 inventory of all city-owned fish passage barriers within the case
 13 area. After the initial goal has been met, within any remaining funds
 14 and after consultation with the Washington association of cities, the
 15 department shall perform downstream access checks on city inventory
 16 sites and to reassess existing city inventories that have not been
 17 assessed since June 2012. The inventories and assessments must be
 18 conducted using the methods described in the department's fish
 19 passage, inventory, assessment, and prioritization manual. A report
 20 of the study must be provided to the office of financial management
 21 and the transportation committees of the legislature by July 1, 2020.

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

23 Pilotage Account—State Appropriation	\$1,561,000
24 Multimodal Transportation Account—State	
25 Appropriation.	\$2,700,000
26 TOTAL APPROPRIATION.	\$4,261,000

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

29 (1) \$2,700,000 of the multimodal transportation account—state
 30 appropriation and \$654,000 of the pilotage account—state
 31 appropriation are provided solely for self-insurance liability
 32 premium expenditures; however, this appropriation is contingent upon
 33 the board:

34 (a) Annually depositing the first one hundred fifty thousand
 35 dollars collected through Puget Sound pilotage district pilotage
 36 tariffs into the pilotage account; and

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

(2) 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, 2019, 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.

NEW SECTION. Sec. 109. FOR THE UTILITIES AND TRANSPORTATION COMMISSION

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

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

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

Motor Vehicle Account—State Appropriation	\$2,915,000
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NEW SECTION. Sec. 112. FOR THE DEPARTMENT OF NATURAL RESOURCES

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

TRANSPORTATION AGENCIES—OPERATING

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

Highway Safety Account—State Appropriation	\$4,827,000
Highway Safety Account—Federal Appropriation	\$27,077,000

1	Highway Safety Account—Private/Local Appropriation	\$118,000
2	School Zone Safety Account—State Appropriation	\$850,000
3	TOTAL APPROPRIATION.	\$32,872,000

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

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

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

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

19	Transportation Improvement Account—State	
20	Appropriation	\$4,389,000

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

22	Motor Vehicle Account—State Appropriation	\$1,485,000
23	Multimodal Transportation Account—State	
24	Appropriation.	\$450,000
25	TOTAL APPROPRIATION.	\$1,935,000

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

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

32 (i) An inventory of existing public fleets for the state of
33 Washington, counties, a sampling of cities, and public transit
34 agencies. The inventory must differentiate among electric vehicles,
35 hybrid vehicles, gasoline powered vehicles, and any other functional

1 categories. Three cities from each of the following population ranges
2 must be selected for the analysis:

3 (A) Population up to and including twenty-five thousand;

4 (B) Population greater than twenty-five thousand and up to and
5 including fifty thousand;

6 (C) Population greater than fifty thousand and up to and
7 including one hundred thousand;

8 (D) Population greater than one hundred thousand;

9 (ii) A review of currently available electric vehicle
10 alternatives to the vehicle types most commonly used by the state,
11 counties, cities, and public transit agencies. The review must
12 include:

13 (A) The average vehicle cost differential among the commercially
14 available fuel options;

15 (B) A cost benefit analysis of the conversion of different
16 vehicle classes; and

17 (C) Recommendations for the types of vehicles that should be
18 excluded from consideration due to insufficient alternatives,
19 unreliable technology, or excessive cost;

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

23 (A) Vehicle acquisition costs, charging infrastructure costs, and
24 other associated costs;

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

27 (C) Any other identified barriers to transitioning to an electric
28 vehicle fleet;

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

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

39 (b) In developing and implementing the study, the joint
40 transportation committee must solicit input from representatives of

1 the department of enterprise services, the department of
2 transportation, the department of licensing, the Washington state
3 association of counties, the association of Washington cities, the
4 Washington state transit association, transit agencies, and others as
5 deemed appropriate.

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

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

10	Motor Vehicle Account—State Appropriation	\$3,166,000
11	Multimodal Transportation Account—State Appropriation . . .	\$112,000
12	TOTAL APPROPRIATION.	\$3,278,000

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

15 (1) (a) The commission shall reconvene the road usage charge
16 steering committee, with the same membership authorized in chapter
17 222, Laws of 2014, as well as the addition of a representative from
18 the Puget Sound regional council, and shall report at least once
19 every three months to the steering committee with updates on report
20 development for the completed road usage charge pilot project until
21 the final report is submitted. The final report on the road usage
22 charge pilot project is due to the transportation committees of the
23 legislature by December 1, 2019. Any legislative vacancies on the
24 steering committee must be appointed by the speaker of the house of
25 representatives for a house of representatives member vacancy, and by
26 the president of the senate for a senate member vacancy.

27 (b) The commission shall coordinate with the department of
28 transportation to jointly seek federal funds available through the
29 federal surface transportation system funding alternatives grant
30 program, applying toll credits for meeting match requirements. One or
31 more grant applications may be developed that, at a minimum propose
32 to:

33 (i) (A) Update the recommended road usage charge operational
34 concepts and business case presented to the road usage charge
35 steering committee to reflect a range of scenarios regarding fleet
36 electrification and use of shared vehicles. The operational concepts
37 must include technological or system features necessary to ensure
38 collection of the road usage charge from electric vehicles and fleets

1 of shared and/or autonomous vehicles, if applicable. The business
2 case must assess a range of gross revenue impacts to a road usage
3 charge and fuel taxes resulting from changes to total vehicle miles
4 traveled under scenarios with varying degrees of shared, autonomous,
5 and/or electric vehicle adoption rates; and

6 (B) Develop a detailed plan for phasing in the implementation of
7 road usage charges for vehicles operated in Washington, incorporating
8 any updates to road usage charge policy recommendations made in
9 (b)(i)(A) of this subsection and including consideration of methods
10 for reducing the cost of collections for a road usage charge system
11 in Washington state.

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

16 (2)(a) \$250,000 of the motor vehicle account—state appropriation
17 is provided solely for the transportation commission to conduct a
18 study of discounted tolls and other similar programs for low-income
19 drivers that are provided by other states, countries, or other
20 entities and how such a program could be implemented in the state of
21 Washington. The transportation commission may contract with a
22 consultant to conduct all or a portion of this study.

23 (b) In conducting this study, the transportation commission shall
24 consult with both the department of transportation and the department
25 of social and health services.

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

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

31 (ii) The most cost-effective way to implement a program given
32 existing financial commitments, shared cost requirements across
33 facilities, and technical requirements to execute and maintain a
34 program;

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

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

39 (d) The transportation commission shall provide a report
40 detailing the findings of this study and recommendations for

1 implementing a discounted toll or other appropriate program in the
2 state of Washington to the transportation committees of the
3 legislature by December 1, 2021.

4 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
5 **INVESTMENT BOARD**

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

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

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

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

10 State Patrol Highway Account—Private/Local

11 Appropriation \$4,256,000

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

13 Ignition Interlock Device Revolving Account—State

14 Appropriation \$6,510,000

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

16 TOTAL APPROPRIATION. \$536,415,000

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

19 (1) Washington state patrol officers engaged in off-duty
20 uniformed employment providing traffic control services to the
21 department of transportation or other state agencies may use state
22 patrol vehicles for the purpose of that employment, subject to
23 guidelines adopted by the chief of the Washington state patrol. The
24 Washington state patrol must be reimbursed for the use of the vehicle
25 at the prevailing state employee rate for mileage and hours of usage,
26 subject to guidelines developed by the chief of the Washington state
27 patrol.

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

36 (3) The Washington state patrol must submit a workforce diversity
37 plan that identifies ongoing, and both short-term and long-term,

1 specific comprehensive outreach and recruitment strategies to
2 increase populations underrepresented within both commissioned and
3 noncommissioned employee groups. The report must be delivered to the
4 house and senate transportation committees by January 1, 2020.

5 (4) \$4,210,000 of the state patrol highway account—state
6 appropriation is provided solely for an additional cadet class,
7 consisting of the 38th arming class and 114th trooper basic training
8 class, in the 2019-2021 fiscal biennium.

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

10	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
11	Motorcycle Safety Education Account—State	
12	Appropriation	\$4,935,000
13	State Wildlife Account—State Appropriation	\$528,000
14	Highway Safety Account—State Appropriation	\$234,749,000
15	Highway Safety Account—Federal Appropriation	\$1,294,000
16	Motor Vehicle Account—State Appropriation	\$80,656,000
17	Motor Vehicle Account—Private/Local Appropriation	\$7,520,000
18	Ignition Interlock Device Revolving Account—State	
19	Appropriation	\$6,079,000
20	Department of Licensing Services Account—State	
21	Appropriation	\$7,951,000
22	License Plate Technology Account—State	
23	Appropriation	\$4,250,000
24	Abandoned Recreational Vehicle Account—State	
25	Appropriation.	\$2,910,000
26	Limousine Carriers Account—State Appropriation.	\$113,000
27	DOL Technology Improvement and Data Management	
28	Account—State Appropriation.	\$2,250,000
29	TOTAL APPROPRIATION.	\$353,269,000

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

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

1 (2) \$24,028,000 of the highway safety account—state appropriation
2 is provided solely for costs necessary to accommodate increased
3 demand for enhanced drivers' licenses and enhanced identicards. The
4 department shall report on a quarterly basis on the use of these
5 funds, associated workload, and information with comparative
6 information with recent comparable months in prior years. The report
7 will include detailed statewide and by licensing service office
8 information on staffing levels, average monthly wait times, the
9 number of enhanced drivers' licenses and enhanced identicards issued/
10 renewed, and the number of primary drivers' licenses and identicards
11 issued/renewed. Within the amounts provided in this subsection, the
12 department shall implement efficiency measures to reduce the time for
13 licensing transactions and wait times.

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

18 (4) \$1,404,000 of the highway safety account—state appropriation
19 is provided solely for a new driver testing system at the department.
20 The department may not increase driver training school license
21 application and renewal fees in fiscal years 2020 and 2021 to support
22 the cost of the new driver testing system described in this
23 subsection.

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

27 (6) \$25,000 of the motorcycle safety education account—state
28 appropriation, \$4,000 of the state wildlife account—state
29 appropriation, \$1,708,000 of the highway safety account—state
30 appropriation, \$576,000 of the motor vehicle account—state
31 appropriation, \$22,000 of the ignition interlock device revolving
32 account—state appropriation, and \$28,000 of the department of
33 licensing services account—state appropriation are provided solely
34 for the department to fund the appropriate staff, other than data
35 stewards, and necessary equipment and software for data management,
36 data analytics, and data compliance activities. The department must,
37 in consultation with the office of the chief information officer,
38 construct a framework with goals for providing better data
39 stewardship and a plan to achieve those goals. The department must

1 provide the framework and plan to the transportation committees of
2 the legislature by December 31, 2019. Appropriations provided for the
3 data stewardship and privacy project described in this subsection are
4 subject to the conditions, limitations, and review provided in
5 section 701 of this act.

6 (7) \$2,650,000 of the abandoned recreational vehicle disposal
7 account—state appropriation is provided solely for providing
8 reimbursements in accordance with the department's abandoned
9 recreational vehicle disposal reimbursement program. It is the intent
10 of the legislature that the department prioritize this funding for
11 allowable and approved reimbursements and not to build a reserve of
12 funds within the account.

13 (8) Within existing funds, the department shall conduct a study
14 to evaluate options for the implementation of prismatic
15 retroreflective technology on license plates. The department must
16 consult with the department of corrections, the department of
17 transportation, the Washington state patrol, and other appropriate
18 entities in conducting the study. The report must include information
19 on the potential improvements to license plate retroreflectivity and
20 legibility, implementation costs, effects of prismatic
21 retroreflective technology on license plate readers used by the
22 Washington state patrol for enforcement and by the department of
23 transportation in the photo toll collection process, and other
24 implementation issues. The department shall issue the report to the
25 transportation committees of the legislature by December 31, 2019.

26 (9) \$139,000 of the motorcycle safety education account—state
27 appropriation is provided solely for the implementation of
28 chapter . . . (Substitute House Bill No. 1116), Laws of 2019
29 (motorcycle safety). If chapter . . . (Substitute House Bill No.
30 1116), Laws of 2019 is not enacted by June 30, 2019, the amount
31 provided in this subsection lapses.

32 (10) \$24,000 of the motor vehicle account—state appropriation is
33 provided solely for the implementation of chapter . . . (Engrossed
34 House Bill No. 1996), Laws of 2019 (San Juan Islands license plate).
35 If chapter . . . (Engrossed House Bill No. 1996), Laws of 2019 is not
36 enacted by June 30, 2019, the amount provided in this subsection
37 lapses.

38 (11) \$24,000 of the motor vehicle account—state appropriation is
39 provided solely for the implementation of chapter . . . (House Bill

1 No. 2062), Laws of 2019 (Seattle Storm license plate). If
2 chapter . . . (House Bill No. 2062), Laws of 2019 is not enacted by
3 June 30, 2019, the amount provided in this subsection lapses.

4 (12) \$20,000 of the motor vehicle account—state appropriation is
5 provided solely for the implementation of chapter . . . (Substitute
6 House Bill No. 1197), Laws of 2019 (Gold Star license plate). If
7 chapter . . . (Substitute House Bill No. 1197), Laws of 2019 is not
8 enacted by June 30, 2019, the amount provided in this subsection
9 lapses.

10 (13) \$31,000 of the motor vehicle account—state appropriation is
11 provided solely for the implementation of chapter . . . (Substitute
12 House Bill No. 1436), Laws of 2019 (snow bikes). If chapter . . .
13 (Substitute House Bill No. 1436), Laws of 2019 is not enacted by June
14 30, 2019, the amount provided in this subsection lapses.

15 (14) \$149,000 of the highway safety account—state appropriation
16 and \$218,000 of the ignition interlock device revolving account—state
17 appropriation is provided solely for the implementation of
18 chapter . . . (Engrossed Substitute House Bill No. 1504), Laws of
19 2019 (impaired driving). If chapter . . . (Engrossed Substitute House
20 Bill No. 1504), Laws of 2019 is not enacted by June 30, 2019, the
21 amount provided in this subsection lapses.

22 (15) \$11,000 of the motor vehicle account—state appropriation is
23 provided solely for the implementation of chapter . . . (House Bill
24 No. 1707), Laws of 2019 (disabled veteran license plate). If
25 chapter . . . (House Bill No. 1707), Laws of 2019 is not enacted by
26 June 30, 2019, the amount provided in this subsection lapses.

27 (16) \$24,000 of the motor vehicle account—state appropriation is
28 provided solely for the implementation of chapter . . . (House Bill
29 No. 2058), Laws of 2019 (Purple Heart license plate). If
30 chapter . . . (House Bill No. 2058), Laws of 2019 is not enacted by
31 June 30, 2019, the amount provided in this subsection lapses.

32 (17) \$24,000 of the motor vehicle account—state appropriation is
33 provided solely for the implementation of chapter . . . (Engrossed
34 House Bill No. 2067), Laws of 2019 (vehicle and vessel owner
35 information). If chapter . . . (Engrossed House Bill No. 2067), Laws
36 of 2019 is not enacted by June 30, 2019, the amount provided in this
37 subsection lapses.

38 (18) \$24,000 of the motor vehicle account—state appropriation is
39 provided solely for the implementation of chapter . . . (House Bill

1 No. 1255), Laws of 2019 (Patches Pal license plate). If chapter . . .
2 (House Bill No. 1255), Laws of 2019 is not enacted by June 30, 2019,
3 the amount provided in this subsection lapses.

4 (19) \$24,000 of the motor vehicle account—state appropriation is
5 provided solely for the implementation of chapter . . . (Engrossed
6 Substitute House Bill No. 2050), Laws of 2019 (Washington wine
7 license plate). If chapter . . . (Engrossed Substitute House Bill No.
8 2050), Laws of 2019 is not enacted by June 30, 2019, the amount
9 provided in this subsection lapses.

10 (20) \$24,000 of the motor vehicle account—state appropriation is
11 provided solely for the implementation of chapter . . . (House Bill
12 No. 2085), Laws of 2019 (Mount St. Helens license plate). If
13 chapter . . . (House Bill No. 2085), Laws of 2019 is not enacted by
14 June 30, 2019, the amount provided in this subsection lapses.

15 (21) \$600,000 of the highway safety account—state appropriation
16 is provided solely for the department to provide an interagency
17 transfer to the department of social and health services, children's
18 administration division for the purpose of providing driver's license
19 support to a larger population of foster youth than is already served
20 within existing resources. Support services include reimbursement of
21 driver's license issuance costs, fees for driver training education,
22 and motor vehicle liability insurance costs.

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

25	High Occupancy Toll Lanes Operations Account—State	
26	Appropriation	\$3,774,000
27	Motor Vehicle Account—State Appropriation	\$513,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation	\$43,360,000
30	State Route Number 520 Civil Penalties Account—State	
31	Appropriation	\$4,145,000
32	Tacoma Narrows Toll Bridge Account—State	
33	Appropriation	\$27,672,000
34	Interstate 405 Express Toll Lanes Operations	
35	Account—State Appropriation	\$18,115,000
36	Alaskan Way Viaduct Replacement Project Account—State	
37	Appropriation.	\$19,999,000
38	TOTAL APPROPRIATION.	\$117,578,000

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

3 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
4 appropriation and \$11,034,000 of the state route number 520 corridor
5 account—state appropriation are provided solely for the purposes of
6 addressing unforeseen operations and maintenance costs on the Tacoma
7 Narrows bridge and the state route number 520 bridge, respectively.
8 The office of financial management shall place the amounts provided
9 in this subsection, which represent a portion of the required minimum
10 fund balance under the policy of the state treasurer, in unallotted
11 status. The office may release the funds only when it determines that
12 all other funds designated for operations and maintenance purposes
13 have been exhausted.

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

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

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

35 (c) Total express toll lane and total general purpose lane
36 traffic volumes, as well as per lane traffic volumes for each type of
37 lane (i) compared to total express toll lane and total general
38 purpose lane traffic volumes, as well as per lane traffic volumes for
39 each type of lane, on this segment of Interstate 405 prior to

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

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

8 (3) \$71,000 of the high occupancy toll lanes operations account—
9 state appropriation, \$1,238,000 of the state route number 520
10 corridor account—state appropriation, \$532,000 of the Tacoma Narrows
11 toll bridge account—state appropriation, \$460,000 of the Interstate
12 405 express toll lanes operations account—state appropriation, and
13 \$699,000 of the Alaskan Way viaduct replacement project account—state
14 appropriation are provided solely for the department to finish
15 implementing a new tolling customer service toll collection system,
16 and are subject to the conditions, limitations, and review provided
17 in section 701 of this act.

18 (a) The department must provide a project status report to the
19 office of financial management and the transportation committees of
20 the legislature on at least a calendar quarterly basis until the
21 completion of the project. The report must include, but is not
22 limited to:

23 (i) Detailed information about the planned and actual scope,
24 schedule, and budget;

25 (ii) Status of project deliverables; and

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

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

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

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

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

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

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

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

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

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

22 (iv) Workload costs related to hearings;

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

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

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

28 (5) \$17,303,000 of the Interstate 405 express toll lanes
29 operations account—state appropriation is provided solely for
30 operational costs related to the express toll lane facility.

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

1 of the bidder that lower operational costs, and incorporation of
2 technologies such as self-serve credit card machines or other point-
3 of-payment technologies that lower costs or improve operational
4 efficiencies.

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

19 (8) \$256,000 of the high occupancy toll lanes operations account—
20 state appropriation and \$352,000 of the Interstate 405 express toll
21 lanes operations account—state appropriation are provided solely for
22 increased levels of service from the Washington State Patrol for
23 enforcement of toll lane violations on the state route 167 high
24 occupancy toll lanes and the Interstate 405 express toll lanes. The
25 department shall compile monthly data on the number of Washington
26 State Patrol enforcement hours on each facility and the percentage of
27 time during peak hours that speeds are at or above 45 miles per hour
28 on each facility. The department shall provide this data in a report
29 to the transportation committees of the legislature on at least a
30 calendar quarter basis.

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

33	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
34	Motor Vehicle Account—State Appropriation	\$88,549,000
35	Puget Sound Ferry Operations Account—State	
36	Appropriation	\$263,000
37	Multimodal Transportation Account—State	
38	Appropriation	\$2,878,000

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

3 (1) \$2,751,000 of the aeronautics account—state appropriation is
4 provided solely for the airport aid grant program, which provides
5 competitive grants to public use airports for pavement, safety,
6 maintenance, planning, and security.

7 (2) \$2,500,000 of the public use general aviation airport loan
8 revolving account—state appropriation is provided solely for the
9 implementation of chapter . . . (Substitute House Bill No. 1456)
10 (community aviation revitalization loan program), Laws of 2019. If
11 chapter . . . (House Bill No. 1456), Laws of 2019 is not enacted by
12 June 30, 2019, the amount provided in this subsection lapses.

13 (3) \$432,000 of the aeronautics account—state appropriation is
14 provided solely for 1 FTE planning position to support emerging
15 technologies and for the implementation of chapter . . . (House Bill
16 No. 1397) (electric aircraft work group), Laws of 2019. If
17 chapter . . . (House Bill No. 1397), Laws of 2019 is not enacted by
18 June 30, 2019, \$165,000 of the amount in this subsection lapses.

19 (4) \$165,000 of the aeronautics account—state appropriation is
20 provided solely for the department to convene an electric aircraft
21 work group to study the state of the electrically powered aircraft
22 industry and assess infrastructure needs related to the deployment of
23 electric or hybrid-electric aircraft for commercial air travel in
24 Washington state.

25 (a) The chair of the work group may be a consultant specializing
26 in aeronautics. The work group must include, but is not limited to,
27 representation from the electric aircraft industry, the aircraft
28 manufacturing industry, electric utility districts, the battery
29 industry, the department of commerce, the department of
30 transportation aviation division, the airline pilots association, a
31 primary airport representing an airport association, and the airline
32 industry.

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

34 (i) Infrastructure requirements necessary to facilitate electric
35 aircraft operations at airports;

36 (ii) Potential economic and public benefits including, but not
37 limited to, the direct and indirect impact on the number of
38 manufacturing and service jobs and the wages from those jobs in
39 Washington state;

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

3 (iv) Educational and workforce requirements for manufacturing and
4 maintaining electric aircraft;

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

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

11 (vii) Recommendations to further the advancement of the
12 electrification of aircraft for regional commercial use within
13 Washington state, including specific, measureable goals for the years
14 2030, 2040, and 2050 that reflect progressive and substantial
15 increases in the utilization of electric and hybrid-electric
16 commercial aircraft.

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

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

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

24	Motor Vehicle Account—State Appropriation	\$57,399,000
25	Motor Vehicle Account—Federal Appropriation	\$500,000
26	Multimodal Transportation Account—State Appropriation	\$258,000
27	TOTAL APPROPRIATION.	\$58,157,000

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

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

1 directs the department to transfer the property to the Washington
2 state parks and recreation commission.

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

6 (b) Prior to completing the transfer in this subsection (1), the
7 department must ensure that provisions are made to accommodate
8 private and public utilities and any facilities that predate the
9 department's acquisition of the property, at no cost to those
10 entities. Prior to completing the transfer, the department shall also
11 ensure that provisions, by fair market assessment, are made to
12 accommodate other private and public utilities and any facilities
13 that have been legally allowed by permit or other instrument.

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

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

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

32	Motor Vehicle Account—State Appropriation	\$646,000
33	Electric Vehicle Charging Infrastructure	
34	Account—State Appropriation.	\$2,000,000
35	Multimodal Transportation Account—State	
36	Appropriation.	\$1,284,000
37	TOTAL APPROPRIATION.	\$3,930,000

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

3 (1) \$2,000,000 of the electric vehicle account—state
4 appropriation is provided solely for the clean alternative fuel
5 vehicle charging and refueling infrastructure program in
6 chapter . . . (Substitute House Bill No. 2042), Laws of 2019.

7 (2) \$1,200,000 of the multimodal transportation account—state
8 appropriation is provided solely for the pilot program established
9 under chapter . . . (Substitute House Bill No. 2042), Laws of 2019 to
10 provide clean alternative fuel vehicle use opportunities to
11 underserved communities and low to moderate income members of the
12 workforce not readily served by transit or located in transportation
13 corridors with emissions that exceed federal or state emissions
14 standards.

15 (3) \$84,000 of the multimodal transportation account—state
16 appropriation is provided solely for an interagency transfer to the
17 department of commerce for the purpose of conducting a study as
18 described in chapter . . . (Substitute House Bill No. 2042), Laws of
19 2019 to identify opportunities to reduce barriers to electric vehicle
20 adoption by lower income residents of the state through the use of
21 vehicle and infrastructure financing assistance.

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

24	Motor Vehicle Account—State Appropriation	\$475,847,000
25	Motor Vehicle Account—Federal Appropriation	\$7,000,000
26	State Route Number 520 Corridor Account—State	
27	Appropriation	\$4,447,000
28	Tacoma Narrows Toll Bridge Account—State	
29	Appropriation	\$1,549,000
30	Alaskan Way Viaduct Replacement Project	
31	Account—State Appropriation	\$8,998,000
32	I-405 Express Toll Lanes Operations Account—State	
33	Appropriation.	\$1,782,000
34	TOTAL APPROPRIATION.	\$499,623,000

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

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

5 (2) \$4,447,000 of the state route number 520 corridor account—
6 state appropriation is provided solely to maintain the state route
7 number 520 floating bridge. These funds must be used in accordance
8 with RCW 47.56.830(3).

9 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state
10 appropriation is provided solely to maintain the new Tacoma Narrows
11 bridge. These funds must be used in accordance with RCW 47.56.830(3).

12 (4) \$1,782,000 of the I-405 express toll lanes operations account
13 —state appropriation is provided solely to maintain the I-405 express
14 toll lanes between Lynnwood and Bellevue. These funds must be used in
15 accordance with RCW 47.56.830(3).

16 (5) \$1,015,000 of the motor vehicle account—state appropriation
17 is provided solely for a pilot partnership program between the
18 department and the city of Tacoma for the 2019-2021 biennium. The
19 pilot program shall address the safety and public health problems
20 created by homeless encampments on the department's property along
21 state highways within the city limits. \$570,000 is provided for
22 dedicated department maintenance staff and associated clean-up costs.
23 The department and the city of Tacoma shall enter into a reimbursable
24 agreement to cover up to \$445,000 of the city's expenses for clean-up
25 crews and landfill costs.

26 (6) \$5,000,000 of the motor vehicle account—state appropriation
27 is provided solely for a contingency pool for snow and ice removal.
28 The department must notify the office of financial management and the
29 transportation committees of the legislature when they have spent the
30 base budget for snow and ice removal and will begin using the
31 contingency pool funding.

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

34	Motor Vehicle Account—State Appropriation	\$68,302,000
35	Motor Vehicle Account—Federal Appropriation	\$2,050,000
36	Motor Vehicle Account—Private/Local Appropriation	\$250,000
37	TOTAL APPROPRIATION.	\$70,602,000

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

3 (1) \$6,000,000 of the motor vehicle account—state appropriation
4 is provided solely for low-cost enhancements. The department shall
5 give priority to low-cost enhancement projects that improve safety or
6 provide congestion relief. By December 15th of each odd-numbered
7 year, the department shall provide a report to the legislature
8 listing all low-cost enhancement projects completed in the prior
9 fiscal biennium.

10 (2) When regional transit authority construction activities are
11 visible from a state highway, the department shall allow the regional
12 transit authority to place safe and appropriate signage informing the
13 public of the purpose of the construction activity.

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

16 (4) (a) During the 2019-2021 fiscal biennium, the department shall
17 continue a pilot program that expands private transportation
18 providers' access to high occupancy vehicle lanes. Under the pilot
19 program, when the department reserves a portion of a highway based on
20 the number of passengers in a vehicle, the following vehicles must be
21 authorized to use the reserved portion of the highway if the vehicle
22 has the capacity to carry eight or more passengers, regardless of the
23 number of passengers in the vehicle: (i) Auto transportation company
24 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
25 carrier vehicles regulated under chapter 81.70 RCW, except marked or
26 unmarked stretch limousines and stretch sport utility vehicles as
27 defined under department of licensing rules; (iii) private nonprofit
28 transportation provider vehicles regulated under chapter 81.66 RCW;
29 and (iv) private employer transportation service vehicles. For
30 purposes of this subsection, "private employer transportation
31 service" means regularly scheduled, fixed-route transportation
32 service that is offered by an employer for the benefit of its
33 employees. Nothing in this subsection is intended to authorize the
34 conversion of public infrastructure to private, for-profit purposes
35 or to otherwise create an entitlement or other claim by private users
36 to public infrastructure.

37 (b) The department shall expand the high occupancy vehicle lane
38 access pilot program to vehicles that deliver or collect blood,
39 tissue, or blood components for a blood-collecting or distributing

1 establishment regulated under chapter 70.335 RCW. Under the pilot
2 program, when the department reserves a portion of a highway based on
3 the number of passengers in a vehicle, blood-collecting or
4 distributing establishment vehicles that are clearly and identifiably
5 marked as such on all sides of the vehicle are considered emergency
6 vehicles and must be authorized to use the reserved portion of the
7 highway.

8 (c) The department shall expand the high occupancy vehicle lane
9 access pilot program to private, for hire vehicles regulated under
10 chapter 81.72 RCW that have been specially manufactured, designed, or
11 modified for the transportation of a person who has a mobility
12 disability and uses a wheelchair or other assistive device. Under the
13 pilot program, when the department reserves a portion of a highway
14 based on the number of passengers in a vehicle, wheelchair-accessible
15 taxicabs that are clearly and identifiably marked as such on all
16 sides of the vehicle are considered public transportation vehicles
17 and must be authorized to use the reserved portion of the highway.

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

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

24	Motor Vehicle Account—State Appropriation	\$36,765,000
25	Motor Vehicle Account—Federal Appropriation	\$1,380,000
26	Motor Vehicle Account—Local Appropriation.	\$500,000
27	Multimodal Transportation Account—State	
28	Appropriation	\$1,129,000
29	TOTAL APPROPRIATION.	\$39,774,000

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

32 (1) \$2,000,000 of the motor vehicle account—state appropriation
33 is provided solely for a grant program that makes awards for the
34 following: (a) Support for nonprofit agencies, churches, and other
35 entities to help provide outreach to populations underrepresented in
36 the current apprenticeship programs; (b) preapprenticeship training;
37 and (c) child care, transportation, and other supports that are
38 needed to help women, veterans, and minorities enter and succeed in

1 apprenticeship. The department must report on grants that have been
2 awarded and the amount of funds disbursed by December 1, 2019, and
3 annually thereafter. If moneys are provided in the omnibus operating
4 appropriations act for a career connected learning grant program,
5 defined in chapter . . . (Substitute House Bill No. 1336), Laws of
6 2019, or otherwise, the amount provided in this subsection lapses.

7 (2) \$300,000 of the motor vehicle account—state appropriation is
8 provided solely for the department, in consultation with the
9 appropriate local jurisdictions and relevant stakeholder groups, to
10 establish a pilot media-based public information campaign regarding
11 the damage of studded tire use on state and local roadways in Whatcom
12 county, and to continue the existing pilot information campaign in
13 Spokane county. The reason for the geographic selection of Spokane
14 and Whatcom counties is based on the high utilization of studded
15 tires in these jurisdictions. The public information campaigns must
16 primarily focus on making the consumer aware of the safety
17 implications for other drivers, road deterioration, financial impact
18 for taxpayers, and, secondarily, the alternatives to studded tires.
19 The Whatcom county pilot public information campaign must begin by
20 September 1, 2020. By January 14, 2021, the department must provide
21 the transportation committees of the legislature an update on the
22 Spokane and Whatcom county pilot public information campaigns.

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

25	Motor Vehicle Account—State Appropriation	\$28,409,000
26	Motor Vehicle Account—Federal Appropriation	\$25,615,000
27	Motor Vehicle Account—Local Appropriation.	\$1,000,000
28	Multimodal Transportation Account—State Appropriation . . .	\$710,000
29	Multimodal Transportation Account—Federal	
30	Appropriation	\$2,809,000
31	Multimodal Transportation Account—Private/Local	
32	Appropriation	\$100,000
33	TOTAL APPROPRIATION.	\$58,643,000

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

36 (1) \$130,000 of the motor vehicle account—state appropriation is
37 provided solely for implementation of a corridor study to identify
38 potential improvements between exit 116 and exit 99 of Interstate 5.

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

6 (2) \$100,000 of the motor vehicle account—state appropriation is
7 provided solely to complete the Tacoma mall direct access feasibility
8 study.

9 (3) \$730,000 of the motor vehicle account—federal appropriation
10 is provided solely to complete the road usage charge pilot project
11 overseen by the transportation commission to use the remaining
12 unspent amount of the \$4,600,000 federal grant award. The purpose of
13 the road usage charge pilot project is to explore the viability of a
14 road usage charge as a possible replacement for the gas tax.

15 (4) \$1,000,000 of the motor vehicle account—state appropriation
16 is provided solely for the department to develop a plan and report
17 for the Ballard-Interbay Regional Transportation System project
18 (L1000257) to improve mobility for people and freight. The plan must
19 be developed in coordination and partnership with entities including
20 but not limited to the city of Seattle, King county, the Port of
21 Seattle, and Sound Transit. The plan must examine replacement of the
22 Ballard bridge and the Magnolia bridge, which was damaged in the 2001
23 Nisqually earthquake. The department must provide a report on the
24 plan that includes recommendations to the transportation committees
25 of the legislature by November 1, 2020. The report must include
26 recommendations on how to maintain the current and future capacities
27 of the Magnolia and Ballard bridges, an overview and analysis of all
28 plans between 2010 and 2020 that examine how to replace the Magnolia
29 bridge, and recommendations on a timeline for constructing new
30 Magnolia and Ballard bridges.

31 (5) Within existing resources, the department must implement a
32 state route number 518 corridor study conducted in partnership with
33 the Port of Seattle, Sound Transit, and other regional entities. The
34 department must study practical solutions to address high vehicle
35 volumes and delays in the corridor including evaluation of solutions
36 to the rapid growth of traffic in the corridor and how that growth
37 impacts access to the Seattle-Tacoma international airport and the
38 surrounding communities. The study must be submitted to the
39 transportation committees of the legislature by November 30, 2019.

1 no less than the previous year's maintenance of effort for special
2 needs transportation. Grants for transit agencies must be prorated
3 based on the amount expended for demand response service and route
4 deviated service in calendar year 2017 as reported in the "Summary of
5 Public Transportation - 2017" published by the department of
6 transportation. No transit agency may receive more than thirty
7 percent of these distributions. Fuel type may not be a factor in the
8 grant selection process.

9 (2) \$32,223,000 of the rural mobility grant program account—state
10 appropriation is provided solely for grants to aid small cities in
11 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
12 factor in the grant selection process.

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

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

26 (4) \$21,346,000 of the regional mobility grant program account—
27 state appropriation is reappropriated and provided solely for the
28 regional mobility grant projects identified in LEAP Transportation
29 Document 2019-2 ALL PROJECTS as developed March 25, 2019, Program -
30 Public Transportation Program (V).

31 (5) (a) \$77,679,000 of the regional mobility grant program account
32 —state appropriation is provided solely for the regional mobility
33 grant projects identified in LEAP Transportation Document 2019-2 ALL
34 PROJECTS as developed March 25, 2019, Program - Public Transportation
35 Program (V). The department shall review all projects receiving grant
36 awards under this program at least semiannually to determine whether
37 the projects are making satisfactory progress. Any project that has
38 been awarded funds, but does not report activity on the project
39 within one year of the grant award, must be reviewed by the

1 department to determine whether the grant should be terminated. The
2 department shall promptly close out grants when projects have been
3 completed, and any remaining funds must be used only to fund projects
4 identified in the LEAP transportation document referenced in this
5 subsection. The department shall provide annual status reports on
6 December 15, 2019, and December 15, 2020, to the office of financial
7 management and the transportation committees of the legislature
8 regarding the projects receiving the grants. It is the intent of the
9 legislature to appropriate funds through the regional mobility grant
10 program only for projects that will be completed on schedule. A
11 grantee may not receive more than twenty-five percent of the amount
12 appropriated in this subsection. The department shall not approve any
13 increases or changes to the scope of a project for the purpose of a
14 grantee expending remaining funds on an awarded grant. Fuel type may
15 not be a factor in the grant selection process.

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

30 (6) Funds provided for the commute trip reduction (CTR) program
31 may also be used for the growth and transportation efficiency center
32 program.

33 (7) \$5,670,000 of the multimodal transportation account—state
34 appropriation and \$784,000 of the state vehicle parking account—state
35 appropriation are provided solely for CTR grants and activities. Fuel
36 type may not be a factor in the grant selection process.

37 (8) \$27,048,000 of the multimodal transportation account—state
38 appropriation is provided solely for connecting Washington transit
39 projects identified in LEAP Transportation Document 2019-2 ALL

1 PROJECTS as developed March 25, 2019. It is the intent of the
2 legislature that entities identified to receive funding in the LEAP
3 document referenced in this subsection receive the amounts specified
4 in the time frame specified in that LEAP document. If an entity has
5 already completed a project in the LEAP document referenced in this
6 subsection before the time frame identified, the entity may
7 substitute another transit project or projects that cost a similar or
8 lesser amount.

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

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

14 (11) \$12,000,000 of the multimodal transportation account—state
15 appropriation is provided solely for the green transportation capital
16 grant program established in chapter . . . (Substitute House Bill No.
17 2042), Laws of 2019.

18 (12) \$375,000 of the multimodal transportation account—state
19 appropriation is provided solely for an interagency transfer to the
20 Washington State University extension energy program to establish and
21 administer the technical assistance and education program authorized
22 in chapter . . . (Substitute House Bill No. 2042), Laws of 2019 for
23 public agencies on the use of alternative fuel vehicles.

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

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

32 (ii) Providing administrative support to other interested school
33 districts in King county to prepare for implementing similar programs
34 for their students.

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

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

39 (ii) Available ridership data;

1 (iii) A cost estimate, including a detailed description of the
2 various expenses leading to the cost estimate, and any other factors
3 relevant to expanding the program to other King county school
4 districts;

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

9 (v) Opportunities for subsidized ORCA cards or local grant or
10 matching funds; and

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

13 (14) \$750,000 of the multimodal transportation account—state
14 appropriation is provided solely for Intercity Transit for the Dash
15 shuttle program.

16 (15) \$250,000 of the multimodal transportation account—state
17 appropriation is provided solely for King county for a pilot program
18 to provide individuals in King county who are experiencing
19 homelessness and are extremely low-income with access to public
20 transportation.

21 (16) \$191,000 of the multimodal transportation account—state
22 appropriation is provided solely for a fixed route transit route to
23 Pacific Northwest University of Health Sciences.

24 (17) \$710,000 of the multimodal transportation account—state
25 appropriation is provided solely for the city of Zillah assist with
26 the construction of the Teapot Dome Park and Ride lot.

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

28 **MARINE—PROGRAM X**

29	Puget Sound Ferry Operations Account—State	
30	Appropriation	\$539,324,000
31	Puget Sound Ferry Operations Account—Federal	
32	Appropriation	\$8,532,000
33	Puget Sound Ferry Operations Account—Private/Local	
34	Appropriation	\$121,000
35	TOTAL APPROPRIATION.	\$547,977,000

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

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

10 (2) For the 2019-2021 fiscal biennium, the department may enter
11 into a distributor controlled fuel hedging program and other methods
12 of hedging approved by the fuel hedging oversight committee, which
13 must include a representative of the department of enterprise
14 services.

15 (3) \$76,261,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for auto ferry vessel operating fuel
17 in the 2019-2021 fiscal biennium, which reflect cost savings from a
18 reduced biodiesel fuel requirement and, therefore, is contingent upon
19 the enactment of section 703 chapter 313, Laws of 2017. The amount
20 provided in this subsection represents the fuel budget for the
21 purposes of calculating any ferry fare fuel surcharge.

22 (4) \$500,000 of the Puget Sound ferry operations account—state
23 appropriation is provided solely for operating costs related to
24 moving vessels for emergency capital repairs. Funds may only be spent
25 after approval by the office of financial management.

26 (5) \$6,344,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for credit card fees. Beginning
28 January 1, 2020, Washington state ferries must implement a credit
29 card and debit card surcharge at a rate equal to the credit card
30 transaction fee for ferry fares and reservations.

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

38 (7) \$160,000 of the Puget Sound ferry operations account—state
39 appropriation is provided solely for a ferry fleet baseline noise

1 study, conducted by a consultant, for the purpose of establishing
2 plans and data-driven goals to reduce ferry noise when Southern
3 resident orca whales are present. In addition, the study must
4 establish prioritized strategies to address vessels serving routes
5 with the greatest exposure to orca whale movements.

6 (8) \$254,000 of the Puget Sound ferry operations account—state
7 appropriation is provided solely for a dedicated inventory logistics
8 manager on a one-time basis.

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

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

21 (b) The Washington state transportation center must use new
22 traffic management models and scheduling tools to examine proposed
23 improvements for the triangle route. The department shall report to
24 the standing transportation committees of the legislature by January
25 15, 2021. The report must include:

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

30 (ii) Recommendations for emergency boat allocations, regular
31 schedule policies, and emergency schedule policies based on all
32 customers alternative travel options to ensure that any dock with no
33 road access is prioritized in scheduling and scheduled service is
34 provided based on population size, demographics, and local medical
35 services;

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

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

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

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

Multimodal Transportation Account—State	
Appropriation	\$80,688,000
Multimodal Transportation Account—Federal Appropriation. . .	\$500,000
Multimodal Transportation Account—Private/Local	
Appropriation	\$717,000
TOTAL APPROPRIATION.	\$81,905,000

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

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

- (i) Projections of potential ridership;
- (ii) Review of relevant planning studies;
- (iii) Establishment of an advisory group and associated meetings;
- (iv) Development of a Stampede Pass corridor alignment to maximize ridership, revenue, and rationale, considering service to population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg, Toppenish, and Spokane;
- (v) Assessment of current infrastructure conditions, including station stop locations;
- (vi) Identification of equipment needs;
- (vii) Identification of operator options; and
- (viii) Interviews with stakeholders.

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

1 (2) (a) (i) \$224,000 of the multimodal transportation account—state
2 appropriation and \$671,000 of the multimodal transportation account—
3 private/local appropriation are provided solely for continued
4 analysis of the ultra high-speed ground transportation corridor in a
5 new study, with participation from Washington, Oregon, and British
6 Columbia. No funds may be expended until the department is in receipt
7 of \$671,000 in private/local funding provided solely for this
8 purpose.

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

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

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

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

16 (ii) An assessment of current laws in state and provincial
17 jurisdictions and identification of any proposed changes to laws,
18 regulations, and/or agreements that are needed to proceed with
19 development; and

20 (iii) Development of general recommendations for the
21 authorization needed to advance the development of the corridor. This
22 study must build on the results of the 2018 Washington state ultra
23 high-speed ground transportation business case analysis and the 2019
24 Washington state ultra high-speed ground transportation study
25 findings report. The department shall consult with the transportation
26 committees of the legislature regarding all issues related to
27 proposed corridor governance.

28 (c) The development work referenced in (b) of this subsection is
29 intended to identify and make recommendations related to specific
30 entities, including interjurisdictional entities, policies, and
31 processes required for the purposes of furthering preliminary
32 analysis efforts for the ultra high-speed ground transportation
33 corridor. This development work is not intended to authorize one or
34 more entities to assume decision making authority for the design,
35 construction, or operation of an ultra high-speed rail corridor.

36 (d) By December 1, 2020, the department shall provide to the
37 governor and the transportation committees of the legislature a
38 report of the study's findings regarding the three elements noted in
39 this subsection. As applicable, the report should also be sent to the
40 executive and legislative branches of government in the state of

1 Oregon and appropriate government bodies in the province of British
2 Columbia.

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

5	Motor Vehicle Account—State Appropriation	\$11,713,000
6	Motor Vehicle Account—Federal Appropriation	\$2,567,000
7	Multiuse Roadway Safety Account—State Appropriation	\$132,000
8	Multimodal Transportation Account—State Appropriation	\$1,100,000
9	TOTAL APPROPRIATION.	\$15,512,000

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

12 (1) \$350,000 of the multimodal transportation account—state
13 appropriation is provided solely for a study by the Puget Sound
14 regional council of new passenger ferry service to better connect
15 communities throughout the twelve county Puget Sound region. The
16 study must assess potential new routes, identify future terminal
17 locations, and provide recommendations to accelerate the
18 electrification of the ferry fleet. The study must identify future
19 passenger only demand throughout Western Washington, analyze
20 potential routes and terminal locations on Puget Sound, Lake
21 Washington, and Lake Union with an emphasis on preserving waterfront
22 opportunities in public ownership and opportunities for partnership.
23 The study must determine whether and when the passenger ferry service
24 achieves a net reduction in carbon emissions including an analysis of
25 the emissions of modes that passengers would otherwise have used. The
26 study must estimate capital and operating costs for routes and
27 terminals. The study must include early and continuous outreach with
28 all interested stakeholders and a report to the legislature and all
29 interested parties by January 31, 2021.

30 (2) \$1,141,500 of the motor vehicle account—state appropriation
31 is provided solely for the department, from amounts set aside out of
32 statewide fuel taxes distributed to counties according to RCW
33 46.68.120(3), to contract with the Washington state association of
34 counties to:

35 (a) In coordination with stakeholders, identify county-owned fish
36 passage barriers, with priority given to barriers that share the same
37 stream system as state-owned fish passage barriers. The study must
38 identify, map, and provide a preliminary assessment of county-owned

1 barriers that need correction, and provide, where possible,
2 preliminary costs estimates for each barrier correction. The study
3 must provide recommendations on:

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

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

9 (b) Update the local agency guidelines manual, including
10 exploring alternatives within the local agency guidelines manual on
11 county priorities;

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

15 (3) \$750,000 of the multimodal transportation account—state
16 appropriation is provided solely for a transit oriented development
17 pilot project at Kingsgate park and ride in Kirkland intended to be
18 completed by December 31, 2023. The purpose of the pilot project is
19 to demonstrate how appropriate department properties may be used to
20 provide multiple public benefits such as affordable and market rate
21 housing, commercial development and institutional facilities in
22 addition to transportation purposes. To accomplish the pilot project,
23 the department is authorized to exercise all legal and administrative
24 powers authorized in statute which may include, but is not limited
25 to, the transfer, lease, or sale of some or all of the property to
26 another governmental agency, public development authority, or
27 nonprofit developer approved by the department and partner agencies.
28 The department may also partner with sound transit, King county, the
29 city of Kirkland, and any other federal, regional, or local
30 jurisdiction on any policy changes necessary from those jurisdictions
31 to facilitate the pilot project. By December 1, 2019, the department
32 must report to the legislature on any legislative actions necessary
33 to facilitate the pilot project and future transit oriented
34 development projects.

35 **TRANSPORTATION AGENCIES—CAPITAL**

36 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
37 **INVESTMENT BOARD**

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

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

5 Small City Pavement and Sidewalk Account—State
 6 Appropriation \$5,890,000
 7 Transportation Improvement Account—State
 8 Appropriation \$228,510,000
 9 Complete Streets Grant Program Account—State
 10 Appropriation \$14,670,000
 11 TOTAL APPROPRIATION. \$249,070,000

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

- 14 (1) \$159,285,000 of the transportation improvement account—state
 15 appropriation is provided solely for the Urban Arterial Program.
- 16 (2) \$30,810,000 of the transportation improvement account—state
 17 appropriation is provided solely for the Small City Arterial Program.
- 18 (3) \$15,840,000 of the transportation improvement account—state
 19 appropriation is provided solely for the Sidewalk Program.
- 20 (4) \$13,260,000 of the transportation improvement account—state
 21 appropriation is provided solely for the Arterial Preservation
 22 Program.
- 23 (5) \$3,800,000 of the small city pavement and sidewalk account—
 24 state appropriation is provided solely for the Small City
 25 Preservation Program.
- 26 (6) \$2,090,000 of the small city pavement and sidewalk account—
 27 state appropriation is provided solely for the City Hardship
 28 Assistance Program.
- 29 (7) \$14,670,000 of the complete streets grant program account—
 30 state appropriation is provided solely for the Complete Streets
 31 Program.
- 32 (8) \$9,315,000 of the transportation improvement account—state
 33 appropriation is provided solely for the Relight Washington Program.

34 NEW SECTION. **Sec. 305. FOR THE RECREATION AND CONSERVATION**
 35 **OFFICE**

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

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

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

6 (2) The board may retain a portion of the funding appropriated in
7 this section for its office for the administration of the grants. The
8 portion of the funding retained for administration may not exceed 3.0
9 percent of the appropriation.

10 (3) The department of fish and wildlife may retain a portion of
11 the funding appropriated for this section for the Brian Abbott Fish
12 Barrier Removal Board for technical assistance in developing projects
13 for consideration. The portion of the funding retained for technical
14 assistance may not exceed 4.12 percent of the appropriation.

15 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
16 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
17 **CAPITAL**

18	Motor Vehicle Account—State Appropriation	\$51,552,000
19	Connecting Washington Account—State Appropriation	\$42,497,000
20	TOTAL APPROPRIATION.	\$94,049,000

21 The appropriations in this section are subject to the following
22 conditions and limitations: \$1,565,000 from the motor vehicle account
23 —state appropriation is provided solely for furniture for the
24 renovated Northwest Region Headquarters at Dayton Avenue. The
25 department must efficiently furnish the renovated building. The
26 amount provided in this subsection is the maximum the department may
27 spend on furniture for this facility.

28 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
29 **IMPROVEMENTS—PROGRAM I**

30	Transportation Partnership Account—State	
31	Appropriation	\$443,919,000
32	Motor Vehicle Account—State Appropriation	\$68,040,000
33	Motor Vehicle Account—Federal Appropriation	\$158,837,000
34	Motor Vehicle Account—Private/Local Appropriation	\$19,839,000
35	Connecting Washington Account—State	
36	Appropriation	\$2,139,926,000

1	Special Category C Account—State Appropriation	\$99,000,000
2	Multimodal Transportation Account—State	
3	Appropriation	\$5,929,000
4	Alaskan Way Viaduct Replacement Project Account—State	
5	Appropriation	\$77,951,000
6	Transportation 2003 Account (Nickel Account)—State	
7	Appropriation	\$21,819,000
8	Interstate 405 Express Toll Lanes Operations Account—State	
9	Appropriation	\$34,036,000
10	TOTAL APPROPRIATION.	\$3,069,296,000

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

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

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

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

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

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

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

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

10 (8) \$98,464,000 of the transportation partnership account—state
11 appropriation, \$7,006,000 of the motor vehicle account—private/local
12 appropriation, \$3,383,000 of the transportation 2003 account (nickel
13 account)—state appropriation, \$77,951,000 of the Alaskan Way viaduct
14 replacement project account—state appropriation, and \$1,838,000 of
15 the multimodal transportation account—state appropriation are
16 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
17 (809936Z).

18 (9) \$3,521,000 of the multimodal transportation account—state
19 appropriation is provided solely for transit mitigation for the SR
20 99/Viaduct Project - Construction Mitigation project (809940B).

21 (10) \$164,000,000 of the connecting Washington account—state
22 appropriation is provided solely for the US 395/North Spokane
23 Corridor project (M00800R). Any future savings on the project must
24 stay on the US 395/Interstate 90 corridor and be made available to
25 the current phase of the North Spokane corridor project or any future
26 phase of the project in 2019-2021.

27 (11) \$1,200,000 of the transportation partnership account—state
28 appropriation is provided solely for the I-405/Kirkland Vicinity
29 Stage 2 - Widening project (8BI1002). Any savings on this project or
30 other Interstate 405 corridor projects must stay on the Interstate
31 405 corridor and be made available to either the I-405/SR 167
32 Interchange - Direct Connector project (140504C), the I-405 Renton to
33 Bellevue project (M00900R), or the I-405/SR 522 to I-5 Capacity
34 Improvements project (L2000234) in the 2019-2021 fiscal biennium.

35 (12) \$22,195,000 of the transportation partnership account—state
36 appropriation, \$12,805,000 of the transportation 2003 account (nickel
37 account)—state appropriation, and \$27,000,000 of the Interstate 405
38 express toll lanes operations account—state appropriation are
39 provided solely for the I-405/SR 522 to I-5 Capacity Improvements

1 project (L2000234) for activities related to adding capacity on
2 Interstate 405 between state route number 522 and Interstate 5, with
3 the goals of increasing vehicle throughput and aligning project
4 completion with the implementation of bus rapid transit in the
5 vicinity of the project. The transportation partnership account—state
6 appropriation funding and the transportation 2003 account (nickel
7 account)—state appropriation funding are transfers or
8 reappropriations of a transfer from the I-405/Kirkland Vicinity Stage
9 2 - Widening project due to savings, and will fund right-of-way and
10 construction costs for additional phase of this I-405 project.

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

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

17 (14) \$395,822,000 of the connecting Washington account—state
18 appropriation, \$342,000 of the motor vehicle account—local
19 appropriation, and \$60,000 of the motor vehicle account—state
20 appropriation are provided solely for the SR 520 Seattle Corridor
21 Improvements-West End project (M00400R).

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

32 (b) The department is directed to work with the operator of the
33 Montlake boulevard market located on parcel number 1-23190 to provide
34 opportunities to continue operations and negotiate a lease up to
35 January 1, 2020. Further, the department shall identify space in the
36 vicinity of the Montlake property for mobile food services and work
37 with the city of Seattle and existing permit processes to allow
38 mobile food vendors ease of access in the vicinity of the Montlake
39 property. The department shall advertise the opportunity to the

1 current operator of the market and, if needed, to other potential
2 vendors. The department shall develop a communication outreach plan
3 with the city to solicit community input as to the food services
4 provided. Upon completion of the Montlake Phase of the West End
5 project (current anticipated contract completion of 2023), the
6 Washington state department of transportation shall surplus that
7 portion of the property no longer needed for transportation purposes.

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

14 (16) Any advisory group that the department convenes during the
15 2019-2021 fiscal biennium must consider the interests of the entire
16 state of Washington.

17 (17) It is the intent of the legislature that for the I-5 JBLM
18 Corridor Improvements project (M00100R), the department shall
19 actively pursue \$50,000,000 in federal funds to pay for this project
20 to supplant state funds in the future. \$50,000,000 in connecting
21 Washington account funding must be held in unallotted status during
22 the 2021-2023 fiscal biennium. These funds may only be used after the
23 department has provided notice to the office of financial management
24 that it has exhausted all efforts to secure federal funds from the
25 federal highway administration and the department of defense.

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

33 (19) \$8,750,000 of the motor vehicle account—state appropriation
34 is provided solely for efforts related to replacing the Interstate 5
35 bridge across the Columbia river. The work of this project office
36 shall include the reevaluation of the purpose and need identified for
37 the project previously known as the Columbia river crossing, the
38 reevaluation of permits and development of a finance plan, the
39 reengagement of stakeholders and the public, and the reevaluation of
40 scope, schedule, and budget for a bistate effort for replacement of

1 the Interstate 5 Columbia river bridge. The department shall provide
2 a progress report to the governor and the transportation committees
3 of the legislature by September 30, 2019, and a final report to the
4 governor and the transportation committees of the legislature by
5 September 30, 2020. Of the amount provided in this subsection,
6 \$8,030,000 of the motor vehicle account—state appropriation must be
7 placed in unallotted status by the office of financial management
8 until the department develops a detailed plan for the work of this
9 project office in consultation with the chairs and ranking members of
10 the transportation committees of the legislature. The director of the
11 office of financial management shall consult with the chairs and
12 ranking members of the transportation committees of the legislature
13 prior to making a decision to allot these funds.

14 (20) \$131,183,000 of the transportation partnership account—state
15 appropriation, \$44,961,000 of the motor vehicle account—federal
16 appropriation, \$356,000 of the motor vehicle account—state
17 appropriation, and \$37,500,000 of the connecting Washington account—
18 state appropriation are provided solely for the Fish Passage Barrier
19 project (OBI4001) to remove fish passage barriers with the intent of
20 fully complying with the court injunction by 2030.

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

24 (22) \$36,000 of the Interstate 405 express toll lanes operations
25 account—state appropriation is provided solely for the I-405 NB Hard
26 Shoulder Running - SR 527 to I-5 project (L1000163).

27 (23) The legislature continues to prioritize the replacement of
28 the state's aging infrastructure and recognizes the importance of
29 reusing and recycling construction aggregate and recycled concrete
30 materials in our transportation system.

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

34 (24) \$265,100,000 of the connecting Washington account—state
35 appropriation is provided solely for the SR 167/SR 509 Puget Sound
36 Gateway project (M00600R).

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

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

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

15 (d) It is the legislature's intent that the department shall
16 construct a full single-point urban interchange at the junction of
17 state route number 161 (Meridian avenue) and state route number 167
18 and a full single-point urban interchange at the junction of state
19 route number 509 and 188th Street. If the department receives
20 additional funds from an outside source for this project after the
21 base project is fully funded, the funds must first be applied toward
22 the completion of these two full single-point urban interchanges.

23 (e) In designing the state route number 509/state route number
24 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
25 project (M00600R), the department shall make every effort to utilize
26 the preferred "4B" design.

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

32 (25) \$25,900,000 of the Special Category C account—state
33 appropriation is provided solely for the SR 18 Widening - Issaquah/
34 Hobart Rd to Raging River project (L1000199) for improving and
35 widening state route 18 to four lanes from Issaquah-Hobart Road to
36 Raging River.

37 (26) \$4,200,000 of the motor vehicle account—state appropriation
38 is provided solely for the SR 507 at Vail Road- Roundabout project
39 (L1000230) for construction of a roundabout at the intersection of
40 state route 507 at Vail Road to improve safety and traffic flow.

1 (27) \$4,500,000 of the motor vehicle account—state appropriation
2 is provided solely for the I-5 Corridor from Mounts Road to Tumwater
3 project (L1000231) for completing a National and State Environmental
4 Policy Act (NEPA/SEPA) analysis to identify mid and long-term
5 environmental impacts associated with future improvements along the
6 I-5 corridor from Tumwater to DuPont.

7 (28) \$500,000 of the motor vehicle account—state appropriation is
8 provided solely for the SR 14/I-205 to SE 164th Ave project
9 (L2000102) to add height to an existing noise wall in front of the
10 senior residential community in Fairway Village.

11 (29) \$1,000,000 of the motor vehicle account—state appropriation
12 is provided solely for the SR 516/185th Ave SE to 192nd Ave SE
13 project (L1000238) for the design, engineering, and necessary land
14 acquisition for the project.

15 (30) \$3,000,000 of the motor vehicle account—state appropriation
16 is provided solely for the SR 9/South Lake Stevens Road Roundabout
17 project (L1000240) to construct a roundabout at the intersection of
18 SR 9 and South Lake Stevens Road/24th Street SE.

19 (31) \$650,000 of the motor vehicle account—state appropriation is
20 provided solely for the SR 104/40th Place NE Roundabout project
21 (L1000244) to design and construct a single lane roundabout at 40th
22 Place NE and NE 184th Street. The roundabout shall include
23 appropriate channelization between all roadways and include sidewalks
24 and ADA enhancements.

25 (32) \$2,500,000 of the motor vehicle account—state appropriation
26 is provided solely for the Morse Creek Barrier project (L1000247) to
27 construct a median boulevard for safety.

28 (33) \$210,000 of the motor vehicle account—state appropriation is
29 provided solely for the I-405/44th Gateway Signage and Green-Scaping
30 Improvements project (L1000250) for signage and a "green-scaped"
31 northern entrance into the City of Renton.

32 (34) \$555,624 of the motor vehicle account—state appropriation is
33 provided solely for the SR 520 Sound Mitigation Study project
34 (L1000255) for a pilot project and study to control the noise on the
35 SR 520 bridge.

36 (35) \$1,630,000 of the motor vehicle account—state appropriation
37 is provided solely for the SR 104 Realignment- Kingston project
38 (L1000259) for the right-of-way phase to move inbound ferry traffic
39 to 1st street and restore Main Street to two-way traffic.

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

4 (37) \$1,500,000 of the motor vehicle account—state appropriation
5 is provided solely for the US 97 Safe Passage project (L1000267) for
6 the installation of three wildlife under-crossings, fencing, and
7 cattle-guards on the 12.5-mile section of Highway 97 between
8 Riverside and Tonasket.

9 (38) \$2,050,000 of the connecting Washington account—state
10 appropriation is provided solely for the SR 26/Dusty to Colfax- Add
11 Climbing Lanes project (L2000057) to advance the safety improvements.

12 (39) \$1,000,000 of the motor vehicle account—state appropriation
13 is provided solely for the Confluence Parkway Environmental Impact
14 Statement (L1000271) to complete the Environmental Impact Statement
15 for the SR 285 North Wenatchee Bypass.

16 (40) \$320,000 of the motor vehicle account—state appropriation is
17 provided solely for the SR 6 Culvert Replacement project (L1000232)
18 to remove a fish passage barrier that interfaces with Boistfort
19 Valley Water utilities at approximately milepost 46.6.

20 (41) \$950,000 of the motor vehicle account—state appropriation is
21 provided solely for the SR 16/Gig Harbor Transportation Congestion
22 Relief Improvements project (L1000275) to add a right-turn slip lane
23 at the Pioneer/SR-16 westbound on-ramp and an eastbound Wollochet
24 off-ramp right turn lane.

25 (42) \$1,047,000 of the motor vehicle account—state appropriation
26 is provided solely for the SR 162/410 Interchange Design and Right-
27 of-Way project (L1000276) for design and right-of-way for the SR
28 162/SR 410 intersection.

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

35 (44)(a) The department shall determine the real property owned by
36 the state of Washington and under the jurisdiction of the department
37 in King county that is surplus property or that could be made
38 available as surplus property within the next five years. It must
39 evaluate each of the properties identified for its suitability as

1 unused state-owned real property the transfer of which would be
2 consistent with the public interest under RCW 47.12.080 to facilitate
3 the efforts of King county to increase affordable housing.

4 (b) In consultation and agreement with the appropriate local
5 jurisdictions, and consistent with the legislature's finding of
6 affordable housing as a public benefit in RCW 39.33.015, should the
7 department determine that property is under its jurisdiction that may
8 be transferred to the appropriate local jurisdiction in a manner
9 consistent with RCW 47.12.080 to facilitate pending efforts to
10 increase affordable housing in King county, it shall do so as soon as
11 is practicable provided the requirements of RCW 47.12.080 and the
12 conditions in (c) of this subsection are met.

13 (c) Any moneys used from the motor vehicle fund created under RCW
14 46.68.070 for the purchase or improvement of the property to be
15 transferred by the department under (b) of this subsection must be
16 deposited in the motor vehicle fund, or in the appropriate
17 transportation project account, as consideration for the transfer.
18 The consideration must include the department's costs for its efforts
19 to surplus the property, debt service, all closing costs, and any
20 other liabilities to the department. In addition, if the federal
21 government requires that any federal funding used for the purchase or
22 improvement of the property by the department be refunded to it as a
23 result of this property transfer, the amount required by the federal
24 government must also be provided to the department as consideration
25 for the transfer of property.

26 (d) In consultation with the appropriate local jurisdiction, in
27 the event that no suitable property is identified by the department
28 as available for transfer, the department shall identify any unused
29 land held by it that is not presently needed and that is available
30 for rental or lease under the terms of RCW 47.12.120 and WAC
31 468-30-11 for the purposes described in (a) of this subsection, and
32 shall rent or lease the property to facilitate pending efforts of
33 King county to increase affordable housing as soon as is practicable
34 provided the requirements of RCW 47.12.120 are met and the motor
35 vehicle fund created under RCW 46.68.070, or the appropriate
36 transportation project account, is reimbursed for this use to the
37 extent required under state law and regulation.

38 (e) The department shall provide a report to the transportation
39 committees of the legislature describing the properties it has
40 identified and evaluated as meeting the criteria of (a) of this

1 subsection and, if applicable, (d) of this subsection, by October 1,
2 2019. It shall also provide periodic updates to the transportation
3 committees of the legislature on the status of any transfer of
4 property or lease agreement planned or undertaken to comply with this
5 subsection.

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

11 (46) \$1,547,000 of the motor vehicle account—state appropriation
12 is provided solely for the SR 530 Safety Improvements project.

13 (47) \$660,000 of the motor vehicle account—state appropriation is
14 provided solely for the SR 532 Flood Protection Berm project.

15 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**
16 **PRESERVATION—PROGRAM P**

17	Recreational Vehicle Account—State Appropriation	\$1,744,000
18	Transportation Partnership Account—State	
19	Appropriation	\$23,706,000
20	Motor Vehicle Account—State Appropriation	\$90,384,000
21	Motor Vehicle Account—Federal Appropriation	\$454,759,000
22	Motor Vehicle Account—Private/Local Appropriation	\$5,159,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation	\$544,000
25	Connecting Washington Account—State Appropriation	\$183,239,000
26	Tacoma Narrows Toll Bridge Account—State Appropriation	\$7,906,000
27	Transportation 2003 Account (Nickel Account)—State	
28	Appropriation	\$9,617,000
29	TOTAL APPROPRIATION.	\$777,058,000

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

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

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

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

13 (3) \$25,036,000 of the connecting Washington account—state
14 appropriation is provided solely for the land mobile radio upgrade
15 (G2000055) and is subject to the conditions, limitations, and review
16 provided in section 701, chapter 313, Laws of 2017. The land mobile
17 radio project is subject to technical oversight by the office of the
18 chief information officer. The department, in collaboration with the
19 office of the chief information officer, shall identify where
20 existing or proposed mobile radio technology investments should be
21 consolidated, identify when existing or proposed mobile radio
22 technology investments can be reused or leveraged to meet multiagency
23 needs, increase mobile radio interoperability between agencies, and
24 identify how redundant investments can be reduced over time. The
25 department shall also provide quarterly reports to the technology
26 services board on project progress.

27 (4) \$5,000,000 of the motor vehicle account—state appropriation
28 is provided solely for extraordinary costs incurred from litigation
29 awards, settlements, or dispute mitigation activities not eligible
30 for funding from the self-insurance fund. The amount provided in this
31 subsection must be held in unallotted status until the department
32 submits a request to the office of financial management that includes
33 documentation detailing litigation-related expenses. The office of
34 financial management may release the funds only when it determines
35 that all other funds designated for litigation awards, settlements,
36 and dispute mitigation activities have been exhausted. No funds
37 provided in this subsection may be expended on any legal fees related
38 to the SR 99/Alaskan Way viaduct replacement project.

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

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

15 (7) \$4,720,000 of the motor vehicle account—federal appropriation
16 and \$280,000 of the motor vehicle account—state appropriation are
17 provided solely for weigh station preservation (0BP3006).

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

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

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

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

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

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

7	Puget Sound Capital Construction Account—State	
8	Appropriation	\$129,670,000
9	Puget Sound Capital Construction Account—Federal	
10	Appropriation	\$141,750,000
11	Puget Sound Capital Construction Account—Private/Local	
12	Appropriation	\$350,000
13	Transportation Partnership Account—State	
14	Appropriation	\$4,936,000
15	Capital Vessel Replacement Account—State	
16	Appropriation	\$93,800,000
17	Connecting Washington Account—State Appropriation	\$92,766,000
18	TOTAL APPROPRIATION.	\$463,272,000

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

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

26 (2) \$59,650,000 of the connecting Washington account—state
27 appropriation and \$1,461,000 of the Puget Sound capital construction
28 account—state appropriation are provided solely for the Mukilteo
29 ferry terminal (952515P). To the extent practicable, the department
30 shall avoid the closure of, or disruption to, any existing public
31 access walkways in the vicinity of the terminal project during
32 construction.

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

1 (4) \$5,000,000 of the Puget Sound capital construction account—
2 state appropriation is provided solely for emergency capital repair
3 costs (999910K). Funds may only be spent after approval by the office
4 of financial management.

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

16 (6) \$44,000,000 of the Puget Sound capital construction account—
17 state appropriation is provided solely for the conversion of two
18 Jumbo Mark II vessels to electric hybrid (G2000084).

19 (7) \$5,200,000 of the Puget Sound ferry construction account—
20 state appropriation and \$93,800,000 of the capital vessel replacement
21 account—state appropriation are provided solely for the acquisition
22 of two 144-car vessels contingent upon new and sufficient resources.
23 The department shall use as much already procured equipment as
24 practicable on the 144-car vessel. The vendor must present to the
25 joint transportation committee and the office of financial
26 management, by September 15, 2019, a list of options that will result
27 in significant cost savings changes in terms of construction or the
28 long-term maintenance and operations of the vessel. The vendor must
29 allow for exercising the options without a penalty. If neither
30 chapter . . . (Engrossed Substitute Senate Bill No. . . .) (Ferry
31 Procurement), Laws of 2019 nor chapter . . . (House Bill No. . . .)
32 (Ferry Procurement), Laws of 2019 is enacted by June 30, 2019,
33 \$5,200,000 of the Puget Sound ferry construction account—state
34 appropriation and \$93,800,000 of the capital vessel replacement
35 account—state appropriation in this subsection lapses.

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

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

2 **RAIL—PROGRAM Y—CAPITAL**

3 Essential Rail Assistance Account—State Appropriation . . . \$500,000

4 Transportation Infrastructure Account—State

5 Appropriation \$7,554,000

6 Multimodal Transportation Account—State

7 Appropriation \$92,991,000

8 Multimodal Transportation Account—Federal

9 Appropriation \$8,302,000

10 Multimodal Transportation Account—Local Appropriation. . . . \$336,000

11 TOTAL APPROPRIATION. \$109,683,000

12 The appropriations in this section are subject to the following

13 conditions and limitations:

14 (1) Except as provided otherwise in this section, the entire

15 appropriations in this section are provided solely for the projects

16 and activities as listed by project and amount in LEAP Transportation

17 Document 2019-2 ALL PROJECTS as developed March 25, 2019, Program -

18 Rail Program (Y).

19 (2) \$7,136,000 of the transportation infrastructure account—state

20 appropriation is provided solely for new low-interest loans approved

21 by the department through the freight rail investment bank (FRIB)

22 program. The department shall issue FRIB program loans with a

23 repayment period of no more than ten years, and charge only so much

24 interest as is necessary to recoup the department's costs to

25 administer the loans. The department shall report annually to the

26 transportation committees of the legislature and the office of

27 financial management on all FRIB loans issued.

28 (3) \$8,112,000 of the multimodal transportation account—state

29 appropriation and \$135,000 of the essential rail assistance account—

30 state appropriation, and \$51,000 of the transportation infrastructure

31 account—state appropriation are provided solely for new statewide

32 emergent freight rail assistance projects identified in the LEAP

33 transportation document referenced in subsection (1) of this section.

34 (4) The department must provide a report on the progress made on

35 freight rail investment bank projects and freight rail assistance

36 projects funded during this biennium to the transportation committees

37 of the legislature by January 1, 2020.

38 (5) \$367,000 of the transportation infrastructure account—state

39 appropriation and \$1,100,000 of the multimodal transportation account

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

16 (6) (a) \$365,000 of the essential rail assistance account—state
17 appropriation is provided solely for the purpose of the
18 rehabilitation and maintenance of the Palouse river and Coulee City
19 railroad line (F01111B).

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

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

25 (ii) Revenues from trackage rights agreement fees paid by
26 shippers; and

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

31 (7) The department shall issue a call for projects for the
32 freight rail assistance program, and shall evaluate the applications
33 in a manner consistent with past practices as specified in section
34 309, chapter 367, Laws of 2011. By November 15, 2020, the department
35 shall submit a prioritized list of recommended projects to the office
36 of financial management and the transportation committees of the
37 legislature.

38 (8) \$600,000 of the multimodal transportation account—federal
39 appropriations and \$6,000 of the multimodal transportation account—

1 state appropriation are provided solely for the Ridgefield Rail
2 Overpass (project 725910A). Total costs for this project may not
3 exceed \$909,000 across fiscal biennia.

4 (9) \$300,000 of the multimodal transportation account—state
5 appropriation is provided solely for the Washougal thirty-second
6 street underpass design/permitting project (L1000220).

7 (10) \$1,000,000 of the multimodal transportation account—state
8 appropriation is provided solely for the Titlow rail bridge/culvert
9 improvement - metro parks Tacoma project (L1000221).

10 (11) \$700,000 of the multimodal transportation account—state
11 appropriation is provided solely for the Chelatchie Prairie railroad
12 roadbed rehabilitation project (L1000233).

13 (12) \$2,900,000 of the multimodal transportation account—state
14 appropriation is provided solely for the Pines Road/BNSF grade
15 separation project (L1000234).

16 (13) \$250,000 of the multimodal transportation account—state
17 appropriation is provided solely for the Port of Moses Lake Northern
18 Columbia Basin railroad feasibility study (L1000235).

19 (14) \$1,000,000 of the multimodal transportation account—state
20 appropriation is provided solely for the Port of Warden Rail
21 Infrastructure Expansion Phase 2 project (L1000236).

22 (15) \$500,000 of the multimodal transportation account—state
23 appropriation is provided solely for the Jones/John Liner road BNSF
24 railroad undercrossing and roadway extension project (L1000237).

25 (16) \$2,650,000 of the multimodal transportation account—state
26 appropriation is provided solely for the grade separation at Bell
27 road project (L1000239).

28 (17) \$500,000 of the multimodal transportation account—state
29 appropriation is provided solely for the Spokane airport transload
30 facility project (L1000242).

31 NEW SECTION. **Sec. 312. FOR THE DEPARTMENT OF TRANSPORTATION—**

32 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

33	Highway Infrastructure Account—State Appropriation	\$793,000
34	Highway Infrastructure Account—Federal Appropriation	\$981,000
35	Transportation Partnership Account—State	
36	Appropriation	\$750,000
37	Highway Safety Account—State Appropriation	\$800,000
38	Motor Vehicle Account—State Appropriation	\$43,688,000

1	Motor Vehicle Account—Federal Appropriation	\$56,835,000
2	Motor Vehicle Account—Private/Local Appropriation	\$21,500,000
3	Connecting Washington Account—State Appropriation	\$170,854,000
4	Multimodal Transportation Account—State	
5	Appropriation	\$79,252,000
6	TOTAL APPROPRIATION.	\$375,453,000

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

9 (1) Except as provided otherwise in this section, the entire
10 appropriations in this section are provided solely for the projects
11 and activities as listed by project and amount in LEAP Transportation
12 Document 2019-2 ALL PROJECTS as developed March 25, 2019, Program -
13 Local Programs (Z).

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

17 (a) \$18,380,000 of the multimodal transportation account—state
18 appropriation is provided solely for newly selected pedestrian and
19 bicycle safety program projects. \$5,940,000 of the multimodal
20 transportation account—state appropriation and \$750,000 of the
21 transportation partnership account—state appropriation are
22 reappropriated for pedestrian and bicycle safety program projects
23 selected in the previous biennia (L2000188).

24 (b) \$11,400,000 of the motor vehicle account—federal
25 appropriation and \$7,750,000 of the multimodal transportation account
26 —state appropriation are provided solely for newly selected safe
27 routes to school projects. \$6,900,000 of the motor vehicle account—
28 federal appropriation, \$2,320,000 of the multimodal transportation
29 account—state appropriation, and \$800,000 of the highway safety
30 account—state appropriation are reappropriated for safe routes to
31 school projects selected in the previous biennia (L2000189). The
32 department may consider the special situations facing high-need
33 areas, as defined by schools or project areas in which the percentage
34 of the children eligible to receive free and reduced-price meals
35 under the national school lunch program is equal to, or greater than,
36 the state average as determined by the department, when evaluating
37 project proposals against established funding criteria while ensuring
38 continued compliance with federal eligibility requirements.

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

7 (4) \$28,319,000 of the multimodal transportation account—state
8 appropriation is provided solely for bicycle and pedestrian projects
9 listed in the LEAP transportation document referenced in subsection
10 (1) of this section.

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

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

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

30 (7) \$19,160,000 of the connecting Washington account—state
31 appropriation is provided solely for the Covington Connector
32 (L2000104). The amounts described in the LEAP transportation document
33 referenced in subsection (1) of this section are not a commitment by
34 future legislatures, but it is the legislature's intent that future
35 legislatures will work to approve appropriations in the 2019-2021
36 fiscal biennium to reimburse the city of Covington for approved work
37 completed on the project up to the full \$24,000,000 cost of this
38 project.

- 1 (8) \$1,080,000 of the motor vehicle account—state appropriation
2 is provided solely for the Beech Street extension project (L1000222).
- 3 (9) \$1,800,000 of the motor vehicle account—state appropriation
4 is provided solely for the Rush Road interchange improvement project
5 (L1000223).
- 6 (10) \$4,000,000 of the motor vehicle account—state appropriation
7 is provided solely for the Dupont-Steilacoom road improvement project
8 (L1000224).
- 9 (11) \$100,000 of the motor vehicle account—state appropriation is
10 provided solely for the Dupont street trees and sidewalk team project
11 (L1000225).
- 12 (12) \$500,000 of the motor vehicle account—state appropriation is
13 provided solely for the Puyallup low impact frontage improvement
14 project (L1000226).
- 15 (13) \$300,000 of the motor vehicle account—state appropriation is
16 provided solely for the Interstate 5/54th street gateway improvement
17 project (L1000227).
- 18 (14) \$3,000,000 of the motor vehicle account—state appropriation
19 is provided solely for the Sprague avenue phase 2 project (L1000243).
- 20 (15) \$1,130,000 of the motor vehicle account—state appropriation
21 is provided solely for the north Kellogg street and west Clearwater
22 avenue intersection (L1000245).
- 23 (16) \$786,000 of the motor vehicle account—state appropriation is
24 provided solely for the northeast cedar avenue and northeast damson
25 project (L1000246).
- 26 (17) \$1,000,000 of the motor vehicle account—state appropriation
27 is provided solely for the 35th avenue southeast phase 2 project
28 (L1000248).
- 29 (18) \$2,260,000 of the multimodal transportation account—state
30 appropriation is provided solely for the Clinton to Ken's corner
31 trail project (L1000249).
- 32 (19) \$1,750,000 of the motor vehicle account—state appropriation
33 is provided solely for the Williams and Wells conversion project
34 (L1000251).
- 35 (20) \$2,000,000 of the motor vehicle account—state appropriations
36 is provided solely for the Edmonds street waterfront connector
37 project (L1000252).

- 1 (21) \$650,000 of the motor vehicle account—state appropriation is
2 provided solely for the dash point road at 4th avenue south safety
3 improvements project (L1000253).
- 4 (22) \$700,000 of the motor vehicle account—state appropriation is
5 provided solely for the 21st avenue south at 320th street
6 signalization project (L1000254).
- 7 (23) \$2,920,000 of the multimodal transportation account—state
8 appropriation is provided solely for the 148th street nonmotorized
9 bridge project (L1000256).
- 10 (24) \$500,000 of the multimodal transportation account—state
11 appropriation is provided solely for the white center pedestrian
12 safety improvement project (L1000258).
- 13 (25) \$750,000 of the motor vehicle account—state appropriation is
14 provided solely for the Wallace Kneeland and Shelton springs road
15 intersection improvements project (L1000260).
- 16 (26) \$100,000 of the motor vehicle account—state appropriation is
17 provided solely for the state route 99 north aurora pedestrian safety
18 signal upgrade project (L1000261).
- 19 (27) \$1,823,000 of the multimodal transportation account—state
20 appropriation is provided solely for the north Broadway college
21 district pedestrian bridge project (L1000262).
- 22 (28) \$474,000 of the motor vehicle account—state appropriation is
23 provided solely for the cascade elementary safe routes to schools
24 project (L1000263).
- 25 (29) \$2,000,000 of the motor vehicle account—state appropriation
26 is provided solely for the Guemes island ferry replacement project
27 (L1000265).
- 28 (30) \$2,000,000 of the motor vehicle account—state appropriation
29 is provided solely for the Slater road elevation project (L1000266).
- 30 (31) \$750,000 of the multimodal transportation account—state
31 appropriation is provided solely for the Redmond connector phase 3
32 project (L1000268).
- 33 (32) \$1,000,000 of the motor vehicle account—state appropriation
34 is provided solely for the complete 224th street phase 2 project
35 (L1000270).
- 36 (33) \$450,000 of the multimodal transportation account—state
37 appropriation is provided solely for the 68th avenue northeast
38 pedestrian and bicycle safety improvement project (L1000272).

1 (34) \$700,000 of the motor vehicle account—state appropriation is
2 provided solely for the garrison road sidewalk infill project
3 (L1000273).

4 (35) \$500,000 of the multimodal transportation account—state
5 appropriation is provided solely for the Newport way northwest
6 pedestrian and bicycle safety project (L1000274).

7 NEW SECTION. **Sec. 313. ANNUAL REPORTING REQUIREMENTS FOR**
8 **CAPITAL PROGRAM**

9 (1) As part of its annual budget submittal, the department of
10 transportation shall provide an update to the report provided to the
11 legislature in the prior fiscal year that: (a) Compares the original
12 project cost estimates approved in the 2003, 2005, and 2015 revenue
13 package project lists to the completed cost of the project, or the
14 most recent legislatively approved budget and total project costs for
15 projects not yet completed; (b) identifies highway projects that may
16 be reduced in scope and still achieve a functional benefit; (c)
17 identifies highway projects that have experienced scope increases and
18 that can be reduced in scope; (d) identifies highway projects that
19 have lost significant local or regional contributions that were
20 essential to completing the project; and (e) identifies contingency
21 amounts allocated to projects.

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

27 (3) Working in concert with the office of financial management
28 and local governments, the department will work to identify local
29 agency concerns regarding services provided by the department to
30 local governments for which a fee is charged. The department will
31 provide a report with its 2019-2021 biennial budget submittal to the
32 governor and transportation committees of the legislature on the
33 identified services and associated fee(s). The report must include,
34 but is not limited to, a description of the identified project
35 services provided to local agencies, estimates of the associated
36 charges for the service, and an accounting of expenditures charged to
37 local agencies associated with the identified services during the
38 previous two fiscal years.

1 NEW SECTION. **Sec. 314. QUARTERLY REPORTING REQUIREMENTS FOR**
2 **CAPITAL PROGRAM**

3 On a quarterly basis, the department of transportation shall
4 provide to the office of financial management and the legislative
5 transportation committees the following reports for all capital
6 programs:

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

8 (a) A TEIS version containing actual capital expenditures for all
9 projects consistent with the structure of the most recently enacted
10 budget;

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

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

17 (d) Projected costs and schedule for individual projects that are
18 funded at a programmatic level for projects relating to bridge rail,
19 guard rail, fish passage barrier removal, roadside safety projects,
20 and seismic bridges. Projects within this programmatic level funding
21 must be completed on a priority basis and scoped to be completed
22 within the current programmatic budget;

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

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

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

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

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

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

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

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

- 1 (a) Identify the estimated advertisement date for all projects
 2 consistent with the structure of the most recently enacted
 3 transportation budget that are going to advertisement during the
 4 current fiscal biennium;
- 5 (b) Identify the anticipated operationally complete date for all
 6 projects consistent with the structure of the most recently enacted
 7 transportation budget that are going to advertisement during the
 8 current fiscal biennium; and
- 9 (c) Identify the estimated cost of completion for all projects
 10 consistent with the structure of the most recently enacted
 11 transportation budget that are going to advertisement during the
 12 current fiscal biennium.

13 NEW SECTION. **Sec. 315. FEDERAL FUNDS RECEIVED FOR CAPITAL**
 14 **PROJECT EXPENDITURES**

15 To the greatest extent practicable, the department of
 16 transportation shall expend federal funds received for capital
 17 project expenditures before state funds.

18 **TRANSFERS, DISTRIBUTIONS, AND SPECIAL APPROPRIATIONS**

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

23	Transportation Partnership Account—State	
24	Appropriation.	\$1,565,000
25	Connecting Washington Account—State Appropriation.	\$8,218,000
26	Special Category C Account—State Appropriation.	\$470,000
27	Highway Bond Retirement Account—State	
28	Appropriation.	\$1,257,277,000
29	Ferry Bond Retirement Account—State Appropriation.	\$25,077,000
30	Transportation Improvement Board Bond Retirement	
31	Account—State Appropriation.	\$12,684,000
32	Nondebt-Limit Reimbursable Bond Retirement	
33	Account—State Appropriation.	\$29,585,000
34	Toll Facility Bond Retirement Account—State	
35	Appropriation.	\$86,483,000
36	Transportation 2003 Account (Nickel Account)—State	

1 Appropriation. \$48,000
2 TOTAL APPROPRIATION. \$1,421,407,000

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

6 Transportation Partnership Account—State
7 Appropriation. \$313,000
8 Connecting Washington Account—State Appropriation. \$1,644,000
9 Special Category C Account—State Appropriation. \$94,000
10 Transportation 2003 Account (Nickel Account)—State
11 Appropriation. \$7,000
12 TOTAL APPROPRIATION. \$2,058,000

13 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**
14 **FOR DISTRIBUTION**

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

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

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

22 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**
23 **TRANSFERS**

24 Motor Vehicle Account—State Appropriation:
25 For motor vehicle fuel tax refunds and
26 transfers. \$220,426,000

27 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—ADMINISTRATIVE**
28 **TRANSFERS**

29 (1) Transportation Partnership Account—State
30 Appropriation: For transfer to the Connecting
31 Washington Account—State. \$13,000,000

32 (2) Highway Safety Account—State Appropriation:
33 For transfer to the State Patrol Highway

1 Account—State. \$49,000,000
2 (3) Motor Vehicle Account—State Appropriation:
3 For transfer to the County Arterial Preservation
4 Account—State. \$4,844,000
5 (4) Motor Vehicle Account—State Appropriation:
6 For transfer to the Freight Mobility Investment
7 Account—State. \$8,511,000
8 (5) Motor Vehicle Account—State Appropriation:
9 For transfer to the Rural Arterial Trust
10 Account—State. \$4,844,000
11 (6) Motor Vehicle Account—State Appropriation:
12 For transfer to the Transportation Improvement
13 Account—State. \$9,688,000
14 (7) Rural Mobility Grant Program Account—State
15 Appropriation: For transfer to the Multimodal
16 Transportation Account—State. \$3,000,000
17 (8) State Route Number 520 Civil Penalties
18 Account—State Appropriation: For transfer to
19 the State Route Number 520 Corridor
20 Account—State. \$1,434,000
21 (9) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Freight
23 Mobility Multimodal Account—State. \$8,511,000
24 (10) Multimodal Transportation Account—State
25 Appropriation: For transfer to the Puget Sound
26 Capital Construction Account—State. \$5,000,000
27 (11) Multimodal Transportation Account—State
28 Appropriation: For transfer to the Puget Sound
29 Ferry Operations Account—State. \$40,000,000
30 (12) Multimodal Transportation Account—State
31 Appropriation: For transfer to the Regional
32 Mobility Grant Program Account—State. \$27,679,000
33 (13) Multimodal Transportation Account—State
34 Appropriation: For transfer to the Rural
35 Mobility Grant Program Account—State. \$15,223,000
36 (14) Tacoma Narrows Toll Bridge Account—State
37 Appropriation: For transfer to the Motor
38 Vehicle Account—State. \$950,000

1 (15) Alaskan Way Viaduct Replacement Project
2 Account—State Appropriation: For transfer to the
3 Motor Vehicle Account—State. \$11,135,000

4 (16) (a) Alaskan Way Viaduct Replacement Project
5 Account—State Appropriation: For transfer to the
6 Transportation Partnership Account—State. \$19,262,000

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

10 (17) Transportation 2003 Account (Nickel Account)—
11 State Appropriation: For transfer to the Connecting
12 Washington Account—State. \$6,000,000

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

16 (b) The amount transferred in this subsection represents that
17 portion of the up to \$200,000,000 in proceeds from the sale of bonds
18 authorized in RCW 47.10.873, intended to be sold through the
19 2021-2023 fiscal biennium, used only for construction of the SR 99/
20 Alaskan Way Viaduct Replacement project (809936Z), and that must be
21 repaid from the Alaskan Way viaduct replacement project account
22 consistent with RCW 47.56.864.

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

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

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

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

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

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

7 (22) Transportation 2003 Account (Nickel Account)
8 —State Appropriation: For transfer to the Motor Vehicle
9 Account—State. \$40,000,000

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

13 (24) Multimodal Transportation Account—State
14 Appropriation: For transfer to the Transportation
15 Partnership Account—State. \$25,000,000

16 (25) Multimodal Transportation Account—State
17 Appropriation: For transfer to the Motor Vehicle
18 Account—State. \$45,000,000

19 (26) (a) Motor Vehicle Account—State
20 Appropriation: For transfer to the County Road
21 Administration Board Emergency Loan Account—State. \$3,000,000

22 (b) If chapter . . . (Senate Bill No. 5923), Laws of 2019 is not
23 enacted by June 30, 2019, the amount provided in this subsection
24 lapses.

25 (27) (a) Capital Vessel Replacement Account—State
26 Appropriation: For transfer to the Connecting
27 Washington Account—State. \$3,918,000

28 (b) The amount transferred in this subsection is for debt service
29 and debt issuance costs associated with the construction of new ferry
30 vessels.

31 (28) Multimodal Transportation Account—State
32 Appropriation: For transfer to the Complete Streets
33 Grant Program Account—State. \$14,670,000

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

36 Pilotage Account—State Appropriation \$58,000
37 Aeronautics Account—State Appropriation \$84,000
38 State Patrol Highway Account—State Appropriation \$4,541,000

1	State Patrol Highway Account—Federal Appropriation	\$128,000
2	State Patrol Highway Account—Private/Local Appropriation . . .	(\$5,000)
3	Motorcycle Safety Education Account—State Appropriation . . .	\$96,000
4	Rural Arterial Trust Account—State Appropriation	\$55,000
5	State Wildlife Account—State Appropriation	\$7,000
6	Highway Safety Account—State Appropriation	\$7,714,000
7	Highway Safety Account—Federal Appropriation	\$198,000
8	Motor Vehicle Account—State Appropriation	\$37,096,000
9	Puget Sound Ferry Operations Account—State Appropriation . .	\$959,000
10	Transportation Improvement Account—State Appropriation . . .	\$100,000
11	Ignition Interlock Device Revolving Account—State	
12	Appropriation	\$66,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation	\$419,000
15	County Arterial Preservation Account—State Appropriation . .	\$55,000
16	Department of Licensing Services Account—State	
17	Appropriation	\$46,000
18	Multimodal Transportation Account—State Appropriation . . .	\$587,000
19	Abandoned Recreational Vehicle Disposal Account—State	
20	Appropriation	\$15,000
21	Tacoma Narrows Toll Bridge Account—State Appropriation . . .	\$137,000
22	Alaskan Way Viaduct Replacement Project Account—State	
23	Appropriation	\$603,000
24	I-405 Express Toll Lanes Operations Account—State	
25	Appropriation	\$218,000
26	TOTAL APPROPRIATION.	\$53,177,000

27 The appropriations in this section are subject to the following
28 conditions and limitations: The appropriations are provided solely
29 for allocation to state agencies for miscellaneous compensation and
30 benefit adjustments.

31 NEW SECTION. **Sec. 408. FOR THE OFFICE OF FINANCIAL MANAGEMENT—**
32 **CENTRAL CHARGES**

33	Pilotage Account—State Appropriation	\$796,000
34	State Patrol Highway Account—State Appropriation	\$3,168,000
35	Motorcycle Safety Education Account—State Appropriation . . .	\$8,000
36	Highway Safety Account—State Appropriation	\$620,000
37	Highway Safety Account—Federal Appropriation	\$16,000

1 for federal advance construction projects prior to conversion to
2 federal funding.

3 **COMPENSATION**

4 NEW SECTION. **Sec. 501. COLLECTIVE BARGAINING AGREEMENTS NOT**
5 **IMPAIRED**

6 Nothing in this act prohibits the expenditure of any funds by an
7 agency or institution of the state for benefits guaranteed by any
8 collective bargaining agreement in effect on the effective date of
9 this section.

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

11 Sections 503 through 520 of this act represent the results of the
12 2019-2021 collective bargaining process required under chapters
13 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
14 agreements contained in sections 503 through 520 of this act are
15 described in general terms. Only major economic terms are included in
16 the descriptions. These descriptions do not contain the complete
17 contents of the agreements. The collective bargaining agreements
18 contained in sections 503 through 520 of this act may also be funded
19 by expenditures from nonappropriated accounts. If positions are
20 funded with lidded grants or dedicated fund sources with insufficient
21 revenue, additional funding from other sources is not provided.

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

24 An agreement has been reached between the governor and the office
25 and professional employees international union local eight (OPEIU)
26 pursuant to chapter 47.64 RCW for the 2019-2021 fiscal biennium.
27 Funding is provided for a four percent general wage increase
28 effective July 1, 2019, and a four percent general wage increase
29 effective July 1, 2020. The agreement also includes and funding is
30 provided for salary adjustments for targeted job classifications, a
31 restructure of the pay schedule and increased vacation leave.

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

34 An agreement has been reached between the governor and the ferry
35 agents, supervisors, and project administrators association pursuant

1 to chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
2 provided for a three percent general wage increase effective July 1,
3 2019, and a three percent general wage increase effective July 1,
4 2020. The agreement also includes and funding is provided for an
5 increase in the drug and alcohol sampling certification and a new
6 scheduling committee with two employee representatives.

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

9 An agreement has been reached between the governor and the
10 service employees international union local 6 pursuant to chapter
11 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
12 a nine percent general wage increase effective July 1, 2019, and a
13 three percent general wage increase effective July 1, 2020. The
14 agreement also includes and funding is provided for an increase in
15 the shift premium rate.

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

18 An agreement has been reached between the governor and the
19 Pacific Northwest regional council of carpenters through an interest
20 arbitration award pursuant to chapter 47.64 RCW for the 2019-2021
21 fiscal biennium. Funding is provided for the awarded four percent
22 general wage increase effective July 1, 2019, and a four percent
23 general wage increase effective July 1, 2020.

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

26 An agreement has been reached between the governor and the Puget
27 Sound metal trades council pursuant to chapter 47.64 RCW for the
28 2019-2021 fiscal biennium. Funding is provided for a four percent
29 general wage increase effective July 1, 2019, and a four percent
30 general wage increase effective July 1, 2020.

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

33 An agreement has been reached between the governor and the marine
34 engineers' beneficial association unlicensed engine room employees
35 through an interest arbitration award pursuant to chapter 47.64 RCW

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

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

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

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

20 An agreement has been reached between the governor and the marine
21 engineers' beneficial association port engineers pursuant to chapter
22 47.64 RCW for the 2019-2021 fiscal biennium. Funding is provided for
23 an initial salary structure and for a one percent general wage
24 increase effective July 1, 2019, and a three percent general wage
25 increase effective July 1, 2020. The agreement also includes and
26 funding is provided for payment of a daily rate when required to be
27 on duty outside normal working hours, a minimum pay for call outs,
28 and reimbursement for safety shoes.

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

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

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

3 An agreement has been reached between the governor and the
4 masters, mates, and pilots - masters pursuant to chapter 47.64 RCW
5 for the 2019-2021 fiscal biennium. Funding is provided for a three
6 percent general wage increase effective July 1, 2019, and three
7 percent general wage increase effective July 1, 2020.

8 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
9 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
10 **SUPERVISORS**

11 An agreement has been reached between the governor and the
12 masters, mates, and pilots - watch center supervisors pursuant to
13 chapter 47.64 RCW for the 2019-2021 fiscal biennium. Funding is
14 provided for a three percent general wage increase effective July 1,
15 2019, and two percent general wage increase effective July 1, 2020.
16 The agreement also includes and funding is provided for call back and
17 an increase in relief pay.

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

20 An agreement has been reached between the governor and the
21 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW
22 through an interest arbitration award for the 2019-2021 fiscal
23 biennium. Funding is provided for the awarded three percent general
24 wage increase effective July 1, 2019, a three percent general wage
25 increase effective July 1, 2020, and a two percent general wage
26 increase effective January 1, 2021. The agreement also includes and
27 funding is provided for salary adjustments for targeted job
28 classifications in the shoregang series, increased holiday pay and
29 increased premium pay for use of selected power tools.

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

31 An agreement has been reached between the governor and the
32 Washington federation of state employees under the provisions of
33 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
34 provided for a three percent general wage increase effective July 1,
35 2019, and a three percent general wage increase effective July 1,
36 2020. The agreement also includes and funding is provided for salary

1 adjustments for targeted job classifications, premium pay for
2 employees who work in King county, and establishment of a new
3 information technology professional compensation structure.

4 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
5 **LOCAL 17**

6 An agreement has been reached between the governor and the
7 professional and technical employees local 17 under the provisions of
8 chapter 41.80 RCW for the 2019-2021 fiscal biennium. Funding is
9 provided for a three percent general wage increase effective July 1,
10 2019, and a three percent general wage increase effective July 1,
11 2020. The agreement also includes and funding is provided for salary
12 adjustments for targeted job classifications and premium pay for
13 employees who work in King county.

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

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

24 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—**
25 **COALITION OF UNIONS**

26 An agreement has been reached for the 2019-2021 biennium between
27 the governor and the coalition of unions under the provisions of
28 chapter 41.80 RCW for the 2019-21 fiscal biennium. Funding is
29 provided for a three percent general wage increase effective July 1,
30 2019, and a three percent general wage increase effective July 1,
31 2020. The agreement also includes and funding is provided for salary
32 adjustments for targeted job classifications, premium pay for
33 employees who work in King county, loan repayments for eligible
34 physicians and psychiatrists, and recruitment incentives for
35 psychiatrists.

1 NEW SECTION. **Sec. 519. COLLECTIVE BARGAINING AGREEMENT—WSP**
2 **TROOPERS ASSOCIATION**

3 An agreement has been reached between the governor and the
4 Washington state patrol troopers association under the provisions of
5 chapter 41.56 RCW for the 2019-2021 fiscal biennium. Funding is
6 provided for a two percent general wage increase effective July 1,
7 2019, and a two and one-half of one percent general wage increase
8 effective July 1, 2020.

9 NEW SECTION. **Sec. 520. COLLECTIVE BARGAINING AGREEMENT—WSP**
10 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

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

17 NEW SECTION. **Sec. 521. COMPENSATION—REPRESENTED EMPLOYEES—**
18 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

19 An agreement was reached for the 2019-2021 biennium between the
20 governor and the health care coalition under the provisions of
21 chapter 41.80 RCW. Appropriations in this act for state agencies,
22 including institutions of higher education, are sufficient to
23 implement the provisions of the 2019-2021 collective bargaining
24 agreement, including health flexible spending accounts for eligible
25 employees under the agreement, and are subject to the following
26 conditions and limitations:

27 The monthly employer funding rate for insurance benefit premiums,
28 public employees' benefits board administration, and the uniform
29 medical plan, shall not exceed nine hundred seventy-seven dollars per
30 eligible employee for fiscal year 2020. For fiscal year 2021, the
31 monthly employer funding rate shall not exceed nine hundred seventy-
32 eight dollars per eligible employee.

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

35 Appropriations for state agencies in this act are sufficient for
36 represented employees outside the coalition for health benefits, and

1 are subject to the following conditions and limitations: The monthly
2 employer funding rate for insurance benefit premiums, public
3 employees' benefits board administration, and the uniform medical
4 plan, may not exceed nine hundred seventy-seven dollars per eligible
5 employee for fiscal year 2020. For fiscal year 2021, the monthly
6 employer funding rate may not exceed nine hundred seventy-eight
7 dollars per eligible employee.

8 NEW SECTION. **Sec. 523. COMPENSATION—NONREPRESENTED EMPLOYEES—**
9 **INSURANCE BENEFITS**

10 Appropriations for state agencies in this act are sufficient for
11 nonrepresented state employee health benefits for state agencies,
12 including institutions of higher education, and are subject to the
13 following conditions and limitations:

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

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

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

2 (1) Appropriations for state agency employee compensation in this
3 act are sufficient to provide general wage increases to state agency
4 employees who are not represented or who bargain under statutory
5 authority other than chapter 41.80 or 47.64 RCW or RCW 41.56.473 or
6 41.56.475.

7 (2) Funding is provided for a three percent general wage increase
8 effective July 1, 2019, for all classified employees as specified in
9 subsection (1) of this section, employees in the Washington
10 management service, and exempt employees under the jurisdiction of
11 the office of financial management. The appropriations are also
12 sufficient to fund a three percent salary increase effective July 1,
13 2019, for executive, legislative, and judicial branch employees
14 exempt from merit system rules whose maximum salaries are not set by
15 the commission on salaries for elected officials.

16 (3) Funding is provided for a three percent general wage increase
17 effective July 1, 2020, for all classified employees as specified in
18 subsection (1) of this section, employees in the Washington
19 management service, and exempt employees under the jurisdiction of
20 the office of financial management. The appropriations are also
21 sufficient to fund a three percent salary increase effective July 1,
22 2020, for executive, legislative, and judicial branch employees
23 exempt from merit system rules whose maximum salaries are not set by
24 the commission on salaries for elected officials.

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

26 Funding is provided for salary adjustments for targeted job
27 classifications as specified by the office of financial management
28 for classified state employees, except those represented by a
29 collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW
30 41.56.473 and 41.56.475.

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

32 Funding is also provided for a minimum starting wage of fourteen
33 dollars an hour, effective July 1, 2019, and for increases in wages
34 of job classes that are aligned with affected job classes, except
35 those represented by a collective bargaining unit under chapters
36 41.80 and 47.64 RCW and RCW 41.56.473 and 41.56.475. This funding is
37 sufficient for general government agencies and higher education

1 institutions to comply with the provisions of Initiative Measure No.
2 1433 with respect to state employees.

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

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

7 NEW SECTION. **Sec. 528. COMPENSATION—REVISE PENSION CONTRIBUTION**
8 **RATES**

9 The appropriations in this act for school districts and state
10 agencies, including institutions of higher education, are subject to
11 the following conditions and limitations: Appropriations are adjusted
12 to reflect changes to agency appropriations to reflect pension
13 contribution rates adopted by the pension funding council and the law
14 enforcement officers' and firefighters' retirement system plan 2
15 board.

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

17 Appropriations to state agencies include funding for an increase
18 in pension contribution rates for several state pension systems. An
19 increase of fourteen one-hundredths of one-percent is funded for
20 state employer contributions to the public employees' and public
21 safety employees' retirement systems. An increase of thirty-two one-
22 hundredths of one percent for school employer contributions to the
23 teachers' retirement system and an increase of fourteen one-
24 hundredths of one percent for employer contributions to the school
25 employees' retirement system are funded. These increases are provided
26 for the purpose of a one-time, ongoing pension increase for retirees
27 in the public employees' retirement system plan 1 and teachers'
28 retirement system plan 1.

29 **IMPLEMENTING PROVISIONS**

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

31 (1) The 2005 transportation partnership projects or improvements
32 and 2015 connecting Washington projects or improvements are listed in
33 the LEAP Transportation Document 2019-1 as developed March 25, 2019,
34 which consists of a list of specific projects by fund source and
35 amount over a sixteen-year period. Current fiscal biennium funding

1 for each project is a line-item appropriation, while the outer year
2 funding allocations represent a sixteen-year plan. The department of
3 transportation is expected to use the flexibility provided in this
4 section to assist in the delivery and completion of all
5 transportation partnership account and connecting Washington account
6 projects on the LEAP transportation document referenced in this
7 subsection. For the 2019-2021 project appropriations, unless
8 otherwise provided in this act, the director of the office of
9 financial management may provide written authorization for a transfer
10 of appropriation authority between projects funded with
11 transportation partnership account appropriations or connecting
12 Washington account appropriations to manage project spending and
13 efficiently deliver all projects in the respective program under the
14 following conditions and limitations:

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

17 (b) Transfers from a project may not be made as a result of the
18 reduction of the scope of a project or be made to support increases
19 in the scope of a project;

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

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

25 (e) Transfers may not be made while the legislature is in
26 session;

27 (f) Transfers to a project may not be made with funds designated
28 as attributable to practical design savings as described in RCW
29 47.01.480;

30 (g) Each transfer between projects may only occur if the director
31 of the office of financial management finds that any resulting change
32 will not hinder the completion of the projects as approved by the
33 legislature. Until the legislature reconvenes to consider the 2020
34 supplemental omnibus transportation appropriations act, any
35 unexpended 2017-2019 appropriation balance as approved by the office
36 of financial management, in consultation with the chairs and ranking
37 members of the house of representatives and senate transportation
38 committees, may be considered when transferring funds between
39 projects; and

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

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

15 (3) At the time the department submits a request to transfer
16 funds under this section, a copy of the request must be submitted to
17 the chairs and ranking members of the transportation committees of
18 the legislature.

19 (4) Before approval, the office of financial management shall
20 work with legislative staff of the house of representatives and
21 senate transportation committees to review the requested transfers in
22 a timely manner and consider any concerns raised by the chairs and
23 ranking members of the transportation committees.

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

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

32 NEW SECTION. **Sec. 602.** To the extent that any appropriation
33 authorizes expenditures of state funds from the motor vehicle
34 account, special category C account, Tacoma Narrows toll bridge
35 account, transportation 2003 account (nickel account), transportation
36 partnership account, transportation improvement account, Puget Sound
37 capital construction account, multimodal transportation account,
38 capital vessel replacement account, state route number 520 corridor
39 account, connecting Washington account, or other transportation

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

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

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

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

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

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

21 (b) Identifies, for each project, the amount of cost savings or
22 increases in funding that have been identified as compared to the
23 2015 enacted omnibus transportation appropriations act.

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

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

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

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

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

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

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

14 (1) During the 2019-2021 fiscal biennium, the director of the
15 office of financial management may approve project scope change
16 requests to connecting Washington projects in the highway
17 improvements program, provided that the requests meet the criteria
18 outlined in RCW 47.01.480 and are subject to the limitations in this
19 section.

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

24 (3) Before approval, the office of financial management shall
25 work with legislative staff of the house of representatives and
26 senate transportation committees to review the requested project
27 scope changes.

28 (4) No fewer than ten days after the receipt of a scope change
29 request, the director of the office of financial management must
30 provide written notification to the department of any decision
31 regarding project scope changes, with copies submitted to the
32 transportation committees of the legislature.

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

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

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

8 **MISCELLANEOUS 2019-2021 FISCAL BIENNIUM**

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

10 (1) Agencies must apply to the office of the state chief
11 information officer for approval before beginning a project or
12 proceeding with each discreet phase of a project subject to this
13 section. At each stage, except for project onset, the office of the
14 state chief information officer must certify that the project has an
15 approved technology budget and investment plan, complies with state
16 information technology and security requirements, and other policies
17 defined by the office of the state chief information officer.

18 (2) Agencies may apply to the office of financial management to
19 receive funding for the next stage of their project. Allocations and
20 allotments must be made for discrete stages of projects as determined
21 by the technology budget approved by the office of the state chief
22 information officer and office of financial management.

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

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

1 (5) For certification purposes, each agency shall submit to the
2 office of the state chief information officer and office of financial
3 management:

4 (a) A technology budget that reflects project budget and costs by
5 fiscal month to include all funding sources used, anticipated
6 deliverables for each stage of the project and subproject, if
7 applicable, and across fiscal periods from project initiation through
8 implementation. Projects with estimated costs greater than one
9 hundred million dollars from initiation to implementation and close
10 out shall be split into subprojects as determined by the office of
11 the state chief information officer with individual technology
12 budgets made available for each subproject. The dashboard will retain
13 a roll up of the entire project, and will also have the subproject
14 detail available. If the project affects more than one agency, a
15 separate technology budget must be prepared for each agency. If the
16 project does impact more than one agency, a statewide project
17 technology budget rollup with each impacted agency will be compiled
18 and added to the dashboard.

19 (b) An investment plan that includes:

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

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

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

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

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

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

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

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

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

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

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

12 (e) The agency must consult with the contracting division of the
13 department of enterprise services for a review of all contracts and
14 agreements related to the project's information technology
15 procurements.

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

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

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

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

32 (1) The appropriations to the department of transportation in
33 this act must be expended for the programs and in the amounts
34 specified in this act. Appropriations made in this act to the
35 department of transportation shall initially be allotted as required
36 by this act. Subsequent allotment modifications shall not include
37 transfers of moneys between sections of this act except as expressly
38 provided in this act and in subsection (2) of this section, nor shall

1 allotment modifications permit moneys that are provided solely for a
2 specific purpose to be used for other than that purpose.

3 (2) (a) The department may transfer up to a total of fifteen
4 million dollars of the connecting Washington account—state
5 appropriation and transportation partnership account—state
6 appropriation in the improvements and preservation programs to the
7 local programs capital program, provided that equal and offsetting
8 transfers are made as allowed under (b) of this subsection.

9 (b) The department may transfer up to fifteen million dollars of
10 the motor vehicle account—federal appropriation from the local
11 programs capital program to the improvements and preservation
12 programs in order to offset amounts transferred under (a) of this
13 subsection. Federal funds eligible for exchange under this subsection
14 are limited to the portion of the federal aid highway program
15 distributed to local jurisdictions by population through the motor
16 vehicle account.

17 (c) Transfers under this subsection (2) require the approval of
18 the director of the office of financial management. The director of
19 the office of financial management shall notify the transportation
20 committees of the legislature in writing ten days prior to approving
21 any allotment modifications or transfers under this subsection. The
22 written notifications shall include a narrative explanation and
23 justification of the changes, along with expenditures and allotments
24 by budget unit and appropriation, both before and after any allotment
25 modifications or transfers.

26 NEW SECTION. **Sec. 703. ACQUISITION OF PROPERTIES AND FACILITIES**
27 **THROUGH FINANCIAL CONTRACTS**

28 (1) The department of transportation is authorized to enter into
29 a financing contract pursuant to chapter 39.94 RCW through the state
30 treasurer's lease-purchase program for the purposes indicated. The
31 department may use any funds, appropriated or nonappropriated, in not
32 more than the principal amounts indicated, plus financing expenses
33 and required reserves, if any. Expenditures made by the department of
34 transportation for the indicated purposes before the issue date of
35 the authorized financing contract and any certificates of
36 participation therein may be reimbursed from proceeds of the
37 financing contract and any certificates of participation therein to

1 the extent provided in the agency's financing plan approved by the
2 state finance committee.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

33 (5) As part of monitoring compliance, the Washington traffic
34 safety commission shall also track recidivism for violations of RCW
35 46.61.502 and 46.61.504 by persons required to have an ignition
36 interlock driver's license under RCW 46.20.385 and 46.20.720.

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

1 (1) The capital vessel replacement account is created in the
2 motor vehicle fund. All revenues generated from the vessel
3 replacement surcharge under RCW 47.60.315(7) and service fees
4 collected by the department of licensing or county auditor or other
5 agent appointed by the director under RCW 46.17.040, 46.17.050, and
6 46.17.060 must be deposited into the account. Moneys in the account
7 may be spent only after appropriation. Expenditures from the account
8 may be used only for the construction or purchase of ferry vessels
9 and to pay the principal and interest on bonds authorized for the
10 construction or purchase of ferry vessels. However, expenditures from
11 the account must first be used to support the construction or
12 purchase, including any applicable financing costs, of a ferry vessel
13 with a carrying capacity of at least one hundred forty-four cars.

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

18 (3) The legislature may transfer from the capital vessel
19 replacement account to the connecting Washington account created
20 under RCW 46.68.395 and the Puget Sound capital construction account
21 such amounts as reflect the excess fund balance of the capital vessel
22 replacement account to be used for ferry terminal construction and
23 vessel and terminal preservation.

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

26 There is hereby created in the state treasury a fund to be known
27 as the highway safety fund to the credit of which must be deposited
28 all moneys directed by law to be deposited therein. This fund must be
29 used for carrying out the provisions of law relating to driver
30 licensing, driver improvement, financial responsibility, cost of
31 furnishing abstracts of driving records and maintaining such case
32 records, and to carry out the purposes set forth in RCW 43.59.010,
33 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
34 fiscal biennia, the legislature may transfer from the highway safety
35 fund to the Puget Sound ferry operations account, the motor vehicle
36 fund, and the multimodal transportation account such amounts as
37 reflect the excess fund balance of the highway safety fund. During
38 the 2017-2019 fiscal biennium, the legislature may direct the state
39 treasurer to make transfers of moneys in the highway safety fund to

1 the multimodal transportation account. During the 2019-2021 fiscal
2 biennium, the legislature may direct the state treasurer to make
3 transfers of moneys in the highway safety fund to the state patrol
4 highway account.

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

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

21 (2) During the ((2015-2017)) 2019-2021 fiscal biennium, the
22 legislature may transfer from the transportation 2003 account (nickel
23 account) to the connecting Washington account such amounts as reflect
24 the excess fund balance of the transportation 2003 account (nickel
25 account).

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

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

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

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

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

3 (2) The legislature finds that:

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

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

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

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

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

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

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

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

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

3 (6) The audits may include:

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

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

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

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

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

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

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

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

30 (i) Identification and recognition of best practices;

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

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

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

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

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

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

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

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

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

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

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

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

3 (11) During the (~~(2015-2017)~~) 2019-2021 fiscal biennium, the
4 legislature may transfer from the transportation partnership account
5 to the connecting Washington account such amounts as reflect the
6 excess fund balance of the transportation partnership account.

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

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

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

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

22 (3) During the (~~(2015-2017)~~) 2019-2021 fiscal biennium, the
23 legislature may transfer from the rural mobility grant program
24 account to the multimodal transportation account such amounts as
25 reflect the excess fund balance of the rural mobility grant program
26 account.

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

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

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

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

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

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

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

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

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

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

31 (a) Freeway efficiency and safety;

32 (b) Effectiveness for transit;

33 (c) Person and vehicle movements by mode;

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

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

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

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

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

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

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

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

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

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

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

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

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

1 number 520 civil penalties account to the state route number 520
2 corridor account such amounts as reflect the excess fund balance of
3 the state route number 520 civil penalties account. Funds transferred
4 must be used solely for capital expenditures for the state route
5 number 520 bridge replacement and HOV project. During the 2017-2019
6 fiscal biennium, the legislature may direct the state treasurer to
7 make transfers of moneys in the state route number 520 civil
8 penalties account to the state route number 520 corridor account.
9 During the 2019-2021 fiscal biennium, the legislature may direct the
10 state treasurer to make transfers of moneys in the state route number
11 520 civil penalties account to the state route number 520 corridor
12 account.

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

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

18 The freight mobility investment account is hereby created in the
19 state treasury. Money in the account may be spent only after
20 appropriation. Expenditures from the account may be used only for
21 freight mobility projects that have been approved by the freight
22 mobility strategic investment board in RCW 47.06A.020 and may include
23 any principal and interest on bonds authorized for the projects or
24 improvements. During the 2019-2021 fiscal biennium, the expenditures
25 from the account may also be used for the administrative expenses of
26 the freight mobility strategic investment board.

27 **2017-2019 FISCAL BIENNIUM**

28 **TRANSPORTATION AGENCIES—OPERATING**

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

31 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

32 Highway Safety Account—State Appropriation	\$4,329,000
33 Highway Safety Account—Federal Appropriation	(\$22,205,000)
34	<u>\$25,005,000</u>

1	Highway Safety Account—Private/Local Appropriation	\$118,000
2	School Zone Safety Account—State Appropriation	\$850,000
3	TOTAL APPROPRIATION.	(\$27,502,000)
4		<u>\$30,302,000</u>

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

7 (1) \$100,000 of the highway safety account—state appropriation is
8 provided solely for the implementation of chapter 324, Laws of 2017
9 (bicyclist safety advisory council).

10 (2) \$1,000,000 of the highway safety account—state appropriation
11 is provided solely for the implementation of section 13(4), chapter
12 336, Laws of 2017 (impaired driving). The funding is provided for
13 grants to organizations that seek to reduce driving under the
14 influence of drugs and alcohol and for administering the program.
15 \$108,806 of the amount provided in this subsection is for the
16 commission to cover the costs associated with administering the grant
17 program. The funding provided in this subsection is contingent on the
18 availability of funds raised by the fee, described in section 13(4),
19 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
20 costs of administering the program.

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

23 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

24	Rural Arterial Trust Account—State Appropriation	\$1,056,000
25	Motor Vehicle Account—State Appropriation	(\$2,720,000)
26		<u>\$2,791,000</u>
27	County Arterial Preservation Account—State	
28	Appropriation	\$1,592,000
29	TOTAL APPROPRIATION.	(\$5,368,000)
30		<u>\$5,439,000</u>

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

33 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

34	Transportation Improvement Account—State	
35	Appropriation	\$4,317,000

1 activities outside of the United States, to the extent these marine
2 pilotage activities can inform the evaluation process and identify
3 additional best practices that could be implemented in Washington
4 state;

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

8 (iv) An evaluation of the extent to which the best practices
9 examined can be implemented and would be effective in Washington
10 state; and

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

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

16 (2) \$160,000 of the motor vehicle account—state appropriation is
17 for the joint transportation committee to contract with the
18 University of Minnesota to independently analyze and assess traffic
19 data for the express toll lanes and general purpose lanes of the
20 Interstate 405 tolled corridor, including in terms of the performance
21 measures described in RCW 47.56.880, and to develop and recommend
22 near-term and longer-term strategies for the improvement of traffic
23 performance in this corridor. A report summarizing the results of the
24 traffic data assessment and providing recommended strategies is due
25 to the transportation committees of the legislature by January 8,
26 2018.

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

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

32 (ii) Evaluate the current and projected future capacity of the
33 air cargo system;

34 (iii) Identify underutilized capacity;

35 (iv) Identify and describe what market forces may determine
36 demand for cargo service at different facilities and what role the
37 shippers and cargo service providers play in determining how cargo is
38 moved in the state;

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

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

7 (A) Evaluate air, land, and surface transportation constraints,
8 including intermodal constraints, to accommodate current demand and
9 future growth;

10 (B) Evaluate impediments to addressing those constraints;

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

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

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

18 (c) The study must provide recommendations regarding:

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

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

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

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

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

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

34 (4) \$100,000 of the motor vehicle account—state appropriation is
35 for the joint transportation committee to conduct an assessment of
36 the current roles and responsibilities of the transportation
37 commission. The purpose of the assessment is to review the current
38 membership, functions, powers, and duties of the transportation
39 commission beyond those granted to the transportation commission as
40 the tolling authority under RCW 47.56.850, for the adoption of ferry

1 fares and pricing policies under RCW 47.60.315, or for work related
2 to the road usage charge pilot project as directed by the
3 legislature. When conducting the assessment, the joint transportation
4 committee must consult with the transportation commission and the
5 office of financial management.

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

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

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

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

15 (iv) The transportation commission's current roles and
16 responsibilities relating to transportation planning, transportation
17 policy development, and other functions; and

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

20 (b) A report of the assessment findings and recommendations is
21 due to the transportation committees of the legislature by December
22 31, 2017.

23 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
24 from the cities' statewide fuel tax distributions under RCW
25 46.68.110(2), is for the joint transportation committee to conduct a
26 study to assess the current state of city transportation funding,
27 identify emerging issues, and recommend funding sources to meet
28 current and future needs. As part of the study, the joint
29 transportation committee shall:

30 (i) Identify current city transportation funding
31 responsibilities, sources, and gaps;

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

34 (iii) Identify future city funding needs;

35 (iv) Evaluate alternative sources of funding; and

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

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

1 (c) In conducting the study, the joint transportation committee
2 must consult with:

3 (i) City representatives;

4 (ii) A representative from the department of transportation local
5 programs division;

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

7 (iv) A representative from the department of transportation/
8 metropolitan planning organization/regional transportation planning
9 organization coordinating committee; and

10 (v) Others as appropriate.

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

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

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

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

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

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

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

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

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

36 (vii) A list of potential state, federal, or local revenue
37 sources that public transportation agencies could access or implement
38 in order to meet agencies' capital needs. These revenue sources may
39 be either currently available sources or sources that would need
40 legislative authorization.

1 (b) The Washington state transit association and the Washington
2 state department of transportation shall provide technical support to
3 the study.

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

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

26 (8) \$300,000 of the multimodal transportation account—state
27 appropriation is for the joint transportation committee to conduct a
28 study regarding the regulation of taxi and for hire services
29 regulated by state, local governments, and port districts. The study
30 must compare state and local regulations in the state of Washington
31 that govern these private passenger transportation services and may
32 include recommendations for improving the consistency or overall
33 effectiveness and competitive fairness of the current regulatory
34 frameworks. In conducting the study, the joint transportation
35 committee shall consult with the department of licensing, the
36 utilities and transportation commission, the Washington state patrol,
37 appropriate local entities engaged in the regulation of commercial
38 passenger transportation services, and other relevant stakeholders.
39 The joint transportation committee must issue a report of its

1 findings and recommendations to the house and senate transportation
2 committees by January 14, 2019.

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

11 (b) This review must consist of an assessment of possible
12 approaches for developing a method by which to set state standards
13 for:

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

18 (ii) Medical waiver requirements for intrastate nonexcepted
19 commercial driver's license holders and applicants, which must be set
20 in a manner consistent with the requirements of 49 C.F.R. Sec.
21 350.341(h) (2).

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

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

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

37 **Sec. 805.** 2018 c 297 s 207 (uncodified) is amended to read as
38 follows:

39 **FOR THE WASHINGTON STATE PATROL**

1	State Patrol Highway Account—State Appropriation . . .	(\$490,359,000)
2		<u>\$472,475,000</u>
3	State Patrol Highway Account—Federal Appropriation . . .	\$14,571,000
4	State Patrol Highway Account—Private/Local	
5	Appropriation	\$4,011,000
6	Highway Safety Account—State Appropriation	\$1,074,000
7	Ignition Interlock Device Revolving Account—State	
8	Appropriation	\$510,000
9	Multimodal Transportation Account—State Appropriation . . .	\$276,000
10	TOTAL APPROPRIATION.	(\$510,801,000)
11		<u>\$492,917,000</u>

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

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

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

29 (3) \$1,000,000 of the state patrol highway account—state
30 appropriation is provided solely for ongoing support, system updates,
31 maintenance, and an independent assessment of the P25 digital land
32 mobile radio system. Of the amount provided in this subsection,
33 \$400,000 must be used for the independent assessment of the P25
34 digital land mobile radio system. The independent assessment must
35 identify implementation issues and coverage gaps and recommend
36 strategies to address these issues and gaps. The assessment must be
37 submitted to the governor and the transportation committees of the
38 legislature by September 1, 2018. To the extent practicable, the

1 Washington state patrol shall begin implementing recommendations
2 before the completion of the independent assessment.

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

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

17 (6) \$580,000 of the state patrol highway account—state
18 appropriation is provided solely for the operation of and
19 administrative support to the license investigation unit to enforce
20 vehicle registration laws in southwestern Washington. The Washington
21 state patrol, in consultation with the department of revenue, shall
22 maintain a running estimate of sales and use taxes remitted to the
23 state pursuant to activity conducted by the license investigation
24 unit. At the end of the calendar quarter in which it is estimated
25 that more than \$625,000 in taxes have been remitted to the state
26 since the effective date of this section, the Washington state patrol
27 shall notify the state treasurer and the state treasurer shall
28 transfer funds pursuant to section 408(25), chapter 313, Laws of
29 2017.

30 (7) \$600,000 of the state patrol highway account—state
31 appropriation is provided solely for the implementation of chapter
32 181, Laws of 2017 (WSPRS salary definition).

33 (8) \$4,354,000 of the state patrol highway account—state
34 appropriation is provided solely for an additional cadet class,
35 consisting of the 35th arming class and 111th trooper basic training
36 class, in the 2017-2019 fiscal biennium.

37 **Sec. 806.** 2018 c 297 s 208 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF LICENSING**

2	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
3	Motorcycle Safety Education Account—State	
4	Appropriation	(\$4,607,000)
5		<u>\$4,773,000</u>
6	State Wildlife Account—State Appropriation	(\$888,000)
7		<u>\$538,000</u>
8	Highway Safety Account—State Appropriation	(\$254,301,000)
9		<u>\$250,800,000</u>
10	Highway Safety Account—Federal Appropriation	\$3,215,000
11	Motor Vehicle Account—State Appropriation	(\$83,871,000)
12		<u>\$82,456,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$329,000
14	Motor Vehicle Account—Private/Local Appropriation	(\$5,224,000)
15		<u>\$5,709,000</u>
16	Ignition Interlock Device Revolving Account—State	
17	Appropriation	(\$5,261,000)
18		<u>\$5,932,000</u>
19	Department of Licensing Services Account—State	
20	Appropriation	\$6,903,000
21	License Plate Technology Account—State	
22	Appropriation	\$3,000,000
23	Abandoned Recreational Vehicle Account—State	
24	Appropriation	(\$172,000)
25		<u>\$312,000</u>
26	((Driver Licensing Technology Support Account—State	
27	 Appropriation	\$150,000))
28	TOTAL APPROPRIATION	(\$367,955,000)
29		<u>\$364,001,000</u>

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

32 ~~((2))~~ (1) \$20,810,000 of the highway safety account—state
33 appropriation and \$3,000,000 of the license plate technology account—
34 state appropriation are provided solely for business and technology
35 modernization. The department and the state chief information officer
36 or his or her designee must provide a joint project status report to
37 the transportation committees of the legislature on at least a
38 calendar quarter basis. The report must include, but is not limited
39 to: Detailed information about the planned and actual scope,

1 schedule, and budget; status of key vendor and other project
2 deliverables; and a description of significant changes to planned
3 deliverables or system functions over the life of the project.
4 Project staff will periodically brief the committees or the
5 committees' staff on system security and data protection measures.

6 ~~((3))~~ (2) The department when modernizing its computer systems
7 must place personal and company data elements in separate data fields
8 to allow the department to select discrete data elements when
9 providing information or data to persons or entities outside the
10 department. This requirement must be included as part of the systems
11 design in the department's business and technology modernization.
12 Pursuant to the restrictions in federal and state law, a person's
13 photo, social security number, or medical information must not be
14 made available through public disclosure or data being provided under
15 RCW 46.12.630 or 46.12.635.

16 ~~((4))~~ (3) \$4,471,000 of the highway safety account—state
17 appropriation is provided solely for costs necessary to accommodate
18 increased demand for enhanced drivers' licenses and enhanced
19 identicards. The office of financial management shall place the
20 entire amount provided in this subsection in unallotted status. The
21 office of financial management may release portions of the funds when
22 it determines that average wait times have increased by more than two
23 minutes based on wait time and volume data provided by the department
24 compared to average wait times and volume during the month of
25 December 2016. The department and the office of financial management
26 shall evaluate the use of these funds on a monthly basis and
27 periodically report to the transportation committees of the
28 legislature on average wait times and volume data for enhanced
29 drivers' licenses and enhanced identicards.

30 ~~((5))~~ (4) The department shall continue to encourage the use of
31 online vehicle registration renewal reminders and minimize the number
32 of letters mailed by the department. To further this goal, the
33 department shall develop a pilot program to replace first-class mail,
34 letter-form renewal reminders with postcard renewal reminders. The
35 goal of the pilot program is to realize substantial savings on
36 printing and postage costs. The pilot program must include customers
37 who performed their last renewal online and still receive a paper
38 renewal notice. The appropriations in this section reflect savings in
39 postage and printing costs of at least \$250,000 in the 2017-2019
40 fiscal biennium.

1 ~~((6))~~ (5) \$550,000 of the highway safety account—state
2 appropriation is provided solely for communication and outreach
3 activities necessary to inform the public of federally acceptable
4 identification options including, but not limited to, enhanced
5 drivers' licenses and enhanced identicards. The department shall
6 develop and implement an outreach plan that includes informational
7 material that can be effectively communicated to all communities and
8 populations in Washington. At least thirty-five percent of this
9 appropriation must be used by the department for outreach efforts to
10 communities that would not otherwise be served by traditional media
11 outlets.

12 ~~((7))~~ (6) \$19,000 of the highway safety account—state
13 appropriation is provided solely for the implementation of chapter
14 334, Laws of 2017 (distracted driving).

15 ~~((8))~~ (7) \$57,000 of the motor vehicle account—state
16 appropriation is provided solely for the implementation of chapter
17 11, Laws of 2017 (aviation license plate).

18 ~~((9))~~ (8) \$572,000 of the highway safety account—state
19 appropriation is provided solely for the implementation of chapter
20 197, Laws of 2017 (driver education uniformity).

21 ~~((10))~~ (9) \$39,000 of the motor vehicle account—state
22 appropriation is provided solely for the implementation of chapter
23 25, Laws of 2017 (Fred Hutch license plate).

24 ~~((11))~~ (10) \$104,000 of the ignition interlock device revolving
25 account—state appropriation is provided solely for the implementation
26 of chapter 336, Laws of 2017 (impaired driving).

27 ~~((12))~~ (11) \$500,000 of the highway safety account—state
28 appropriation is provided solely for the implementation of chapter
29 206, Laws of 2017 (foster youth/driving).

30 ~~((13))~~ (12) \$61,000 of the highway safety account—state
31 appropriation is provided solely for the implementation of chapter
32 310, Laws of 2017 (REAL ID compliance).

33 ~~((14))~~ (13)(a) Within existing funds, the department, in
34 consultation with the department of ecology, shall convene a work
35 group comprised of registered tow truck operators, hulk haulers,
36 representatives from county solid waste facilities, and the recycling
37 community to develop a sustainable plan for the collection and
38 disposal of abandoned recreational vehicles.

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

9 ~~((15))~~ (14) \$30,000 of the highway safety account—state
10 appropriation is provided solely for the implementation of chapter
11 122, Laws of 2017 (reduced-cost identicards).

12 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
13 appropriation is provided solely for the implementation of chapter
14 218, Laws of 2017 (registration enforcement).

15 ~~((17))~~ (16) \$30,000 of the highway safety account—state
16 appropriation is provided solely for the implementation of chapter
17 43, Laws of 2017 (tow truck notices).

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

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

25 (i) Prescreening customers and directing them to the most
26 efficient service line;

27 (ii) Performing any transaction within the department's online
28 services;

29 (iii) Answering customer questions regarding license status and
30 reinstatement; and

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

33 (b) Additionally, the application must be:

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

37 (ii) Scalable to add other features to mobile devices to expedite
38 customer service.

1 ~~((20))~~ ~~\$27,796,000~~) (18) \$23,596,000 of the highway safety
2 account—state appropriation is provided solely for costs necessary to
3 accommodate increased demand for enhanced drivers' licenses and
4 enhanced identicards. The department shall report on a quarterly
5 basis on the use of these funds, associated workload, and information
6 with comparative information with recent comparable months in prior
7 years. The report will include detailed statewide and by licensing
8 service office information on staffing levels, average monthly wait
9 times, the number of enhanced drivers' licenses and enhanced
10 identicards issued/renewed, and the number of primary drivers'
11 licenses and identicards issued/renewed. Within the amounts provided
12 in this subsection, the department shall implement efficiency
13 measures to reduce the time for licensing transactions and wait
14 times, including, but not limited to, the installation of additional
15 cameras at licensing service offices that reduce bottlenecks and
16 align with the keep your customer initiative.

17 ~~((21))~~ (19) \$45,000 of the highway safety account—state
18 appropriation is provided solely for the implementation of
19 chapter . . . (Second Substitute House Bill No. 1513), Laws of 2018
20 (enhancing youth voter registration). If chapter . . . (Second
21 Substitute House Bill No. 1513), Laws of 2018 is not enacted by June
22 30, 2018, the amount provided in this subsection lapses.

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

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

36 ~~((27))~~ (22) \$34,000 of the motor vehicle account—state
37 appropriation is provided solely for the implementation of
38 chapter . . . (Substitute Senate Bill No. 5746), Laws of 2018
39 (concerning the association of Washington generals). If chapter . . .

1 (Substitute Senate Bill No. 5746), Laws of 2018 is not enacted by
2 June 30, 2018, the amount provided in this subsection lapses.

3 ~~((31))~~ (23) \$17,000 of the highway safety account—state
4 appropriation is provided solely for the implementation of
5 chapter . . . (Substitute Senate Bill No. 6155), Laws of 2018 (bone
6 marrow donation information). If chapter . . . (Substitute Senate
7 Bill No. 6155), Laws of 2018 is not enacted by June 30, 2018, the
8 amount provided in this subsection lapses.

9 ~~((32))~~ (24) \$172,000 of the abandoned recreational vehicle
10 disposal account—state appropriation is provided solely for the
11 implementation of chapter . . . (Substitute Senate Bill No. 6437),
12 Laws of 2018 (disposal of recreational vehicles abandoned on public
13 property). If chapter . . . (Substitute Senate Bill No. 6437), Laws
14 of 2018 is not enacted by June 30, 2018, the amount provided in this
15 subsection lapses.

16 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
17 appropriation is provided solely for the implementation of
18 chapter . . . (Substitute Senate Bill No. 6438), Laws of 2018
19 (clarifying the collection process for existing vehicle service
20 transactions). If chapter . . . (Substitute Senate Bill No. 6438),
21 Laws of 2018 is not enacted by June 30, 2018, the amount provided in
22 this subsection lapses.

23 ~~((34))~~ (26) The department shall within the department's
24 appropriations, conduct a study to evaluate options and potential
25 methods for allowing digital license plates. The report must include
26 information on the durability and legibility of digital license
27 plates in different weather conditions, costs, data security, tolling
28 and vehicle fees, protection of personal and vehicle information, and
29 other implementation issues. This will include an evaluation of how
30 the digital license plates can contain tamper-resistant and antitheft
31 features, but can continue to display the unique license plate number
32 assigned to the vehicle at all times. The department of licensing
33 must consult with the Washington state patrol, the department of
34 transportation, and other appropriate entities in conducting the
35 study. The department of licensing must present a report to the
36 standing transportation committees of the legislature by January 1,
37 2019.

38 ~~((35))~~ (27) \$200,000 of the highway safety account—state
39 appropriation is provided solely for the department to implement

1 employee training and other activities related to improving the
2 protection of private information and increasing racial and cultural
3 awareness by employees in administering licensing responsibilities.

4 (28) \$140,000 of the abandoned recreational vehicle disposal
5 account—state appropriation is provided solely for providing
6 reimbursements in accordance with the department's abandoned
7 recreational vehicle disposal reimbursement program. It is the intent
8 of the legislature that the department prioritize this funding for
9 allowable and approved reimbursements and not to build a reserve of
10 funds within the account.

11 **Sec. 807.** 2018 c 297 s 209 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
14 **—PROGRAM B**

15 High Occupancy Toll Lanes Operations Account—State

16 Appropriation (~~(\$4,462,000)~~)
17 \$4,391,000

18 Motor Vehicle Account—State Appropriation \$513,000

19 State Route Number 520 Corridor Account—State

20 Appropriation (~~(\$57,123,000)~~)
21 \$55,885,000

22 State Route Number 520 Civil Penalties Account—State

23 Appropriation \$4,129,000

24 Tacoma Narrows Toll Bridge Account—State

25 Appropriation (~~(\$33,618,000)~~)
26 \$33,086,000

27 Interstate 405 Express Toll Lanes Operations

28 Account—State Appropriation (~~(\$21,757,000)~~)
29 \$21,297,000

30 Alaskan Way Viaduct Replacement Project Account—State

31 Appropriation. (~~(\$13,938,000)~~)
32 \$6,656,000

33 TOTAL APPROPRIATION. (~~(\$135,540,000)~~)
34 \$125,957,000

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

37 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
38 appropriation and \$9,048,000 of the state route number 520 corridor

1 account—state appropriation are provided solely for the purposes of
2 addressing unforeseen operations and maintenance costs on the Tacoma
3 Narrows bridge and the state route number 520 bridge, respectively.
4 The office of financial management shall place the amounts provided
5 in this subsection, which represent a portion of the required minimum
6 fund balance under the policy of the state treasurer, in unallotted
7 status. The office may release the funds only when it determines that
8 all other funds designated for operations and maintenance purposes
9 have been exhausted.

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

16 (3) \$4,131,000 of the state route number 520 civil penalties
17 account—state appropriation, \$2,192,000 of the Tacoma Narrows toll
18 bridge account—state appropriation, and \$1,191,000 of the Interstate
19 405 express toll lanes operations account—state appropriation are
20 provided solely for expenditures related to the toll adjudication
21 process.

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

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

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

1 route number 522 and NE 8th to state route number 527), and a trip
2 internal to the corridor (such as NE 85th to NE 160th) and similar
3 southbound trips;

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

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

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

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

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

1 January 1, 2017, the office of financial management may release
2 portions of this amount as transition costs.

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

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

15 (i) Detailed information about the planned and actual scope,
16 schedule, and budget;

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

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

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

28 (7) The department shall make detailed quarterly reports to the
29 governor and the transportation committees of the legislature on the
30 following:

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

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

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

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

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

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

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

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

14 (iv) Workload costs related to hearings;

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

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

17 (8) (~~(\$13,179,000)~~) \$12,720,000 of the Interstate 405 express
18 toll lanes operations account—state appropriation is provided solely
19 for operational costs related to the express toll lane facility. The
20 office of financial management shall place \$6,808,000 of the amount
21 provided in this subsection in unallotted status. The office of
22 financial management may only release the funds to the department
23 upon the passage of a 2018 supplemental transportation budget.

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

38 (10) (~~(\$5,583,000 of the Alaskan Way viaduct replacement project~~
39 ~~account—state appropriation is provided solely for the new state~~
40 ~~route number 99 tunnel toll facility's expected proportional share of~~

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

16 ~~(11) \$1,849,000)~~ \$849,000 of the Alaskan Way viaduct replacement
 17 project account—state appropriation is provided solely for the costs
 18 associated with the sale of transponders for the opening of the new
 19 state route number 99 tunnel toll facility in Seattle. (~~The office
 20 of financial management shall place \$510,000 of the amount provided
 21 in this subsection in unallotted status. The office of financial
 22 management may only release the funds to the department if it
 23 determines the transponder inventory will otherwise not be sufficient
 24 for facility ramp up.)~~)

25 **Sec. 808.** 2018 c 297 s 210 (uncodified) is amended to read as
 26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
 28 **C**

29	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
30	Motor Vehicle Account—State Appropriation	(\$87,865,000)
31		<u>\$87,880,000</u>
32	Puget Sound Ferry Operations Account—State	
33	Appropriation	\$263,000
34	Multimodal Transportation Account—State	
35	Appropriation	\$2,878,000
36	Transportation 2003 Account (Nickel Account)—State	
37	Appropriation	\$1,460,000
38	TOTAL APPROPRIATION.	(\$93,926,000)

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

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

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

(3) \$365,000 of the motor vehicle account—state appropriation is provided solely for the department to contract with a consultant to develop a plan, in consultation with the office of financial management, and cost estimate to modernize and migrate the department's business applications from an agency-based data center to the state data center or a cloud-based environment.

Sec. 809. 2018 c 297 s 211 (uncodified) is amended to read as follows:

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

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

Sec. 810. 2018 c 297 s 212 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F

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

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

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

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

~~((4))~~ (3) Within amounts appropriated in this section, the department shall convene an electric aircraft work group to analyze the state of the electrically powered aircraft industry and assess infrastructure needs related to the deployment of electric or hybrid-electric aircraft for commercial air travel in Washington state.

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

(b) The work group must consider, at a minimum, and make recommendations on the feasibility of electric or hybrid-electric

1 flight given: Federal certification requirements; current and
2 anticipated advancements to battery technology; infrastructure
3 requirements and capacity impacts at primary airports; the need for
4 and feasibility of industry incentives; the potential for public-
5 private partnerships; impacts to revenues generated from aviation
6 fuel sales; educational requirements for maintaining electric or
7 hybrid-electric powered aircraft; homeland security checkpoint
8 requirements; public acceptance of the technology; a cost comparison
9 of fossil fuel and electric or hybrid-electric aircraft engines;
10 emission reduction potential; and policy changes needed to facilitate
11 electric or hybrid-electric powered aircraft use for commercial air
12 travel in Washington state.

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

15 **Sec. 811.** 2018 c 297 s 213 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
18 **SUPPORT—PROGRAM H**

19	Motor Vehicle Account—State Appropriation	((\$56,408,000))
20		<u>\$56,407,000</u>
21	Motor Vehicle Account—Federal Appropriation	\$500,000
22	Multimodal Transportation Account—State Appropriation . . .	\$256,000
23	TOTAL APPROPRIATION.	((\$57,164,000))
24		<u>\$57,163,000</u>

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

27 (1) \$300,000 of the motor vehicle account—state appropriation is
28 provided solely for the completion of property value determinations
29 for surplus properties to be sold. The value determinations must be
30 completed by agency staff if available; otherwise, the agency may
31 contract out for these services. The real estate services division of
32 the department must recover the cost of its efforts from the sale of
33 surplus property. Proceeds for surplus property sales must fund
34 additional future sales, and the real estate services division shall
35 prioritize staff resources to meet revenue assumptions for surplus
36 property sales.

37 (2) The legislature recognizes that the trail known as the Rocky
38 Reach Trail, and its extensions, serve to separate motor vehicle

1 traffic from pedestrians and bicyclists, increasing motor vehicle
2 safety on state route number 2 and the coincident section of state
3 route number 97. Consistent with chapter 47.30 RCW and pursuant to
4 RCW 47.12.080, the legislature declares that transferring portions of
5 WSDOT Inventory Control (IC) No. 2-09-04686 containing the trail and
6 associated buffer areas to the Washington state parks and recreation
7 commission is consistent with the public interest. The legislature
8 directs the department to transfer the property to the Washington
9 state parks and recreation commission.

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

13 (b) Prior to completing the transfer in this subsection (2), the
14 department must ensure that provisions are made to accommodate
15 private and public utilities and any facilities that predate the
16 department's acquisition of the property, at no cost to those
17 entities. Prior to completing the transfer, the department shall also
18 ensure that provisions, by fair market assessment, are made to
19 accommodate other private and public utilities and any facilities
20 that have been legally allowed by permit or other instrument.

21 (c) The department may sell any adjoining property that is not
22 necessary to support the Rocky Reach Trail and adjacent buffer areas
23 only after the transfer of trail-related property to the Washington
24 state parks and recreation commission is complete. Adjoining property
25 owners must be given the first opportunity to acquire such property
26 that abuts their property, and applicable boundary line or other
27 adjustments must be made to the legal descriptions for recording
28 purposes.

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

37 **Sec. 812.** 2018 c 297 s 214 (uncodified) is amended to read as
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
2 **PROGRAM K**

3	Motor Vehicle Account—State Appropriation	((\$639,000))
4		<u>\$636,000</u>
5	Electric Vehicle Charging Infrastructure	
6	Account—State Appropriation.	\$1,000,000
7	Multimodal Transportation Account—State	
8	Appropriation.	\$610,000
9	TOTAL APPROPRIATION.	((\$2,249,000))
10		<u>\$2,246,000</u>

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

13 (1) \$35,000 of the multimodal transportation account—state
14 appropriation is provided solely for the public-private partnerships
15 program to conduct an outreach effort to assess interest in a public-
16 private partnership to rebuild the Anacortes ferry terminal. The
17 public-private partnerships program shall issue a request for letters
18 of interest, similar to the request issued in 2009, in a public-
19 private partnership to rebuild the Anacortes ferry terminal by
20 combining the ferry terminal functions and structure with one or more
21 commercial ventures, including, but not limited to, ventures to
22 provide lodging, conference and meeting facilities, food service,
23 shopping, or other retail operations. The public-private partnerships
24 program shall notify the transportation committees of the legislature
25 upon release of the request for letters of interest and shall provide
26 the transportation committees of the legislature with a summary of
27 the information collected once the letters of interest have been
28 received.

29 (2) \$1,000,000 of the electric vehicle charging infrastructure
30 account—state appropriation is provided solely for the purpose of
31 capitalizing the Washington electric vehicle infrastructure bank as
32 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
33 revenue). The department may spend no more than one million dollars
34 from the electric vehicle charging infrastructure account during the
35 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

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

1 (4) \$500,000 of the multimodal transportation account—state
2 appropriation is provided solely to study public-private partnership
3 alternatives for the financing and construction of an entry building
4 located at Colman Dock.

5 (a) As part of the study, the public-private partnerships program
6 must work with the city of Seattle, Native American tribes, and local
7 community groups to evaluate the efficacy of contracting with a
8 private entity to participate in the construction of the Colman Dock
9 entry building. The study must:

10 (i) Identify and discuss options to construct the facility as
11 currently scoped;

12 (ii) Identify and discuss options, including rescoping the
13 current design of the facility for purposes of providing a project
14 that has the potential to increase economic development activities
15 along the Seattle waterfront area, such as through the inclusion of
16 office space and restaurants;

17 (iii) Consider concepts and options found in the design
18 development described in the 2013-2015 capital budget (chapter 19,
19 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
20 future public park;

21 (iv) Consider rooftop public access for panoramic views of the
22 Puget Sound and Olympic mountains; and

23 (v) Consider exhibits of the history and heritage of the
24 vicinity.

25 (b) By November 15, 2017, the public-private partnerships program
26 must provide a report to the governor and the transportation
27 committees of the legislature on the program's findings and
28 recommendations.

29 (5) \$75,000 of the multimodal transportation account—state
30 appropriation is provided solely for the department to contract with
31 the Puget Sound Clean Air Agency to conduct a study that identifies
32 and evaluates opportunities to facilitate low-income utilization of
33 electric vehicles. The study must include, but is not limited to,
34 development and evaluation of an electric vehicle car-sharing program
35 for low-income housing sites that is designed to maximize the use of
36 electric vehicles by residents of these sites, and that must consider
37 any infrastructure needs that will need to be met to support the use
38 of electric vehicles at these sites. The department must provide a
39 report detailing the findings of this study to the transportation
40 committees of the legislature by December 1, 2018.

1 implementing safety improvements. Funds may also be used to contract
2 with the city of Seattle to provide mutual services in rights-of-way
3 similar to contract agreements in the 2015-2017 fiscal biennium.
4 \$381,000 of the amount provided in this subsection is provided solely
5 for one-time equipment procurement needed to implement this
6 subsection.

7 **Sec. 814.** 2018 c 297 s 216 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
10 **OPERATING**

11	Motor Vehicle Account—State Appropriation	((\$65,743,000))
12		<u>\$65,711,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$2,050,000
14	Motor Vehicle Account—Private/Local Appropriation . . .	((\$250,000))
15		<u>\$350,000</u>
16	TOTAL APPROPRIATION.	((\$68,043,000))
17		<u>\$68,111,000</u>

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

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

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

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

33 (4) \$50,000 of the motor vehicle account—state appropriation is
34 provided solely for the department to coordinate with the appropriate
35 local jurisdictions for development and implementation of a historic
36 route 10 signage program on Interstate 90 from the Columbia River to
37 the Idaho state border.

1 (5) (a) During the 2017-2019 fiscal biennium, the department shall
2 continue a pilot program that expands private transportation
3 providers' access to high occupancy vehicle lanes. Under the pilot
4 program, when the department reserves a portion of a highway based on
5 the number of passengers in a vehicle, the following vehicles must be
6 authorized to use the reserved portion of the highway if the vehicle
7 has the capacity to carry eight or more passengers, regardless of the
8 number of passengers in the vehicle: (i) Auto transportation company
9 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
10 carrier vehicles regulated under chapter 81.70 RCW, except marked or
11 unmarked stretch limousines and stretch sport utility vehicles as
12 defined under department of licensing rules; (iii) private nonprofit
13 transportation provider vehicles regulated under chapter 81.66 RCW;
14 and (iv) private employer transportation service vehicles. For
15 purposes of this subsection, "private employer transportation
16 service" means regularly scheduled, fixed-route transportation
17 service that is offered by an employer for the benefit of its
18 employees. Nothing in this subsection is intended to authorize the
19 conversion of public infrastructure to private, for-profit purposes
20 or to otherwise create an entitlement or other claim by private users
21 to public infrastructure.

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

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

1 sides of the vehicle are considered public transportation vehicles
2 and must be authorized to use the reserved portion of the highway.

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

7 **Sec. 815.** 2018 c 297 s 217 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
10 **SUPPORT—PROGRAM S**

11	Motor Vehicle Account—State Appropriation	((\$34,198,000))
12		<u>\$34,207,000</u>
13	Motor Vehicle Account—Federal Appropriation	\$1,656,000
14	Multimodal Transportation Account—State	
15	Appropriation	\$1,129,000
16	TOTAL APPROPRIATION.	((\$36,983,000))
17		<u>\$36,992,000</u>

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

20 (1) \$1,500,000 of the motor vehicle account—state appropriation
21 is provided solely for a grant program that makes awards for the
22 following: (a) Support for nonprofit agencies, churches, and other
23 entities to help provide outreach to populations underrepresented in
24 the current apprenticeship programs; (b) preapprenticeship training;
25 and (c) child care, transportation, and other supports that are
26 needed to help women, veterans, and minorities enter and succeed in
27 apprenticeship. The department must report on grants that have been
28 awarded and the amount of funds disbursed by December 1, 2017, and
29 annually thereafter.

30 (2) \$300,000 of the motor vehicle account—state appropriation is
31 provided solely for succession planning and leadership training. The
32 department shall report on the implementation of these activities to
33 the transportation committees of the legislature by December 31,
34 2018.

35 (3) From the revenues generated by the five dollar per studded
36 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
37 state appropriation is provided solely for the department, in
38 consultation with the appropriate local jurisdictions and relevant

1 stakeholder groups, to establish a pilot media-based public
 2 information campaign regarding the damage of studded tire use on
 3 state and local roadways in Spokane county. The reason for the
 4 geographic selection of Spokane county for the pilot is based on the
 5 high utilization of studded tires in this jurisdiction. The public
 6 information campaign must primarily focus on making the consumer
 7 aware of the road deterioration, financial impact for taxpayers, the
 8 safety implications for other drivers, and, secondarily, the
 9 alternatives to studded tires. The pilot must begin by September 1,
 10 2018. By January 14, 2019, the department shall provide the
 11 transportation committees of the legislature an update on the pilot
 12 public information program. It is the intent of the legislature that
 13 the public information campaign will be a two-year pilot program with
 14 a report to the legislature upon completion of the pilot program.

15 **Sec. 816.** 2018 c 297 s 218 (uncodified) is amended to read as
 16 follows:

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

19 Motor Vehicle Account—State Appropriation	((\$28,073,000))
	<u>\$27,604,000</u>
21 Motor Vehicle Account—Federal Appropriation	\$39,782,000
22 Motor Vehicle Account—Local Appropriation.	\$100,000
23 Multimodal Transportation Account—State Appropriation . . .	\$711,000
24 Multimodal Transportation Account—Federal	
25 Appropriation	\$2,809,000
26 Multimodal Transportation Account—Private/Local	
27 Appropriation	\$100,000
28 TOTAL APPROPRIATION.	((\$71,575,000))
29	<u>\$71,106,000</u>

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

- 32 (1) The department shall investigate opportunities for a transit-
 33 oriented development pilot project at the existing Kingsgate park and
 34 ride at Interstate 405 and 132nd. The department must coordinate with
 35 the city of Kirkland and other key stakeholders to determine the
 36 feasibility and cost of transit-oriented development at Kingsgate. A
 37 report on the process and outcomes is due to the transportation
 38 committees of the legislature no later than December 1, 2017.

1 (2) \$100,000 of the motor vehicle account—state appropriation and
2 \$250,000 of the motor vehicle account—federal appropriation are
3 provided solely for a study that details a cost estimate for
4 replacing the westbound U.S. 2 trestle and recommends a series of
5 financing options to address that cost and to satisfy debt service
6 requirements.

7 In conducting the study, the department shall work in close
8 collaboration with a stakeholder group that includes, but is not
9 limited to, Snohomish county, the port of Everett, economic alliance
10 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
11 Snohomish, and Monroe, and affected transit agencies.

12 The department shall quantify both the cost of replacing the
13 westbound trestle structure and making mobility and capacity
14 improvements to maximize the use of the structure in the years
15 leading up to full replacement. Financing options that should be
16 examined and quantified include public-private partnerships, public-
17 public partnerships, a transportation benefit district tailored to
18 the specific incorporated and unincorporated area, loans and grants,
19 and other alternative financing measures available at the state or
20 federal level.

21 The department shall also evaluate ways in which the costs of
22 alternative financing can be debt financed.

23 The department shall complete the study and submit a final report
24 and recommendations to the transportation committees of the
25 legislature, including recommendations on statutory changes needed to
26 implement available financing options, by January 8, 2018.

27 (3) \$181,000 of the motor vehicle account—state appropriation is
28 provided solely for the department, in coordination with the
29 University of Washington department of mechanical engineering, to
30 study measures to reduce noise impacts from bridge expansion joints.
31 The study must examine testing methodologies and project timelines
32 and costs. A final report must be submitted to the transportation
33 committees of the legislature by October 15, 2018.

34 (4) \$200,000 of the motor vehicle account—state appropriation is
35 provided solely for implementation of a practical solutions study for
36 the state route number 162 and state route number 410 interchange,
37 based on the recommendations of the SR-162 Study/Design project
38 (L2000107). The study must include short, medium, and long-term phase

1 recommendations and must be submitted to the transportation
2 committees of the legislature by January 1, 2019.

3 (5) \$500,000 of the motor vehicle account—state appropriation is
4 provided solely for implementation of a state route number 518
5 corridor study to be conducted in partnership with the Port of
6 Seattle, Sound Transit and other regional entities. The department
7 must study practical solutions to address high vehicle volumes and
8 delays in the corridor including evaluation of solutions to the rapid
9 growth of traffic in the corridor and how that growth impacts access
10 to the Seattle-Tacoma international airport and the surrounding
11 communities. The study must be submitted to the transportation
12 committees of the legislature by (~~June~~) November 30, 2019.

13 (6) \$500,000 of the motor vehicle account—state appropriation and
14 \$50,000 of the motor vehicle account—local appropriation are provided
15 solely for implementation of a corridor study to identify potential
16 improvements between exit 116 and exit 99 of Interstate 5. The study
17 should further develop mid- and long-term strategies from the
18 corridor sketch, and identify potential US 101/I-5 interchange
19 improvements, a strategic plan for the Nisqually River bridges,
20 regional congestion relief options, and ecosystem benefits to the
21 Nisqually River estuary for salmon productivity and flood control.

22 (7) Among the options studied as part of the SR 410 Corridor
23 Study, the department shall examine the mobility and safety benefits
24 of replacing or expanding the White River bridge between Enumclaw and
25 Buckley to four lanes and removing the trestle.

26 (8) Within existing resources, the department shall meet with
27 local stakeholders in south Pierce county and North Thurston county
28 to discuss potential solutions to traffic congestion; emergency
29 management concerns regarding routes away from natural disasters and
30 around incidents similar to the train derailment that occurred on
31 December 18, 2017; and what state transportation investments would
32 benefit the economic development of the area. The department shall
33 provide regular updates on its progress to the joint transportation
34 committee.

35 **Sec. 817.** 2018 c 297 s 219 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
38 **PROGRAM U**

1 Motor Vehicle Account—State Appropriation (~~(\$75,058,000)~~)
2 \$81,004,000
3 Multimodal Transportation Account—State
4 Appropriation \$1,982,000
5 TOTAL APPROPRIATION. (~~(\$77,040,000)~~)
6 \$82,986,000

7 **Sec. 818.** 2018 c 297 s 220 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
10 State Vehicle Parking Account—State Appropriation \$784,000
11 Regional Mobility Grant Program Account—State
12 Appropriation (~~(\$101,786,000)~~)
13 \$80,486,000
14 Rural Mobility Grant Program Account—State
15 Appropriation \$32,223,000
16 Multimodal Transportation Account—State
17 Appropriation (~~(\$98,381,000)~~)
18 \$90,723,000
19 Multimodal Transportation Account—Federal
20 Appropriation \$3,574,000
21 TOTAL APPROPRIATION. (~~(\$236,748,000)~~)
22 \$207,790,000

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

25 (1) \$52,679,000 of the multimodal transportation account—state
26 appropriation is provided solely for a grant program for special
27 needs transportation provided by transit agencies and nonprofit
28 providers of transportation. Of this amount:

29 (a) \$12,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for grants to nonprofit providers of
31 special needs transportation. Grants for nonprofit providers must be
32 based on need, including the availability of other providers of
33 service in the area, efforts to coordinate trips among providers and
34 riders, and the cost effectiveness of trips provided. Of the amount
35 provided in this subsection (1)(a), \$25,000 of the multimodal
36 transportation account—state appropriation is provided solely for the
37 ecumenical christian helping hands organization for special needs
38 transportation services.

1 (b) \$40,679,000 of the multimodal transportation account—state
2 appropriation is provided solely for grants to transit agencies to
3 transport persons with special transportation needs. To receive a
4 grant, the transit agency must, to the greatest extent practicable,
5 have a maintenance of effort for special needs transportation that is
6 no less than the previous year's maintenance of effort for special
7 needs transportation. Grants for transit agencies must be prorated
8 based on the amount expended for demand response service and route
9 deviated service in calendar year 2015 as reported in the "Summary of
10 Public Transportation - 2015" published by the department of
11 transportation. No transit agency may receive more than thirty
12 percent of these distributions.

13 (2) \$32,223,000 of the rural mobility grant program account—state
14 appropriation is provided solely for grants to aid small cities in
15 rural areas as prescribed in RCW 47.66.100.

16 (3) (a) \$10,702,000 of the multimodal transportation account—state
17 appropriation is provided solely for a vanpool grant program for: (i)
18 Public transit agencies to add vanpools or replace vans; and (ii)
19 incentives for employers to increase employee vanpool use. The grant
20 program for public transit agencies will cover capital costs only;
21 operating costs for public transit agencies are not eligible for
22 funding under this grant program. Additional employees may not be
23 hired from the funds provided in this section for the vanpool grant
24 program, and supplanting of transit funds currently funding vanpools
25 is not allowed. The department shall encourage grant applicants and
26 recipients to leverage funds other than state funds.

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

29 (4) \$24,107,000 of the regional mobility grant program account—
30 state appropriation is reappropriated and provided solely for the
31 regional mobility grant projects identified in LEAP Transportation
32 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 25,
33 ((2018)) 2019, Program - Public Transportation Program (V). Of the
34 amounts provided in this subsection, \$757,000 of the regional
35 mobility grant program account—state appropriation is reappropriated
36 for the Kitsap Transit, SR 305 Interchange Improvements at Suquamish
37 Way Park and Ride (Project 20130101).

38 (5) (a) ((~~\$77,679,000~~)) \$56,333,000 of the regional mobility grant
39 program account—state appropriation is provided solely for the

1 regional mobility grant projects identified in LEAP Transportation
2 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5)) 25,
3 ((2018)) 2019, Program - Public Transportation Program (V). The
4 department shall review all projects receiving grant awards under
5 this program at least semiannually to determine whether the projects
6 are making satisfactory progress. Any project that has been awarded
7 funds, but does not report activity on the project within one year of
8 the grant award, must be reviewed by the department to determine
9 whether the grant should be terminated. The department shall promptly
10 close out grants when projects have been completed, and any remaining
11 funds must be used only to fund projects identified in the LEAP
12 transportation document referenced in this subsection. The department
13 shall provide annual status reports on December 15, 2017, and
14 December 15, 2018, to the office of financial management and the
15 transportation committees of the legislature regarding the projects
16 receiving the grants. It is the intent of the legislature to
17 appropriate funds through the regional mobility grant program only
18 for projects that will be completed on schedule. A grantee may not
19 receive more than twenty-five percent of the amount appropriated in
20 this subsection. The department shall not approve any increases or
21 changes to the scope of a project for the purpose of a grantee
22 expending remaining funds on an awarded grant.

23 (b) In order to be eligible to receive a grant under (a) of this
24 subsection during the 2017-2019 fiscal biennium, a transit agency
25 must establish a process for private transportation providers to
26 apply for the use of park and ride facilities. For purposes of this
27 subsection, (i) "private transportation provider" means: An auto
28 transportation company regulated under chapter 81.68 RCW; a passenger
29 charter carrier regulated under chapter 81.70 RCW, except marked or
30 unmarked stretch limousines and stretch sport utility vehicles as
31 defined under department of licensing rules; a private nonprofit
32 transportation provider regulated under chapter 81.66 RCW; or a
33 private employer transportation service provider; and (ii) "private
34 employer transportation service" means regularly scheduled, fixed-
35 route transportation service that is offered by an employer for the
36 benefit of its employees.

37 (6) Funds provided for the commute trip reduction (CTR) program
38 may also be used for the growth and transportation efficiency center
39 program.

1 (7) \$7,170,000 of the multimodal transportation account—state
2 appropriation and \$784,000 of the state vehicle parking account—state
3 appropriation are provided solely for CTR grants and activities. Of
4 this amount:

5 (a) \$500,000 of the multimodal transportation account—state
6 appropriation is provided solely for a voluntary pilot program to
7 expand public-private partnership CTR incentives to make measurable
8 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
9 be integrated into grant proposals. The department shall prioritize
10 grant proposals that focus on the Interstate 90, Interstate 5, state
11 route number 167, or Interstate 405 corridor. The department shall
12 offer competitive trip-reduction grants. The department shall report
13 to the transportation committees of the legislature by December 1,
14 2018, on the pilot program's impacts to the transportation system and
15 potential improvements to the CTR grant program.

16 (b) \$1,000,000 of the multimodal transportation account—state
17 appropriation is provided solely for the department to direct a pilot
18 transit pass incentive program. Businesses and nonprofit
19 organizations located in a county adjacent to Puget Sound with a
20 population of more than seven hundred thousand that have never
21 offered transit subsidies to employees are eligible to apply to the
22 program for a fifty percent rebate on the cost of employee transit
23 subsidies provided through the regional ORCA fare collection system.
24 No single business or nonprofit organization may receive more than
25 ten thousand dollars from the program.

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

30 (ii) The department shall report to the transportation committees
31 of the legislature on the impact of the program by June 30, 2019, and
32 may adopt rules to administer the program; and

33 (c) \$30,000 of the state vehicle parking account—state
34 appropriation is provided solely for the STAR pass program for state
35 employees residing in Mason and Grays Harbor Counties. Use of the
36 pass is for public transportation between Mason County and Thurston
37 County, and Grays Harbor and Thurston County. The pass may also be
38 used within Grays Harbor County.

1 (8) \$20,891,000 of the multimodal transportation account—state
2 appropriation is provided solely for connecting Washington transit
3 projects identified in LEAP Transportation Document ((2018)) 2019-2
4 ALL PROJECTS as developed March ((5)) 25, ((2018)) 2019. It is the
5 intent of the legislature that entities identified to receive funding
6 in the LEAP document referenced in this subsection receive the
7 amounts specified in the time frame specified in that LEAP document.
8 If an entity has already completed a project in the LEAP document
9 referenced in this subsection before the time frame identified, the
10 entity may substitute another transit project or projects that cost a
11 similar or lesser amount.

12 (9) \$2,000,000 of the multimodal transportation account—state
13 appropriation is provided solely for transit coordination grants.

14 (10) \$250,000 of the multimodal transportation account—state
15 appropriation is provided solely for King county for a pilot program
16 to provide certain students in the Highline and Lake Washington
17 school districts with an ORCA card during the summer. To be eligible
18 for an ORCA card under this program, a student must also be in high
19 school, be eligible for free and reduced-price lunches, and have a
20 job or other responsibility during the summer. King county must
21 provide a report to the department and the transportation committees
22 of legislature by December 15, 2018, regarding: The annual student
23 usage of the pilot program, available ridership data, the cost to
24 expand the program to other King county school districts, the cost to
25 expand the program to student populations other than high school or
26 eligible for free and reduced-price lunches, opportunities for
27 subsidized ORCA cards or local grant or matching funds, and any
28 additional information that would help determine if the pilot program
29 should be extended or expanded.

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

32 (12)(a) For projects funded as part of the 2015 connecting
33 Washington transportation package listed on the LEAP transportation
34 document identified in subsection (4) of this section, if the
35 department expects to have substantial reappropriations for the
36 2019-2021 fiscal biennium, the department may, on a pilot basis,
37 apply funding from a project with an appropriation that cannot be
38 used for the current fiscal biennium to advance one or more of the
39 following projects:

- 1 (i) King County Metro - RapidRide Expansion, Burien-Delridge
- 2 (G2000031);
- 3 (ii) King County Metro - Route 40 Northgate to Downtown
- 4 (G2000032);
- 5 (iii) Spokane Transit - Spokane Central City Line (G2000034);
- 6 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);
- 7 or
- 8 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
- 9 (G2000041).

10 (b) At least ten business days before advancing a project
 11 pursuant to this subsection, the department must notify the office of
 12 financial management and the transportation committees of the
 13 legislature. The advancement of a project may not hinder the delivery
 14 of the projects for which the reappropriations are necessary for the
 15 2019-2021 fiscal biennium.

16 (13) \$300,000 of the multimodal transportation account—state
 17 appropriation is provided solely for Pierce Transit to procure and
 18 install digital transit information technology at various transit
 19 centers, in order to provide transit riders with real-time arrival
 20 and departure information.

21 (14) \$750,000 of the multimodal transportation account—state
 22 appropriation is provided solely for the Intercity Transit Dash
 23 shuttle program.

24 **Sec. 819.** 2018 c 297 s 221 (uncodified) is amended to read as
 25 follows:

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

27 Puget Sound Ferry Operations Account—State	
28 Appropriation	((\$509,954,000))
29	<u>\$516,229,000</u>
30 Puget Sound Ferry Operations Account—Federal	
31 Appropriation	\$8,743,000
32 Puget Sound Ferry Operations Account—Private/Local	
33 Appropriation	\$121,000
34 TOTAL APPROPRIATION.	((\$518,818,000))
35	<u>\$525,093,000</u>

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

1 (1) The office of financial management budget instructions
2 require agencies to recast enacted budgets into activities. The
3 Washington state ferries shall include a greater level of detail in
4 its 2017-2019 supplemental and 2019-2021 omnibus transportation
5 appropriations act requests, as determined jointly by the office of
6 financial management, the Washington state ferries, and the
7 transportation committees of the legislature. This level of detail
8 must include the administrative functions in the operating as well as
9 capital programs.

10 (2) For the 2017-2019 fiscal biennium, the department may enter
11 into a distributor controlled fuel hedging program and other methods
12 of hedging approved by the fuel hedging committee.

13 (3) (~~(\$71,004,000)~~) \$73,587,000 of the Puget Sound ferry
14 operations account—state appropriation is provided solely for auto
15 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
16 reflect cost savings from a reduced biodiesel fuel requirement and,
17 therefore, is contingent upon the enactment of section 703 chapter
18 313, Laws of 2017. The amount provided in this subsection represents
19 the fuel budget for the purposes of calculating any ferry fare fuel
20 surcharge.

21 (4) \$30,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for the marine division assistant
23 secretary's designee to the board of pilotage commissioners, who
24 serves as the board chair. As the agency chairing the board, the
25 department shall direct the board chair, in his or her capacity as
26 chair, to require that the report to the governor and chairs of the
27 transportation committees required under RCW 88.16.035(1)(f) be filed
28 by September 1, 2017, and annually thereafter, and that the report
29 include the continuation of policies and procedures necessary to
30 increase the diversity of pilots, trainees, and applicants, including
31 a diversity action plan. The diversity action plan must articulate a
32 comprehensive vision of the board's diversity goals and the steps it
33 will take to reach those goals.

34 (5) \$500,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for operating costs related to
36 moving vessels for emergency capital repairs. Funds may only be spent
37 after approval by the office of financial management.

38 (6) \$25,000 of the Puget Sound ferry operations account—state
39 appropriation is provided solely for additional hours of traffic

1 control assistance by a uniformed officer at the Fauntleroy ferry
2 terminal.

3 (7) \$75,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for the department to contract with
5 the University of Washington to conduct an analysis of loading
6 procedures at the Fauntleroy ferry terminal. The department must
7 share the results of the analysis with the governor's office and the
8 transportation committees of the legislature by December 31, 2018.

9 **Sec. 820.** 2018 c 297 s 222 (uncodified) is amended to read as
10 follows:

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

12 Multimodal Transportation Account—State

13	Appropriation	((\$81,013,000))
14		<u>\$65,878,000</u>

15 Multimodal Transportation Account—Private/Local

16	Appropriation	\$496,000
17	TOTAL APPROPRIATION.	((\$81,509,000))
18		<u>\$66,374,000</u>

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

21 (1) \$300,000 of the multimodal transportation account—state
22 appropriation is provided solely for a consultant study of ultra
23 high-speed ground transportation. "Ultra high-speed" means two
24 hundred fifty miles per hour or more. The study must identify the
25 costs and benefits of ultra high-speed ground transportation along a
26 north-south alignment in Washington state. The study must provide:

27 (a) An update to the high speed ground transportation study
28 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
29 the governor and legislature on October 15, 1992;

30 (b) An analysis of an ultra high-speed ground transportation
31 alignment between Vancouver, British Columbia and Portland, Oregon
32 with stations in: Vancouver, British Columbia; Bellingham, Everett,
33 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and
34 Portland, Oregon, with an option to connect with an east-west
35 alignment in Washington state and with a similar system in the state
36 of California; and

37 (c) An analysis of the following key elements:

38 (i) Economic feasibility;

- 1 (ii) Forecasted demand;
- 2 (iii) Corridor identification;
- 3 (iv) Land use and economic development and environmental
4 implications;
- 5 (v) Compatibility with other regional transportation plans,
6 including interfaces and impacts on other travel modes such as air
7 transportation;
- 8 (vi) Technological options for ultra high-speed ground
9 transportation, both foreign and domestic;
- 10 (vii) Required specifications for speed, safety, access, and
11 frequency;
- 12 (viii) Identification of existing highway or railroad rights-of-
13 way that are suitable for ultra high-speed travel, including
14 identification of additional rights-of-way that may be needed and the
15 process for acquiring those rights-of-way;
- 16 (ix) Institutional arrangements for carrying out detailed system
17 planning, construction, and operations; and
- 18 (x) An analysis of potential financing mechanisms for an ultra
19 high-speed travel system.

20 The department shall provide a report of its study findings to
21 the governor and transportation committees of the legislature by
22 December 15, 2017.

23 (2) (a) \$450,000 of the multimodal transportation account—private/
24 local appropriation and \$750,000 of the multimodal transportation
25 account—state appropriation is provided solely for a consultant
26 business case analysis of ultra high-speed ground transportation. The
27 business case analysis must build on the results of the 2017
28 Washington state ultra high-speed ground transportation feasibility
29 study.

30 (b) The business case analysis must include an advisory group
31 with members as provided in this subsection. The president of the
32 senate shall appoint one member from each of the two largest caucuses
33 of the senate; the speaker of the house of representatives shall
34 appoint one member from each of the two largest caucuses of the house
35 of representatives; the governor or his or her designee; the
36 secretary of transportation or his or her designee; the director of
37 the department of commerce or his or her designee; the rail director
38 of the department of transportation or his or her designee; and
39 representatives from communities and stakeholders from public and

1 private sectors relevant to the analysis, including from the province
2 of British Columbia and the state of Oregon.

3 (c) The department shall provide a report of its findings to the
4 governor and transportation committees of the legislature by June 30,
5 2019.

6 **Sec. 821.** 2018 c 297 s 223 (uncodified) is amended to read as
7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
9 **OPERATING**

10 Motor Vehicle Account—State Appropriation	((\$11,347,000))
	<u>\$11,346,000</u>
11 Motor Vehicle Account—Federal Appropriation	\$2,567,000
12 Multiuse Roadway Safety Account—State Appropriation	\$132,000
13 TOTAL APPROPRIATION.	((\$14,046,000))
	<u>\$14,045,000</u>

16 The appropriations in this section are subject to the following
17 conditions and limitations: \$1,100,000 of the motor vehicle account—
18 state appropriation is provided solely for the department, from
19 amounts set aside out of statewide fuel taxes distributed to counties
20 according to RCW 46.68.120(3), to contract with the Washington state
21 association of counties to: Provide statewide updates to
22 transportation metrics and financial reporting; develop and implement
23 an inventory of county culvert and short-span bridge infrastructure;
24 and develop and implement enhanced road safety data in support of
25 county road systemic safety programs. The Washington state
26 association of counties must develop and implement data collection,
27 management, and reporting in cooperation with state agencies involved
28 with the collection and maintenance of related inventory systems.

29 **TRANSPORTATION AGENCIES—CAPITAL**

30 **Sec. 901.** 2018 c 297 s 301 (uncodified) is amended to read as
31 follows:

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

33 Freight Mobility Investment Account—State	
34 Appropriation	((\$22,507,000))
	<u>\$16,387,000</u>
35 Highway Safety Account—State Appropriation	\$2,000,000
36	

1 Motor Vehicle Account—Federal Appropriation (~~(\$3,250,000)~~)
 2 \$1,000,000
 3 Freight Mobility Multimodal Account—State
 4 Appropriation (~~(\$22,283,000)~~)
 5 \$12,614,000
 6 Freight Mobility Multimodal Account—Private/Local
 7 Appropriation (~~(\$1,320,000)~~)
 8 \$70,000
 9 TOTAL APPROPRIATION. (~~(\$51,360,000)~~)
 10 \$32,071,000

11 **Sec. 902.** 2018 c 297 s 303 (uncodified) is amended to read as
 12 follows:

13 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

14 Rural Arterial Trust Account—State Appropriation (~~(\$63,186,000)~~)
 15 \$45,186,000
 16 Motor Vehicle Account—State Appropriation \$706,000
 17 County Arterial Preservation Account—State
 18 Appropriation \$38,434,000
 19 TOTAL APPROPRIATION. (~~(\$102,326,000)~~)
 20 \$84,326,000

21 **Sec. 903.** 2018 c 297 s 304 (uncodified) is amended to read as
 22 follows:

23 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

24 Small City Pavement and Sidewalk Account—State
 25 Appropriation (~~(\$5,780,000)~~)
 26 \$3,880,000
 27 Transportation Improvement Account—State
 28 Appropriation (~~(\$279,300,000)~~)
 29 \$268,100,000
 30 Multimodal Transportation Account—State
 31 Appropriation \$14,670,000
 32 TOTAL APPROPRIATION. (~~(\$299,750,000)~~)
 33 \$286,650,000

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

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

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

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

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

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

Sec. 904. 2018 c 297 s 305 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—
(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

Motor Vehicle Account—State Appropriation	((\$10,070,000))	
		<u>\$8,434,000</u>
Connecting Washington Account—State Appropriation . .	((\$26,537,000))	
		<u>\$24,466,000</u>
Transportation Partnership Account—State		
Appropriation		\$17,000
TOTAL APPROPRIATION.	((\$36,624,000))	
		<u>\$32,917,000</u>

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

(1) ((~~\$17,237,000~~)) \$15,166,000 of the connecting Washington account—state appropriation is provided solely for a new Olympic region maintenance and administration facility to be located on the department-owned site at the intersection of Marvin Road and 32nd Avenue in Lacey, Washington.

(2) \$9,300,000 of the connecting Washington account—state appropriation is provided solely for a new administration facility on Euclid Avenue in Wenatchee, Washington.

(3) (a) ((~~\$3,400,000~~)) \$1,764,000 of the motor vehicle account—state appropriation is provided solely for the department facility located at 15700 Dayton Ave N in Shoreline. This appropriation is contingent upon the department of ecology and department of licensing signing a not less than twenty-year agreement to pay proportional shares of an annual amount equal to any financing contract issued pursuant to chapter 39.94 RCW.

1 (b) Payments from the department of licensing and department of
2 ecology as described in this subsection shall be deposited into the
3 motor vehicle account.

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

5 **Sec. 905.** 2018 c 297 s 306 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

8 Transportation Partnership Account—State

9 Appropriation ((~~\$689,745,000~~))
10 \$617,572,000

11 Motor Vehicle Account—State Appropriation ((~~\$72,967,000~~))
12 \$65,459,000

13 Motor Vehicle Account—Federal Appropriation ((~~\$253,410,000~~))
14 \$226,018,000

15 Motor Vehicle Account—Private/Local Appropriation ((~~\$49,330,000~~))
16 \$48,821,000

17 Connecting Washington Account—State

18 Appropriation ((~~\$1,215,013,000~~))
19 \$1,067,841,000

20 Special Category C Account—State Appropriation ((~~\$11,000,000~~))
21 \$11,100,000

22 Multimodal Transportation Account—State

23 Appropriation ((~~\$16,299,000~~))
24 \$13,562,000

25 Alaskan Way Viaduct Replacement Project Account—State

26 Appropriation ((~~\$122,047,000~~))
27 \$122,051,000

28 Transportation 2003 Account (Nickel Account)—State

29 Appropriation ((~~\$52,457,000~~))
30 \$39,625,000

31 Interstate 405 Express Toll Lanes Operations Account—State

32 Appropriation ((~~\$6,258,000~~))
33 \$6,222,000

34 TOTAL APPROPRIATION. ((~~\$2,488,526,000~~))
35 \$2,218,271,000

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

1 (1) Except as provided otherwise in this section, the entire
2 connecting Washington account—state appropriation and the entire
3 transportation partnership account—state appropriation are provided
4 solely for the projects and activities as listed by fund, project,
5 and amount in LEAP Transportation Document ((2018)) 2019-1 as
6 developed March ((5)) 25, ((2018)) 2019, Program - Highway
7 Improvements Program (I). However, limited transfers of specific
8 line-item project appropriations may occur between projects for those
9 amounts listed subject to the conditions and limitations in section
10 601 of this act.

11 (2) Except as otherwise provided in this section, the entire
12 transportation 2003 account (nickel account)—state appropriation is
13 provided solely for the projects and activities as listed in LEAP
14 Transportation Document ((2018)) 2019-1 as developed March ((5)) 25,
15 ((2018)) 2019, Program - Highway Improvements Program (I).

16 (3) Except as provided otherwise in this section, the entire
17 motor vehicle account—state appropriation and motor vehicle account—
18 federal appropriation are provided solely for the projects and
19 activities listed in LEAP Transportation Document ((2018)) 2019-2 ALL
20 PROJECTS as developed March ((5)) 25, ((2018)) 2019, Program -
21 Highway Improvements Program (I). Any federal funds gained through
22 efficiencies, adjustments to the federal funds forecast, additional
23 congressional action not related to a specific project or purpose, or
24 the federal funds redistribution process must then be applied to
25 highway and bridge preservation activities.

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

33 (5) The connecting Washington account—state appropriation
34 includes up to \$323,175,000 in proceeds from the sale of bonds
35 authorized in RCW 47.10.889.

36 (6) The transportation 2003 account (nickel account)—state
37 appropriation includes up to \$25,000,000 in proceeds from the sale of
38 bonds authorized in RCW 47.10.861.

1 (7) The transportation partnership account—state appropriation
2 includes up to \$367,622,000 in proceeds from the sale of bonds
3 authorized in RCW 47.10.873.

4 (8) The Alaskan Way viaduct replacement project account—state
5 appropriation includes up to \$122,047,000 in proceeds from the sale
6 of bonds authorized in RCW 47.10.873.

7 (9) The motor vehicle account—state appropriation includes up to
8 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
9 47.10.843.

10 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
11 partnership account—state appropriation, \$7,000 of the motor vehicle
12 account—federal appropriation, (~~(\$27,903,000)~~) \$27,904,000 of the
13 motor vehicle account—private/local appropriation, (~~(\$30,097,000)~~)
14 \$30,098,000 of the transportation 2003 account (nickel account)—state
15 appropriation, (~~(\$122,047,000)~~) \$122,051,000 of the Alaskan Way
16 viaduct replacement project account—state appropriation, and
17 \$2,663,000 of the multimodal transportation account—state
18 appropriation are provided solely for the SR 99/Alaskan Way Viaduct
19 Replacement project (809936Z).

20 (11) \$12,500,000 of the multimodal transportation account—state
21 appropriation is provided solely for transit mitigation for the SR
22 99/Viaduct Project - Construction Mitigation project (809940B).

23 (12) Within existing resources, during the regular sessions of
24 the legislature, the department of transportation shall participate
25 in work sessions, before the transportation committees of the house
26 of representatives and senate, on the Alaskan Way viaduct replacement
27 project. These work sessions must include a report on current
28 progress of the project, timelines for completion, outstanding
29 claims, the financial status of the project, and any other
30 information necessary for the legislature to maintain appropriate
31 oversight of the project. The parties invited to present may include
32 the department of transportation, the Seattle tunnel partners, and
33 other appropriate stakeholders.

34 (13) \$7,769,000 of the transportation partnership account—state
35 appropriation, \$6,744,000 of the transportation 2003 account (nickel
36 account)—state appropriation, \$215,000 of the motor vehicle account—
37 federal appropriation, and \$5,000,000 of the special category C
38 account—state appropriation are provided solely for the US 395/North
39 Spokane Corridor project (600010A). Any future savings on the project

1 must stay on the US 395/Interstate 90 corridor and be made available
2 to the current phase of the North Spokane corridor project or any
3 future phase of the project in 2017-2019.

4 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
5 account—state appropriation (~~(and \$13,158,000)~~), \$353,000 of the
6 transportation 2003 account (nickel account)—state appropriation, and
7 \$16,000 of the motor vehicle account—local appropriation are provided
8 solely for the I-405/Kirkland Vicinity Stage 2 - Widening project
9 (8BI1002). This project must be completed as soon as practicable as a
10 design-build project. Any future savings on this project or other
11 Interstate 405 corridor projects must stay on the Interstate 405
12 corridor and be made available to either the I-405/SR 167 Interchange
13 - Direct Connector project (140504C), the I-405 Renton to Bellevue
14 project (M00900R), or the I-405/SR 522 to I-5 Capacity Improvements
15 project (L2000234) in the 2017-2019 fiscal biennium.

16 (15) \$4,960,000 of the transportation partnership account—state
17 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
18 operations account—state appropriation are provided solely for the
19 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
20 activities related to adding capacity on Interstate 405 between state
21 route number 522 and Interstate 5, with the goals of increasing
22 vehicle throughput and aligning project completion with the
23 implementation of bus rapid transit in the vicinity of the project.
24 The transportation partnership account—state appropriation funding is
25 a transfer or a reappropriation of a transfer from the I-405/Kirkland
26 Vicinity Stage 2 - Widening project due to savings, and will start an
27 additional phase of this I-405 project.

28 (16) (a) The SR 520 Bridge Replacement and HOV project (8BI1003)
29 is supported over time from multiple sources, including a
30 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
31 state bonds, interest earnings, and other miscellaneous sources.

32 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
33 account—state appropriation, \$12,296,000 of the motor vehicle account
34 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
35 account—local appropriation are provided solely for the SR 520 Bridge
36 Replacement and HOV project (8BI1003).

37 (c) When developing the financial plan for the project, the
38 department shall assume that all maintenance and operation costs for

1 the new facility are to be covered by tolls collected on the toll
2 facility and not by the motor vehicle account.

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

9 (18) Any advisory group that the department convenes during the
10 2017-2019 fiscal biennium must consider the interests of the entire
11 state of Washington.

12 (19) It is the intent of the legislature that for the I-5 JBLM
13 Corridor Improvements project (M00100R), the department shall
14 actively pursue \$50,000,000 in federal funds to pay for this project
15 to supplant state funds in the future. \$50,000,000 in connecting
16 Washington account funding must be held in unallotted status during
17 the 2021-2023 fiscal biennium. These funds may only be used after the
18 department has provided notice to the office of financial management
19 that it has exhausted all efforts to secure federal funds from the
20 federal highway administration and the department of defense.

21 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
22 account—state appropriation is provided solely for the SR 167/SR 509
23 Puget Sound Gateway project (M00600R).

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

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

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

1 (b) The secretary of transportation must develop a memorandum of
2 understanding with local project stakeholders that identifies a
3 schedule for stakeholders to provide local matching funds for the
4 Puget Sound Gateway project. Criteria for eligibility of local match
5 includes matching funds and equivalent in-kind contributions
6 including, but not limited to, land donations. The memorandum of
7 understanding must be finalized by July 1, 2018. The department must
8 submit a copy of the memorandum of understanding to the
9 transportation committees of the legislature and report regularly on
10 the status of the requirements outlined in this subsection (21)(b)
11 and (c) of this subsection.

12 (c) During the course of developing the memorandum of
13 understanding, the department must evaluate the project schedules to
14 determine if there are any benefits to be gained by moving the
15 project schedule forward. It is the legislature's intent that if the
16 department identifies any savings after the funding gap on the base
17 project is closed as part of the proposal to expedite the project,
18 that these cost savings shall go toward construction of a full
19 single-point urban interchange at the junction of state route number
20 161 (Meridian avenue) and state route number 167 and a full single-
21 point urban interchange at the junction of state route number 509 and
22 188th Street. If the department receives additional funds from an
23 outside source for this project after the funding gap on the base
24 project is closed, the funds must be applied toward the completion of
25 these two full single-point urban interchanges.

26 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
27 the department is strongly encouraged to work to relocate any
28 significant businesses currently located within the planned path of
29 the state route number 509/Interstate 5 under-crossing to a location
30 within the Kent city limits. The department shall provide regular
31 updates on its progress to the joint transportation committee and
32 affected stakeholders.

33 (e) In designing the state route number 509/state route number
34 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
35 project (M00600R), the department shall make every effort to utilize
36 the preferred "4B" design.

37 (22) It is the intent of the legislature that, for the I-5/North
38 Lewis County Interchange project (L2000204), the department develop
39 and design the project with the objective of significantly improving
40 access to the industrially zoned properties in north Lewis

1 county. The design must consider the county's process of
2 investigating alternatives to improve such access from Interstate 5
3 that began in March 2015.

4 (23) (a) (~~(\$2,000,000)~~) \$1,992,000 of the transportation
5 partnership account—state appropriation and \$942,000 of the motor
6 vehicle account—state appropriation are provided solely for the U.S.
7 2 Trestle IJR project (L1000158).

8 (b) Of the amounts provided in this subsection, \$942,000 of the
9 motor vehicle account—state appropriation is provided solely for the
10 department to complete an interchange justification report (IJR) for
11 the U.S. 2 trestle, covering the state route number 204 and 20th
12 Street interchanges at the end of the westbound structure.

13 (a) The department shall develop the IJR in close collaboration
14 with affected local jurisdictions, including Snohomish county and the
15 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

16 (b) Within the amount provided for the IJR, the department must
17 address public outreach and the overall operational approval of the
18 IJR.

19 (c) The department shall complete the IJR and submit the final
20 report to the governor and the transportation committees of the
21 legislature by July 1, 2018.

22 (24) (a) The legislature recognizes that the city of Mercer Island
23 has unique access issues that require the use of Interstate 90 to
24 leave the island and that this access may be affected by the I-90/
25 Two-Way Transit and HOV Improvements project. One of the most heavily
26 traveled on-ramps from Mercer Island to the westbound Interstate 90
27 general purpose lanes is from Island Crest Way. The department must
28 continue to consult with the city of Mercer Island and the other
29 signatories to the 1976 memorandum of agreement to preserve access
30 provided to Mercer Island by the Island Crest Way on-ramp, and thus
31 grandfather in the current use of the on-ramp for both high occupancy
32 vehicles as well as vehicles seeking to access the general purpose
33 lanes of Interstate 90. The department must consider all reasonable
34 access solutions, including allowing all vehicles to use the Island
35 Crest Way on-ramp to access the new high occupancy vehicle lane with
36 a reasonable and safe distance provided for single-occupancy vehicles
37 to merge into the general purpose lanes.

38 (b) A final access solution for Mercer Island must consider the
39 following criteria: Safety; operational effects on all users,

1 including maintaining historic access to Interstate 90 provided from
2 Mercer Island by Island Crest Way; enforcement requirements; and
3 compliance with state and federal law.

4 (c) The department may not restrict by occupancy the westbound
5 on-ramp from Island Crest Way until a final access solution that
6 meets the criteria in (b) of this subsection has been reached.

7 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
8 lanes operations account—state appropriation is provided solely for
9 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
10 (L1000163).

11 (26) The legislature finds that there are sixteen companies
12 involved in wood preserving in the state that employ four hundred
13 workers and have an annual payroll of fifteen million dollars. Before
14 the department's switch to steel guardrails, ninety percent of the
15 twenty-five hundred mile guardrail system was constructed of
16 preserved wood and one hundred ten thousand wood guardrail posts were
17 produced annually for state use. Moreover, the policy of using steel
18 posts requires the state to use imported steel. Given these findings,
19 where practicable, and until June 30, 2019, the department shall
20 include the design option to use wood guardrail posts, in addition to
21 steel posts, in new guardrail installations. The selection of posts
22 must be consistent with the agency design manual policy that existed
23 before December 2009.

24 (27) For the SR 526 Corridor Improvements project (N52600R), the
25 department shall look holistically at the state route number 526
26 corridor from the state route number 526/Interstate 5 interchange at
27 the east end to the southwest Everett industrial area and Boeing's
28 west access road on the west end. The department, working with
29 affected jurisdictions and stakeholders, shall select project
30 elements that best maximize mobility and congestion relief in the
31 corridor and draw from project elements identified in a practical
32 solutions process.

33 (28)(a) For projects funded as part of the 2015 connecting
34 Washington transportation package listed on the LEAP transportation
35 document identified in subsection (1) of this section, if the
36 department expects to have substantial reappropriations for the
37 2019-2021 fiscal biennium, the department may, on a pilot basis,
38 apply funding from a project with an appropriation that cannot be
39 used for the current fiscal biennium to advance one or more of the
40 following projects:

- 1 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 2 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 3 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 4 (iv) US 395/Ridgeline Intersection (L2000127);
- 5 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 6 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 7 (vii) SR 14/Bingen Overpass (L2220062);
- 8 (viii) US Hwy 2 Safety (N00200R);
- 9 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 10 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 11 (xi) I-5/Rebuild ChamberWay Interchange Improvements (L2000223);
- 12 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 13 (xiii) SR 3 Freight Corridor (T30400R); or
- 14 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

15 (b) At least ten business days before advancing a project
16 pursuant to this subsection, the department must notify the office of
17 financial management and the transportation committees of the
18 legislature. The advancement of a project may not hinder the delivery
19 of the projects for which the reappropriations are necessary for the
20 2019-2021 fiscal biennium.

21 (29) Within existing resources and in consultation with local
22 communities, the department shall begin planning efforts, including
23 traffic data collection, analysis and evaluation, scoping, and
24 environmental review, for roundabouts at the intersection of state
25 route number 900 and SE May Valley Road and at the intersection of
26 state route number 169 and Cedar Grove Road SE.

27 (30) The legislature continues to prioritize the replacement of
28 the state's aging infrastructure and recognizes the importance of
29 reusing and recycling construction aggregate and recycled concrete
30 materials in our transportation system.

31 To accomplish Washington state's sustainability goals in
32 transportation and in accordance with RCW 70.95.805, the legislature
33 reaffirms its direction to the department to lead the way in
34 advancing the reuse and recycling of construction aggregate and
35 recycled concrete materials whenever readily available, to use these
36 recycled products when cost competitive, and to work with industry
37 implementation partners to remove obstacles that unnecessarily
38 preclude or inhibit their use and implement strategies for the reuse
39 and recycling of construction aggregate and recycled concrete
40 materials.

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

4 (31) Within existing resources, the department shall implement a
5 safety solution after evaluating barrier and mitigation options on
6 state route number 167 between the intersections with 50th Ave E and
7 E 40th Street in Pierce county to prevent vehicles from leaving the
8 roadway and entering private property below the grade of the highway.

9 (32) \$350,000 of the motor vehicle account—state appropriation is
10 provided solely for implementation of chapter 288 (Substitute Senate
11 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
12 Replacement Bridge on Interstate 5 across the Columbia River project
13 number (L2000259).

14 (33) For the SR 520 Seattle Corridor Improvements - West End
15 project (M00400R), the legislature recognizes the department must
16 acquire the entirety of parcel number 1-23190 for construction of the
17 project. The department shall work with its design-build contractor
18 to ensure to the maximum extent practicable that the building housing
19 any grocery store or market currently located on parcel number
20 1-23190 will be preserved. The legislature recognizes the city of
21 Seattle has requirements in the project area that the department must
22 address and that those requirements may affect the use of parcel
23 number 1-23190 and may affect the ability of the department to
24 preserve any grocery store or market currently located on the
25 property. The department shall meet and confer regularly with
26 residents in the vicinity of the parcel regarding the status of the
27 project and its effects on any grocery store or market currently
28 located on the property. The legislature strongly encourages the city
29 to utilize maximum flexibility in how the department meets the city's
30 requirements and to be an equal partner in efforts to preserve any
31 grocery store or market on parcel number 1-23190.

32 **Sec. 906.** 2018 c 297 s 307 (uncodified) is amended to read as
33 follows:

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

35 Recreational Vehicle Account—State Appropriation	\$3,584,000
36 High-Occupancy Toll Lanes Operations Account—State	
37 Appropriation.	((\$161,000))
38	<u>\$1,000</u>

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

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

13 (5) The transportation 2003 account (nickel account)—state
14 appropriation includes up to \$29,553,000 in proceeds from the sale of
15 bonds authorized in RCW 47.10.861.

16 (6) The motor vehicle account—state appropriation includes up to
17 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
18 47.10.843.

19 (7) \$11,553,000 of the connecting Washington account—state
20 appropriation is provided solely for the land mobile radio upgrade
21 (G2000055) and is subject to the conditions, limitations, and review
22 provided in section 701, chapter 313, Laws of 2017. The land mobile
23 radio project is subject to technical oversight by the office of the
24 chief information officer. The department, in collaboration with the
25 office of the chief information officer, shall identify where
26 existing or proposed mobile radio technology investments should be
27 consolidated, identify when existing or proposed mobile radio
28 technology investments can be reused or leveraged to meet multiagency
29 needs, increase mobile radio interoperability between agencies, and
30 identify how redundant investments can be reduced over time. The
31 department shall also provide quarterly reports to the technology
32 services board on project progress.

33 (8) \$3,000,000 of the motor vehicle account—state appropriation
34 is provided solely for extraordinary costs incurred from litigation
35 awards, settlements, or dispute mitigation activities not eligible
36 for funding from the self-insurance fund. The amount provided in this
37 subsection must be held in unallotted status until the department
38 submits a request to the office of financial management that includes
39 documentation detailing litigation-related expenses. The office of

1 financial management may release the funds only when it determines
2 that all other funds designated for litigation awards, settlements,
3 and dispute mitigation activities have been exhausted. No funds
4 provided in this subsection may be expended on any legal fees related
5 to the SR 99/Alaskan Way viaduct replacement project.

6 (9) \$20,755,000 of the motor vehicle account—federal
7 appropriation and \$844,000 of the motor vehicle account—state
8 appropriation are provided solely for the preservation of
9 structurally deficient bridges or bridges that are at risk of
10 becoming structurally deficient. These funds must be used widely
11 around the state of Washington. When practicable, the department
12 shall pursue design-build contracts for these bridge projects to
13 expedite delivery. The department shall provide a report that
14 identifies the progress of each project funded in this subsection as
15 part of its annual agency budget request.

16 (10) The appropriation in this section includes funding for
17 starting planning, engineering, and construction of the Elwha River
18 bridge replacement. To the greatest extent practicable, the
19 department shall maintain public access on the existing route.

20 (11)(a) \$9,014,000 of the motor vehicle account—federal
21 appropriation and \$217,000 of the motor vehicle account—state
22 appropriation are provided solely for weigh station preservation
23 (OBP3006). These amounts must be held in unallotted status, except
24 that the director of the office of financial management may approve
25 allotment of the funds upon fulfillment of the conditions of (b) of
26 this subsection.

27 (b) The department and the Washington state patrol shall jointly
28 submit a prioritized list of weigh station projects to the office of
29 financial management by October 1, 2017. Projects submitted must
30 include estimated costs for preliminary engineering, rights-of-way,
31 and construction and must also consider the timing of any available
32 funding for weigh station projects.

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

1 (13) During the course of any planned resurfacing or other
2 preservation activity on state route number 26 between Colfax and
3 Othello in the 2017-2019 fiscal biennium, the department must add
4 dug-in reflectors.

5 (14) The department shall continue to monitor the test patch of
6 pavement that used electric arc furnace slag as an aggregate and
7 report back to the legislature by December 1, 2018, on its
8 comparative wear resistance, skid resistance, and feasibility for use
9 throughout the state in new pavement construction.

10 (15) For projects funded as part of the 2015 connecting
11 Washington transportation package listed on the LEAP transportation
12 document identified in subsection (1) of this section, if the
13 department expects to have substantial reappropriations for the
14 2019-2021 fiscal biennium, the department may, on a pilot basis,
15 apply funding from a project with an appropriation that cannot be
16 used for the current fiscal biennium to advance the US 12/Wildcat
17 Bridge Replacement project (L2000075). At least ten business days
18 before advancing the project pursuant to this subsection, the
19 department must notify the office of financial management and the
20 transportation committees of the legislature. The advancement of the
21 project may not hinder the delivery of the projects for which the
22 reappropriations are necessary for the 2019-2021 fiscal biennium.

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

31 **Sec. 907.** 2018 c 297 s 308 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
34 **CAPITAL**

35 Motor Vehicle Account—State Appropriation	((\$6,636,000))
	<u>\$5,753,000</u>
37 Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
	<u>\$5,578,000</u>

1	Motor Vehicle Account—Private/Local Appropriation . . .	((\$649,000))
2		<u>\$650,000</u>
3	TOTAL APPROPRIATION.	((\$12,851,000))
4		<u>\$11,981,000</u>

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

13 **Sec. 908.** 2018 c 297 s 309 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
16 **CONSTRUCTION—PROGRAM W**

17	Puget Sound Capital Construction Account—State	
18	Appropriation	((\$72,024,000))
19		<u>\$66,477,000</u>
20	Puget Sound Capital Construction Account—Federal	
21	Appropriation	((\$205,032,000))
22		<u>\$199,623,000</u>
23	Puget Sound Capital Construction Account—Private/Local	
24	Appropriation	((\$27,196,000))
25		<u>\$27,197,000</u>
26	Transportation Partnership Account—State	
27	Appropriation	((\$2,923,000))
28		<u>\$1,892,000</u>
29	Connecting Washington Account—State Appropriation .	((\$136,918,000))
30		<u>\$121,996,000</u>
31	Multimodal Transportation Account—State Appropriation. . .	\$2,734,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation.	\$4,169,000
34	TOTAL APPROPRIATION.	((\$450,996,000))
35		<u>\$424,088,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed in LEAP Transportation Document ((2018))
4 2019-2 ALL PROJECTS as developed March ((5)) 25, ((2018)) 2019,
5 Program - Washington State Ferries Capital Program (W) and is
6 contingent upon the enactment of subsection (6) of this section.

7 (2) \$27,825,000 of the Puget Sound capital construction account—
8 federal appropriation, ((~~\$44,485,000~~)) \$29,485,000 of the connecting
9 Washington account—state appropriation, and \$1,483,000 of the Puget
10 Sound capital construction account—state appropriation are provided
11 solely for the Mukilteo ferry terminal (952515P). To the greatest
12 extent practicable and within available resources, the department
13 shall design the new terminal to be a net-zero energy building. To
14 achieve this goal, the department shall evaluate using highly energy
15 efficient equipment and systems, and the most appropriate renewable
16 energy systems for the needs and location of the terminal. To the
17 extent practicable, the department shall avoid the closure of, or
18 disruption to, any existing public access walkways in the vicinity of
19 the terminal project during construction. Of the amounts provided in
20 this subsection, \$750,000 of the Puget Sound capital construction
21 account—state appropriation is provided solely for additional
22 photovoltaic panels for this project.

23 (3) \$94,671,000 of the Puget Sound capital construction account—
24 federal appropriation, \$46,919,000 of the connecting Washington
25 account—state appropriation, \$26,949,000 of the Puget Sound capital
26 construction account—private/local appropriation, \$2,734,000 of the
27 multimodal transportation account—state appropriation, \$511,000 of
28 the Puget Sound capital construction account—state appropriation, and
29 \$679,000 of the transportation 2003 (nickel account)—state
30 appropriation are provided solely for the Seattle Terminal
31 Replacement project (900010L).

32 (4) ((~~\$5,000,000~~)) \$7,100,000 of the Puget Sound capital
33 construction account—state appropriation is provided solely for
34 emergency capital repair costs (999910K). Funds may only be spent
35 after approval by the office of financial management.

36 (5) \$950,000 of the Puget Sound capital construction account—
37 state appropriation is provided solely for life extension of the
38 existing ticketing system and ORCA acceptance (998521A and 998521B).
39 The ferry system shall work with Washington technology solutions and

1 the tolling division on the development of a new, interoperable
2 ticketing system.

3 (6) (a) The department shall, in consultation with the office of
4 financial management, hire an independent planning consultant to
5 assist with overall scope development of a new ferry system long-
6 range plan, including incorporating the items listed in (b) of this
7 subsection. The independent planning consultant must have experience
8 in planning for other ferry systems.

9 (b) The department shall update the ferries division long-range
10 plan by January 1, 2019. In reviewing the changing needs of the users
11 of the ferry system and the associated funding opportunities and
12 challenges, the department must include, but is not limited to, the
13 following elements in the new long-range plan:

14 (i) Identify changes in the demographics of users of the system;

15 (ii) Review route timetables and propose adjustments that take
16 into consideration ridership volume, vessel load times, proposed and
17 current passenger-only ferry system ridership, and other operational
18 needs;

19 (iii) Review vessel needs by route and propose a vessel
20 replacement schedule, vessel retirement schedule, and estimated
21 number of vessels needed. This analysis should also articulate a
22 reserve vessel strategy;

23 (iv) Identify the characteristics most appropriate for
24 replacement vessels, such as passenger and car-carrying capacity,
25 while taking into consideration other cost-driving factors. These
26 factors should include:

27 (A) Anticipated crewing requirements;

28 (B) Fuel type;

29 (C) Other operating and maintenance costs;

30 (v) Review vessel dry dock needs, consider potential impacts of
31 the United States navy, and propose strategies to meet these needs;

32 (vi) Address the seismic vulnerability of the system and
33 articulate emergency preparedness plans;

34 (vii) Evaluate leased and state-owned property locations for the
35 ferry headquarters, to include an analysis of properties outside the
36 downtown area of Seattle;

37 (viii) Evaluate strategies that may help spread peak ridership,
38 such as time-of-day ticket pricing and expanding the reservation
39 system; and

1 (ix) Identify operational changes that may reduce costs, such as
2 nighttime tie-up locations.

3 (c) The department shall submit a status report on the long-range
4 plan update to the governor and the transportation committees of the
5 legislature by June 30, 2018, and a final report by January 1, 2019.

6 (7) \$600,000 of the Puget Sound capital construction account—
7 state appropriation is provided solely for development of a request
8 for proposal to convert the three ferry vessels in the Jumbo Mark II
9 class to hybrid electric propulsion and make associated necessary
10 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
11 terminals. The department is directed to explore capital project
12 financing options to include, but not be limited to, federal funding
13 opportunities, private or local contributions, application for
14 Volkswagen settlement funds, and energy-savings performance
15 contracting to be repaid in whole or in part by fuel-cost savings.
16 The department will report total capital cost estimates, optimal
17 construction schedule, annual capital and operating savings or costs,
18 and a recommended funding option to the governor and to the
19 transportation committees of the legislature by June 30, 2019.

20 **Sec. 909.** 2018 c 297 s 310 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

23	Essential Rail Assistance Account—State Appropriation	((\$845,000))
24		<u>\$710,000</u>
25	Transportation Infrastructure Account—State	
26	Appropriation	((\$7,575,000))
27		<u>\$5,388,000</u>
28	Multimodal Transportation Account—State	
29	Appropriation	((\$79,357,000))
30		<u>\$74,965,000</u>
31	Multimodal Transportation Account—Federal	
32	Appropriation	((\$59,814,000))
33		<u>\$43,175,000</u>
34	TOTAL APPROPRIATION.	((\$147,591,000))
35		<u>\$124,238,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document ((2018)) 2019-2 ALL PROJECTS as developed March ((5, 2018))
5 25, 2019, Program - Rail Program (Y).

6 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
7 infrastructure account—state appropriation is provided solely for new
8 low-interest loans approved by the department through the freight
9 rail investment bank (FRIB) program. The department shall issue FRIB
10 program loans with a repayment period of no more than ten years, and
11 charge only so much interest as is necessary to recoup the
12 department's costs to administer the loans. The department shall
13 report annually to the transportation committees of the legislature
14 and the office of financial management on all FRIB loans issued.

15 (3) \$7,017,000 of the multimodal transportation account—state
16 appropriation and \$24,000 of the essential rail assistance account—
17 state appropriation are provided solely for new statewide emergent
18 freight rail assistance projects identified in the LEAP
19 transportation document referenced in subsection (1) of this section.

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

37 (5) (a) \$686,000 of the essential rail assistance account—state
38 appropriation, \$422,000 of the multimodal transportation account—
39 state appropriation, and \$21,000 of the transportation infrastructure

1 account—state appropriation are provided solely for the purpose of
2 the rehabilitation and maintenance of the Palouse river and Coulee
3 City railroad line (F01111B).

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

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

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

13 (6) The department shall issue a call for projects for the
14 freight rail assistance program, and shall evaluate the applications
15 in a manner consistent with past practices as specified in section
16 309, chapter 367, Laws of 2011. By November 15, 2018, the department
17 shall submit a prioritized list of recommended projects to the office
18 of financial management and the transportation committees of the
19 legislature.

20 (7) For projects funded as part of the 2015 connecting Washington
21 transportation package identified on the LEAP transportation document
22 identified in subsection (1) of this section, if the department
23 expects to have substantial reappropriations for the 2019-2021 fiscal
24 biennium, the department may, on a pilot basis, apply funding from a
25 project with an appropriation that cannot be used for the current
26 fiscal biennium to advance the South Kelso Railroad Crossing project
27 (L1000147). At least ten business days before advancing a project
28 pursuant to this subsection, the department must notify the office of
29 financial management and the transportation committees of the
30 legislature. The advancement of a project may not hinder the delivery
31 of the projects for which the reappropriations are necessary for the
32 2019-2021 fiscal biennium.

33 (8) It is the intent of the legislature to encourage the
34 department to pursue federal grant opportunities leveraging up to
35 \$6,696,000 in connecting Washington programmed funds to be used as a
36 state match to improve the state-owned Palouse river and Coulee City
37 system. The amount listed in this subsection is not a commitment for
38 future legislatures, but is the legislature's intent that future
39 legislatures will work to approve biennial appropriations up to a
40 state match share not to exceed \$6,696,000 of a grant award.

1 (~~(\$1,846,000)~~) \$1,096,000 of the transportation partnership account—
2 state appropriation are (~~reappropriated~~) provided solely for
3 pedestrian and bicycle safety program projects (~~selected in the~~
4 ~~previous biennia~~) (L2000188).

5 (b) (~~(\$11,400,000)~~) \$15,681,000 of the motor vehicle account—
6 federal appropriation (~~and \$7,750,000~~), \$6,824,000 of the
7 multimodal transportation account—state appropriation (~~are provided~~
8 ~~solely for newly selected safe routes to school projects. \$11,181,000~~
9 ~~of the motor vehicle account federal appropriation, \$1,394,000 of the~~
10 ~~multimodal transportation account state appropriation, and~~
11 ~~\$4,287,000~~), and \$3,487,000 of the highway safety account—state
12 appropriation are (~~reappropriated~~) provided solely for safe routes
13 to school projects (~~selected in the previous biennia~~) (L2000189).

14 The department may consider the special situations facing high-need
15 areas, as defined by schools or project areas in which the percentage
16 of the children eligible to receive free and reduced-price meals
17 under the national school lunch program is equal to, or greater than,
18 the state average as determined by the department, when evaluating
19 project proposals against established funding criteria while ensuring
20 continued compliance with federal eligibility requirements.

21 (3) The department shall submit a report to the transportation
22 committees of the legislature by December 1, 2017, and December 1,
23 2018, on the status of projects funded as part of the pedestrian
24 safety/safe routes to school grant program. The report must include,
25 but is not limited to, a list of projects selected and a brief
26 description of each project's status.

27 (4) \$32,984,000 of the multimodal transportation account—state
28 appropriation is provided solely for bicycle and pedestrian projects
29 listed in the LEAP transportation document referenced in subsection
30 (1) of this section.

31 (5) \$43,800,000 of the motor vehicle account—federal
32 appropriation is provided solely for national highway freight network
33 projects identified on the project list submitted in accordance with
34 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
35 department shall validate the projects on the list. Only tier one
36 projects on the prioritized freight project list that are validated
37 by the department may receive funding under this subsection. The
38 department shall continue to work with the Washington state freight
39 advisory committee to improve project screening and validation to

1 support project prioritization and selection, including during the
2 freight mobility plan update in 2017. The department may compete for
3 funding under this program and shall provide an updated prioritized
4 freight project list when submitting its 2019-2021 budget request. To
5 the greatest extent practicable, the department shall follow the
6 Washington state freight advisory committee recommendation to
7 allocate ten percent of the funds in this subsection to multimodal
8 projects as permitted under the fixing America's surface
9 transportation (FAST) act.

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

17 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
18 account—state appropriation is provided solely for the Covington
19 Connector (L2000104). The amounts described in the LEAP
20 transportation document referenced in subsection (1) of this section
21 are not a commitment by future legislatures, but it is the
22 legislature's intent that future legislatures will work to approve
23 appropriations in the 2019-2021 fiscal biennium to reimburse the city
24 of Covington for approved work completed on the project up to the
25 full \$24,000,000 cost of this project.

26 (8) (a) For projects funded as part of the 2015 connecting
27 Washington transportation package listed on the LEAP transportation
28 document identified in subsection (1) of this section, if the
29 department expects to have substantial reappropriations for the
30 2019-2021 fiscal biennium, the department may, on a pilot basis,
31 apply funding from a project with an appropriation that cannot be
32 used for the current fiscal biennium to advance one or more of the
33 following projects:

- 34 (i) SR 502 Main Street Project/Widening (L2000065);
- 35 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 36 (iii) Issaquah-Fall City Road (L1000094);
- 37 (iv) Lewis Street Bridge (L2000066);
- 38 (v) Covington Connector (L2000104);
- 39 (vi) Orchard Street Connector (L2000120);
- 40 (vii) Harbour Reach Extension (L2000136);

- 1 (viii) Sammamish Bridge Corridor (L2000137);
- 2 (ix) Brady Road (L2000164);
- 3 (x) Thornton Road Overpass (L2000228);
- 4 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 5 (xii) Wilburton Reconnection Project (G2000006);
- 6 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 7 (xiv) Bay Street Pedestrian Project (G2000015); or
- 8 (xv) Cowiche Canyon Trail (G2000010).

9 (b) At least ten business days before advancing a project
 10 pursuant to this subsection, the department must notify the office of
 11 financial management and the transportation committees of the
 12 legislature. The advancement of a project may not hinder the delivery
 13 of the projects for which the reappropriations are necessary for the
 14 2019-2021 fiscal biennium.

15 **TRANSFERS AND DISTRIBUTIONS**

16 **Sec. 1001.** 2018 c 297 s 401 (uncodified) is amended to read as
 17 follows:

18 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 19 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 20 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 21 **REVENUE**

22	Transportation Partnership Account—State	
23	Appropriation.	((\$4,646,000))
24		<u>\$2,046,000</u>
25	Motor Vehicle Account—State Appropriation.	((\$736,000))
26		<u>\$396,000</u>
27	Connecting Washington Account—State Appropriation. . .	((\$3,199,000))
28		<u>\$1,699,000</u>
29	Highway Bond Retirement Account—State	
30	Appropriation.	((\$1,229,874,000))
31		<u>\$1,279,604,000</u>
32	Ferry Bond Retirement Account—State Appropriation. .	((\$28,873,000))
33		<u>\$28,223,000</u>
34	Transportation Improvement Board Bond Retirement	
35	Account—State Appropriation.	\$13,254,000
36	Nondebt-Limit Reimbursable Bond Retirement	
37	Account—State Appropriation.	\$26,391,000

1 ~~Appropriation: For transfer to the Connecting~~
2 ~~Washington Account—State. \$10,946,000~~
3 ~~(3) Motor Vehicle Account—State Appropriation:~~
4 ~~For transfer to the Connecting Washington~~
5 ~~Account—State. \$56,464,000~~
6 ~~(4)) Motor Vehicle Account—State Appropriation:~~
7 ~~For transfer to the Freight Mobility Investment~~
8 ~~Account—State. ((\$8,511,000))~~
9 \$1,255,000
10 ((5)) (2) Motor Vehicle Account—State Appropriation:
11 For transfer to the Puget Sound Capital
12 Construction Account—State. \$20,000,000
13 ((6)) (3) Motor Vehicle Account—State Appropriation:
14 For transfer to the Rural Arterial Trust
15 Account—State. \$4,844,000
16 ((7)) (4) Motor Vehicle Account—State Appropriation:
17 For transfer to the Transportation Improvement
18 Account—State. \$9,688,000
19 ((8) Highway Safety Account—State Appropriation:
20 For transfer to the State Patrol Highway
21 Account—State. \$33,000,000
22 (9) Puget Sound Ferry Operations Account—State
23 ~~Appropriation: For transfer to the Connecting~~
24 ~~Washington Account—State. \$1,305,000~~
25 (10)) (5) Rural Mobility Grant Program Account—State
26 Appropriation: For transfer to the Multimodal
27 Transportation Account—State. \$3,000,000
28 ((11)) (6) State Route Number 520 Civil Penalties
29 Account—State Appropriation: For transfer to
30 the State Route Number 520 Corridor
31 Account—State. \$2,000,000
32 ((12)) (7) Capital Vessel Replacement Account—State
33 Appropriation: For transfer to the Connecting
34 Washington Account—State. \$36,500,000
35 ((13)) (8) Multimodal Transportation Account—State
36 Appropriation: For transfer to the Freight Mobility
37 Multimodal Account—State. ((\$8,511,000))
38 \$1,255,000

1 (b) The transfer in this subsection must be made in April 2019.
2 It is the intent of the legislature that this transfer is temporary,
3 for the purpose of minimizing the impact of toll increases, and an
4 equivalent reimbursing transfer is to occur in November 2019.

5 ~~((23))~~ (18) Motor Vehicle Account—State Appropriation:
6 For transfer to the County Arterial Preservation
7 Account—State. \$4,844,000

8 ~~((24))~~ (19)(a) General Fund Account—State Appropriation:
9 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))~~ 805(6) of this act.

14 ~~((25))~~ (20)(a) Motor Vehicle Account—State Appropriation:
15 For transfer to the Alaskan Way Viaduct Replacement
16 Project Account—State. ~~((11,337,000))~~
17 \$11,135,000

18 (b) The funds provided in (a) of this subsection are a loan to
19 the Alaskan Way viaduct replacement project account—state, and the
20 legislature assumes that these funds will be reimbursed to the motor
21 vehicle account—state at a later date when the portion of state route
22 number 99 that is a deep bore tunnel is operational.

23 ~~((26) Multimodal Transportation Account—State~~
24 ~~Appropriation: For transfer to the Highway Safety~~
25 ~~Account—State. \$7,000,000~~

26 ~~(27))~~ (21)(a) Alaskan Way Viaduct Replacement Project
27 Account—State Appropriation: For transfer to the
28 Transportation Partnership Account—State. ~~((2,400,000))~~
29 \$1,471,000

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

33 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

34 NEW SECTION. **Sec. 1101.** A new section is added to 2018 c 297
35 (uncodified) to read as follows:

36 The appropriations to the department of transportation in chapter
37 297, Laws of 2018 and this act must be expended for the programs and

1 in the amounts specified in this act. However, after May 1, 2019,
2 unless specifically prohibited, the department may transfer state
3 appropriations for the 2017-2019 fiscal biennium among operating
4 programs after approval by the director of the office of financial
5 management. However, the department shall not transfer state moneys
6 that are provided solely for a specific purpose. The department shall
7 not transfer funds, and the director of the office of financial
8 management shall not approve the transfer, unless the transfer is
9 consistent with the objective of conserving, to the maximum extent
10 possible, the expenditure of state funds and not federal funds. The
11 director of the office of financial management shall notify the
12 transportation committees of the legislature prior to approving any
13 allotment modifications or transfers under this section.

14 **MISCELLANEOUS**

15 NEW SECTION. **Sec. 1201.** If any provision of this act or its
16 application to any person or circumstance is held invalid, the
17 remainder of the act or the application of the provision to other
18 persons or circumstances is not affected.

19 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
20 preservation of the public peace, health, or safety, or support of
21 the state government and its existing public institutions, and takes
22 effect immediately."

23 Correct the title.

EFFECT: Makes the following changes:

- (1) Corrects the name of the Association of Washington Cities.
- (2) Corrects the amount provided for the Department of Licensing to accommodate for expected demand at licensing services offices.
- (3) Modifies the type of airport eligible for the Airport Aid Grant Program from "public airport" to "public use airport."
- (4) Directs the department of transportation to continue to implement a state route number 518 corridor study in the 2019-2021 fiscal biennium and changes the date the study is due to the transportation committees of the legislature to November 30, 2019.
- (5) For the purposes of the Kingsgate transit-oriented development pilot project, the other entities WSDOT may transfer, lease or sell property to are changed from "government agency or private developer" to "government agency, public development authority, or nonprofit developer."
- (6) Corrects the account that funds the Complete Streets Grant Program to be the Complete Streets Grant Program Account—state

appropriation instead of the Multimodal Transportation Account—state appropriation.

(7) Provides \$660,000 for the SR 532 Flood Protection Berm project.

(8) Corrects bond proceeds amounts.

(9) Corrects the fund sources for the funds, which will lapse if legislation authorizing the procurement of additional ferry vessels is not enacted.

(10) Reduces the transfer from the Transportation Partnership Account—State to the Alaskan Way Viaduct Replacement Project Account—State by \$5,000.

(11) Corrects amounts provided for bond retirement and interest-related costs.

(12) Transfers \$3 million from the Motor Vehicle Account—State to the County Road Administration Board Emergency Loan Account for the purposes of the new CRAB Emergency Revolving Loan Program created by SB 5923.

(13) Transfers \$3.9 million from the Capital Vessel Replacement Account—State to the Connecting Washington Account—State for debt service and debt issuance costs associated with constructing new ferry vessels.

(14) \$14.7 million is transferred from the Multimodal Transportation Account—State to the Complete Streets Grant Program Account—State.

(End of Bill)

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