

HOUSE BILL 1161

State of Washington 66th Legislature 2019 Regular Session

By Representatives Fey, Wylie, and Slatter; by request of Office of Financial Management

Read first time 01/16/19. Referred to Committee on Transportation.

1 AN ACT Relating to transportation funding and appropriations;
2 amending 2018 c 297 ss 201, 202, 204, 207-213, 215-221, 223, 301,
3 303-311, 401-406, and 701 (uncodified); adding a new section to 2018
4 c 297 (uncodified); making appropriations and authorizing
5 expenditures for capital improvements; and declaring an emergency.

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

2017-2019 FISCAL BIENNIUM

TRANSPORTATION AGENCIES—OPERATING

9 **Sec. 101.** 2018 c 297 s 201 (uncodified) is amended to read as
10 follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

12	Highway Safety Account—State Appropriation	\$4,329,000
13	Highway Safety Account—Federal Appropriation	(\$22,205,000)
14		<u>\$25,005,000</u>
15	Highway Safety Account—Private/Local Appropriation	\$118,000
16	School Zone Safety Account—State Appropriation	\$850,000
17	TOTAL APPROPRIATION.	(\$27,502,000)
18		<u>\$30,302,000</u>

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

3 (1) \$100,000 of the highway safety account—state appropriation is
4 provided solely for the implementation of chapter 324, Laws of 2017
5 (bicyclist safety advisory council).

6 (2) \$1,000,000 of the highway safety account—state appropriation
7 is provided solely for the implementation of section 13(4), chapter
8 336, Laws of 2017 (impaired driving). The funding is provided for
9 grants to organizations that seek to reduce driving under the
10 influence of drugs and alcohol and for administering the program.
11 \$108,806 of the amount provided in this subsection is for the
12 commission to cover the costs associated with administering the grant
13 program. The funding provided in this subsection is contingent on the
14 availability of funds raised by the fee, described in section 13(4),
15 chapter 336, Laws of 2017 (impaired driving), sufficient to cover the
16 costs of administering the program.

17 **Sec. 102.** 2018 c 297 s 202 (uncodified) is amended to read as
18 follows:

19 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

20	Rural Arterial Trust Account—State Appropriation	\$1,056,000
21	Motor Vehicle Account—State Appropriation	(\$2,720,000)
22		<u>\$2,791,000</u>
23	County Arterial Preservation Account—State	
24	Appropriation	(\$1,592,000)
25		<u>\$1,593,000</u>
26	TOTAL APPROPRIATION.	(\$5,368,000)
27		<u>\$5,440,000</u>

28 **Sec. 103.** 2018 c 297 s 204 (uncodified) is amended to read as
29 follows:

30 **FOR THE JOINT TRANSPORTATION COMMITTEE**

31	((Highway Safety Account—State Appropriation.	\$150,000))
32	Motor Vehicle Account—State Appropriation	\$2,030,000
33	Multimodal Transportation Account—State	
34	Appropriation.	\$1,570,000
35	TOTAL APPROPRIATION.	(\$3,750,000)
36		<u>\$3,600,000</u>

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

3 (1)(a) \$200,000 of the multimodal transportation account—state
4 appropriation is for a consultant study of marine pilotage in
5 Washington state, with a goal of recommending best practices for: An
6 analytically-driven pilotage tariff and fee setting process;
7 determination of the total number of pilots and pilot workload; pilot
8 recruitment, training, review, and selection, with a focus on
9 increasing pilot diversity; and selection of governance structures
10 for the oversight and management of pilotage activities. The study
11 must include the following:

12 (i)(A) An examination of current practices of the board of
13 pilotage related to: Pilotage tariff and fee setting, including a
14 review of the development and composition of fees, their relationship
15 to tariffs and pilotage district expenditures, and an analysis of
16 pilot benefits; the setting of the total number of pilots and pilot
17 workload distribution; pilot candidate recruitment and training;
18 pilot review and selection processes; and reporting to comply with
19 statutory requirements;

20 (B) An examination of the current oversight, administrative
21 practices, and governance of the board of pilotage commissioners and
22 the two pilotage districts, including board composition analysis, the
23 possible role of the legislative appropriations process, and options
24 for insurance liability coverage for the board of pilotage
25 commissioners;

26 (ii) A comparison of current practices identified under this
27 subsection (1)(a) to best practices in marine pilotage elsewhere in
28 the United States, including both state licensed pilotage and federal
29 pilotage systems with independent contractor, public employee, or
30 private employee pilots; and a comparison to marine pilotage
31 activities outside of the United States, to the extent these marine
32 pilotage activities can inform the evaluation process and identify
33 additional best practices that could be implemented in Washington
34 state;

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

1 (iv) An evaluation of the extent to which the best practices
2 examined can be implemented and would be effective in Washington
3 state; and

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

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

9 (2) \$160,000 of the motor vehicle account—state appropriation is
10 for the joint transportation committee to contract with the
11 University of Minnesota to independently analyze and assess traffic
12 data for the express toll lanes and general purpose lanes of the
13 Interstate 405 tolled corridor, including in terms of the performance
14 measures described in RCW 47.56.880, and to develop and recommend
15 near-term and longer-term strategies for the improvement of traffic
16 performance in this corridor. A report summarizing the results of the
17 traffic data assessment and providing recommended strategies is due
18 to the transportation committees of the legislature by January 8,
19 2018.

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

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

25 (ii) Evaluate the current and projected future capacity of the
26 air cargo system;

27 (iii) Identify underutilized capacity;

28 (iv) Identify and describe what market forces may determine
29 demand for cargo service at different facilities and what role the
30 shippers and cargo service providers play in determining how cargo is
31 moved in the state;

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

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

38 (A) Evaluate air, land, and surface transportation constraints,
39 including intermodal constraints, to accommodate current demand and
40 future growth;

1 (B) Evaluate impediments to addressing those constraints;
2 (C) Evaluate options to address those constraints; and
3 (D) Evaluate the impacts to air cargo-related industries that
4 would result from shifting cargo service to Washington airports that
5 currently have available capacity.

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

9 (c) The study must provide recommendations regarding:

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

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

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

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

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

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

25 (4) \$100,000 of the motor vehicle account—state appropriation is
26 for the joint transportation committee to conduct an assessment of
27 the current roles and responsibilities of the transportation
28 commission. The purpose of the assessment is to review the current
29 membership, functions, powers, and duties of the transportation
30 commission beyond those granted to the transportation commission as
31 the tolling authority under RCW 47.56.850, for the adoption of ferry
32 fares and pricing policies under RCW 47.60.315, or for work related
33 to the road usage charge pilot project as directed by the
34 legislature. When conducting the assessment, the joint transportation
35 committee must consult with the transportation commission and the
36 office of financial management.

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

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

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

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

7 (iv) The transportation commission's current roles and
8 responsibilities relating to transportation planning, transportation
9 policy development, and other functions; and

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

12 (b) A report of the assessment findings and recommendations is
13 due to the transportation committees of the legislature by December
14 31, 2017.

15 (5) (a) \$360,000 of the motor vehicle account—state appropriation,
16 from the cities' statewide fuel tax distributions under RCW
17 46.68.110(2), is for the joint transportation committee to conduct a
18 study to assess the current state of city transportation funding,
19 identify emerging issues, and recommend funding sources to meet
20 current and future needs. As part of the study, the joint
21 transportation committee shall:

22 (i) Identify current city transportation funding
23 responsibilities, sources, and gaps;

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

26 (iii) Identify future city funding needs;

27 (iv) Evaluate alternative sources of funding; and

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

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

32 (c) In conducting the study, the joint transportation committee
33 must consult with:

34 (i) City representatives;

35 (ii) A representative from the department of transportation local
36 programs division;

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

38 (iv) A representative from the department of transportation/
39 metropolitan planning organization/regional transportation planning
40 organization coordinating committee; and

1 (v) Others as appropriate.

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

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

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

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

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

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

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

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

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

27 (vii) A list of potential state, federal, or local revenue
28 sources that public transportation agencies could access or implement
29 in order to meet agencies' capital needs. These revenue sources may
30 be either currently available sources or sources that would need
31 legislative authorization.

32 (b) The Washington state transit association and the Washington
33 state department of transportation shall provide technical support to
34 the study.

35 (c) The joint transportation committee shall issue a report of
36 its findings and recommendations to the transportation committees of
37 the legislature by March 1, 2019.

38 (7) \$255,000 of the multimodal transportation account—state
39 appropriation is for the joint transportation committee to conduct a
40 study regarding the regulation of transportation network companies

1 within the state of Washington. In conducting the study, the joint
2 transportation committee must consult with relevant representatives
3 of the department of licensing, the utilities and transportation
4 commission, the Washington state patrol, local governments involved
5 in the regulation of transportation network companies, entities
6 providing transportation network services, and other relevant
7 stakeholders. The study must include a review of the regulatory
8 framework used by local jurisdictions within Washington state and in
9 other states, an evaluation of the most effective public safety
10 aspects of a regulatory framework, including among other aspects, the
11 type of required background checks, and an assessment of the most
12 effective and efficient state and local regulatory structure for
13 regulation of transportation network companies. The joint
14 transportation committee must issue a report of its findings and
15 recommendations to the house and senate transportation committees by
16 January 14, 2019.

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

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

1 (b) This review must consist of an assessment of possible
2 approaches for developing a method by which to set state standards
3 for:

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

8 (ii) Medical waiver requirements for intrastate nonexcepted
9 commercial driver's license holders and applicants, which must be set
10 in a manner consistent with the requirements of 49 C.F.R. Sec.
11 350.341(h) (2).

12 (c) The review must include consideration and evaluation of the
13 relevant practices, laws, and regulations of other states. The review
14 must also ensure that recommendations made are consistent with
15 federal law and do not jeopardize federal funding, and that they
16 incorporate relevant safety considerations.

17 (d) The joint transportation committee must consult with the
18 department of licensing, the Washington state patrol, the traffic
19 safety commission, the state department of health, and stakeholders
20 who rely on the state's commercial driver's license medical
21 certification process.

22 (e) The joint transportation committee must issue a report of its
23 findings and recommendations, including an indication of statutory
24 changes needed to implement the recommendations, to the
25 transportation committees of the legislature and the governor by
26 January 14, 2019.

27 **Sec. 104.** 2018 c 297 s 207 (uncodified) is amended to read as
28 follows:

29 **FOR THE WASHINGTON STATE PATROL**

30 State Patrol Highway Account—State Appropriation . . .	(\$490,359,000)
31	<u>\$490,777,000</u>
32 State Patrol Highway Account—Federal Appropriation . . .	\$14,571,000
33 State Patrol Highway Account—Private/Local	
34 Appropriation	\$4,011,000
35 Highway Safety Account—State Appropriation	\$1,074,000
36 Ignition Interlock Device Revolving Account—State	
37 Appropriation	\$510,000
38 Multimodal Transportation Account—State Appropriation . . .	\$276,000

1 TOTAL APPROPRIATION. ((~~\$510,801,000~~))
2 \$511,219,000

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

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

14 (2) \$510,000 of the ignition interlock device revolving account—
15 state appropriation is provided solely for the ignition interlock
16 program at the Washington state patrol to provide funding for two
17 staff to work and provide support for the program in working with
18 manufacturers, service centers, technicians, and participants in the
19 program.

20 (3) \$1,000,000 of the state patrol highway account—state
21 appropriation is provided solely for ongoing support, system updates,
22 maintenance, and an independent assessment of the P25 digital land
23 mobile radio system. Of the amount provided in this subsection,
24 \$400,000 must be used for the independent assessment of the P25
25 digital land mobile radio system. The independent assessment must
26 identify implementation issues and coverage gaps and recommend
27 strategies to address these issues and gaps. The assessment must be
28 submitted to the governor and the transportation committees of the
29 legislature by September 1, 2018. To the extent practicable, the
30 Washington state patrol shall begin implementing recommendations
31 before the completion of the independent assessment.

32 (4) The Washington state patrol and the department of
33 transportation shall jointly submit a prioritized list of weigh
34 station projects to the office of financial management by October 1,
35 2017. Projects submitted must include estimated costs for preliminary
36 engineering, rights-of-way, and construction and must also consider
37 the timing of any available funding for weigh station projects.

38 (5) The Washington state patrol and the office of financial
39 management must be consulted by the department of transportation

1 during the design phase of any improvement or preservation project
2 that could impact Washington state patrol weigh station operations.
3 During the design phase of any such project, the department of
4 transportation must estimate the cost of designing around the
5 affected weigh station's current operations, as well as the cost of
6 moving the affected weigh station.

7 (6) \$580,000 of the state patrol highway account—state
8 appropriation is provided solely for the operation of and
9 administrative support to the license investigation unit to enforce
10 vehicle registration laws in southwestern Washington. The Washington
11 state patrol, in consultation with the department of revenue, shall
12 maintain a running estimate of sales and use taxes remitted to the
13 state pursuant to activity conducted by the license investigation
14 unit. At the end of the calendar quarter in which it is estimated
15 that more than \$625,000 in taxes have been remitted to the state
16 since the effective date of this section, the Washington state patrol
17 shall notify the state treasurer and the state treasurer shall
18 transfer funds pursuant to section 408(25), chapter 313, Laws of
19 2017.

20 (7) \$600,000 of the state patrol highway account—state
21 appropriation is provided solely for the implementation of chapter
22 181, Laws of 2017 (WSPRS salary definition).

23 (8) \$4,354,000 of the state patrol highway account—state
24 appropriation is provided solely for an additional cadet class,
25 consisting of the 35th arming class and 111th trooper basic training
26 class, in the 2017-2019 fiscal biennium.

27 **Sec. 105.** 2018 c 297 s 208 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF LICENSING**

30 Marine Fuel Tax Refund Account—State Appropriation	\$34,000
31 Motorcycle Safety Education Account—State	
32 Appropriation	((\$4,607,000))
33	<u>\$4,773,000</u>
34 State Wildlife Account—State Appropriation	((\$888,000))
35	<u>\$538,000</u>
36 Highway Safety Account—State Appropriation	((\$254,301,000))
37	<u>\$250,834,000</u>
38 Highway Safety Account—Federal Appropriation	((\$3,215,000))

1		<u>\$3,216,000</u>
2	Motor Vehicle Account—State Appropriation	((\$83,871,000))
3		<u>\$82,456,000</u>
4	Motor Vehicle Account—Federal Appropriation	\$329,000
5	Motor Vehicle Account—Private/Local Appropriation	((\$5,224,000))
6		<u>\$5,709,000</u>
7	Ignition Interlock Device Revolving Account—State	
8	Appropriation	((\$5,261,000))
9		<u>\$5,932,000</u>
10	Department of Licensing Services Account—State	
11	Appropriation	\$6,903,000
12	License Plate Technology Account—State	
13	Appropriation	\$3,000,000
14	Abandoned Recreational Vehicle Account—State	
15	Appropriation	((\$172,000))
16		<u>\$312,000</u>
17	((Driver Licensing Technology Support Account—State	
18	 Appropriation	\$150,000))
19	TOTAL APPROPRIATION	((\$367,955,000))
20		<u>\$364,002,000</u>

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

23 ~~((+2))~~ (1) \$20,810,000 of the highway safety account—state
24 appropriation and \$3,000,000 of the license plate technology account—
25 state appropriation are provided solely for business and technology
26 modernization. The department and the state chief information officer
27 or his or her designee must provide a joint project status report to
28 the transportation committees of the legislature on at least a
29 calendar quarter basis. The report must include, but is not limited
30 to: Detailed information about the planned and actual scope,
31 schedule, and budget; status of key vendor and other project
32 deliverables; and a description of significant changes to planned
33 deliverables or system functions over the life of the project.
34 Project staff will periodically brief the committees or the
35 committees' staff on system security and data protection measures.

36 ~~((+3))~~ (2) The department when modernizing its computer systems
37 must place personal and company data elements in separate data fields
38 to allow the department to select discrete data elements when
39 providing information or data to persons or entities outside the

1 department. This requirement must be included as part of the systems
2 design in the department's business and technology modernization.
3 Pursuant to the restrictions in federal and state law, a person's
4 photo, social security number, or medical information must not be
5 made available through public disclosure or data being provided under
6 RCW 46.12.630 or 46.12.635.

7 ~~((4))~~ (3) \$4,471,000 of the highway safety account—state
8 appropriation is provided solely for costs necessary to accommodate
9 increased demand for enhanced drivers' licenses and enhanced
10 identicards. The office of financial management shall place the
11 entire amount provided in this subsection in unallotted status. The
12 office of financial management may release portions of the funds when
13 it determines that average wait times have increased by more than two
14 minutes based on wait time and volume data provided by the department
15 compared to average wait times and volume during the month of
16 December 2016. The department and the office of financial management
17 shall evaluate the use of these funds on a monthly basis and
18 periodically report to the transportation committees of the
19 legislature on average wait times and volume data for enhanced
20 drivers' licenses and enhanced identicards.

21 ~~((5))~~ (4) The department shall continue to encourage the use of
22 online vehicle registration renewal reminders and minimize the number
23 of letters mailed by the department. To further this goal, the
24 department shall develop a pilot program to replace first-class mail,
25 letter-form renewal reminders with postcard renewal reminders. The
26 goal of the pilot program is to realize substantial savings on
27 printing and postage costs. The pilot program must include customers
28 who performed their last renewal online and still receive a paper
29 renewal notice. The appropriations in this section reflect savings in
30 postage and printing costs of at least \$250,000 in the 2017-2019
31 fiscal biennium.

32 ~~((6))~~ (5) \$550,000 of the highway safety account—state
33 appropriation is provided solely for communication and outreach
34 activities necessary to inform the public of federally acceptable
35 identification options including, but not limited to, enhanced
36 drivers' licenses and enhanced identicards. The department shall
37 develop and implement an outreach plan that includes informational
38 material that can be effectively communicated to all communities and
39 populations in Washington. At least thirty-five percent of this
40 appropriation must be used by the department for outreach efforts to

1 communities that would not otherwise be served by traditional media
2 outlets.

3 ~~((7))~~ (6) \$19,000 of the highway safety account—state
4 appropriation is provided solely for the implementation of chapter
5 334, Laws of 2017 (distracted driving).

6 ~~((8))~~ (7) \$57,000 of the motor vehicle account—state
7 appropriation is provided solely for the implementation of chapter
8 11, Laws of 2017 (aviation license plate).

9 ~~((9))~~ (8) \$572,000 of the highway safety account—state
10 appropriation is provided solely for the implementation of chapter
11 197, Laws of 2017 (driver education uniformity).

12 ~~((10))~~ (9) \$39,000 of the motor vehicle account—state
13 appropriation is provided solely for the implementation of chapter
14 25, Laws of 2017 (Fred Hutch license plate).

15 ~~((11))~~ (10) \$104,000 of the ignition interlock device revolving
16 account—state appropriation is provided solely for the implementation
17 of chapter 336, Laws of 2017 (impaired driving).

18 ~~((12))~~ (11) \$500,000 of the highway safety account—state
19 appropriation is provided solely for the implementation of chapter
20 206, Laws of 2017 (foster youth/driving).

21 ~~((13))~~ (12) \$61,000 of the highway safety account—state
22 appropriation is provided solely for the implementation of chapter
23 310, Laws of 2017 (REAL ID compliance).

24 ~~((14))~~ (13)(a) Within existing funds, the department, in
25 consultation with the department of ecology, shall convene a work
26 group comprised of registered tow truck operators, hulk haulers,
27 representatives from county solid waste facilities, and the recycling
28 community to develop a sustainable plan for the collection and
29 disposal of abandoned recreational vehicles.

30 (b) The work group shall report on the current problems relating
31 to abandoned recreational vehicles and develop policy options for
32 procedures relating to the transportation, recycling, and disposal of
33 abandoned recreational vehicles, as well as other potentially related
34 issues. As a result of its discussions, the work group shall also
35 produce draft legislation. The final report and draft legislation are
36 due to the standing transportation committees of the legislature on
37 December 1, 2017.

1 ~~((15))~~ (14) \$30,000 of the highway safety account—state
2 appropriation is provided solely for the implementation of chapter
3 122, Laws of 2017 (reduced-cost identicards).

4 ~~((16))~~ (15) \$112,000 of the motor vehicle account—state
5 appropriation is provided solely for the implementation of chapter
6 218, Laws of 2017 (registration enforcement).

7 ~~((17))~~ (16) \$30,000 of the highway safety account—state
8 appropriation is provided solely for the implementation of chapter
9 43, Laws of 2017 (tow truck notices).

10 ~~((18))~~ (17) \$230,000 of the highway safety account—state
11 appropriation is provided solely for developing an application
12 program interface service. This work must result in a mobile browser
13 based application for use on tablet devices at licensing services
14 offices.

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

17 (i) Prescreening customers and directing them to the most
18 efficient service line;

19 (ii) Performing any transaction within the department's online
20 services;

21 (iii) Answering customer questions regarding license status and
22 reinstatement; and

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

25 (b) Additionally, the application must be:

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

29 (ii) Scalable to add other features to mobile devices to expedite
30 customer service.

31 ~~((20) — \$27,796,000)~~ (18) \$23,596,000 of the highway safety
32 account—state appropriation is provided solely for costs necessary to
33 accommodate increased demand for enhanced drivers' licenses and
34 enhanced identicards. The department shall report on a quarterly
35 basis on the use of these funds, associated workload, and information
36 with comparative information with recent comparable months in prior
37 years. The report will include detailed statewide and by licensing
38 service office information on staffing levels, average monthly wait
39 times, the number of enhanced drivers' licenses and enhanced

1 identicards issued/renewed, and the number of primary drivers'
2 licenses and identicards issued/renewed. Within the amounts provided
3 in this subsection, the department shall implement efficiency
4 measures to reduce the time for licensing transactions and wait
5 times, including, but not limited to, the installation of additional
6 cameras at licensing service offices that reduce bottlenecks and
7 align with the keep your customer initiative.

8 ~~((+21))~~ (19) \$45,000 of the highway safety account—state
9 appropriation is provided solely for the implementation of chapter
10 ~~((~~Second Substitute House Bill No. 1513~~))~~ 109, Laws of 2018
11 (enhancing youth voter registration). If chapter ~~((~~Second~~~~
12 ~~Substitute House Bill No. 1513~~)) 109, Laws of 2018 is not enacted by
13 June 30, 2018, the amount provided in this subsection lapses.

14 ~~((+23))~~ (20) \$70,000 of the highway safety account—state
15 appropriation is provided solely for the implementation of chapter
16 ~~((~~Engrossed Second Substitute House Bill No. 2595~~))~~ 110, Laws
17 of 2018 (procedures in order to automatically register citizens to
18 vote). If chapter ~~((~~Engrossed Second Substitute House Bill No.~~~~
19 ~~2595~~)) 110, Laws of 2018 is not enacted by June 30, 2018, the amount
20 provided in this subsection lapses.

21 ~~((+24))~~ (21) \$26,000 of the highway safety account—state
22 appropriation is provided solely for the implementation of chapter
23 ~~((~~Substitute House Bill No. 2612~~))~~ 135, Laws of 2018 (tow
24 truck operators). If chapter ~~((~~Substitute House Bill No.~~~~
25 ~~2612~~)) 135, Laws of 2018 is not enacted by June 30, 2018, the amount
26 provided in this subsection lapses.

27 ~~((+27))~~ (22) \$34,000 of the motor vehicle account—state
28 appropriation is provided solely for the implementation of chapter
29 ~~((~~Substitute Senate Bill No. 5746~~))~~ 67, Laws of 2018
30 (concerning the association of Washington generals). If chapter
31 ~~((~~Substitute Senate Bill No. 5746~~))~~ 67, Laws of 2018 is not
32 enacted by June 30, 2018, the amount provided in this subsection
33 lapses.

34 ~~((+31))~~ (23) \$17,000 of the highway safety account—state
35 appropriation is provided solely for the implementation of chapter
36 ~~((~~Substitute Senate Bill No. 6155~~))~~ 192, Laws of 2018 (bone
37 marrow donation information). If chapter ~~((~~Substitute Senate~~~~
38 ~~Bill No. 6155~~)) 192, Laws of 2018 is not enacted by June 30, 2018,
39 the amount provided in this subsection lapses.

1 ~~((32))~~ (24) \$172,000 of the abandoned recreational vehicle
2 disposal account—state appropriation is provided solely for the
3 implementation of chapter ~~((. . . (Substitute Senate Bill No. 6437)))~~
4 287, Laws of 2018 (disposal of recreational vehicles abandoned on
5 public property). If chapter ~~((. . . (Substitute Senate Bill No.
6 6437)))~~ 287, Laws of 2018 is not enacted by June 30, 2018, the amount
7 provided in this subsection lapses.

8 ~~((33))~~ (25) \$13,000 of the motor vehicle account—state
9 appropriation is provided solely for the implementation of chapter
10 ~~((. . . (Substitute Senate Bill No. 6438)))~~ 79, Laws of 2018
11 (clarifying the collection process for existing vehicle service
12 transactions). If chapter ~~((. . . (Substitute Senate Bill No. 6438)))~~
13 79, Laws of 2018 is not enacted by June 30, 2018, the amount provided
14 in this subsection lapses.

15 ~~((34))~~ (26) The department shall within the department's
16 appropriations, conduct a study to evaluate options and potential
17 methods for allowing digital license plates. The report must include
18 information on the durability and legibility of digital license
19 plates in different weather conditions, costs, data security, tolling
20 and vehicle fees, protection of personal and vehicle information, and
21 other implementation issues. This will include an evaluation of how
22 the digital license plates can contain tamper-resistant and antitheft
23 features, but can continue to display the unique license plate number
24 assigned to the vehicle at all times. The department of licensing
25 must consult with the Washington state patrol, the department of
26 transportation, and other appropriate entities in conducting the
27 study. The department of licensing must present a report to the
28 standing transportation committees of the legislature by January 1,
29 2019.

30 ~~((35))~~ (27) \$200,000 of the highway safety account—state
31 appropriation is provided solely for the department to implement
32 employee training and other activities related to improving the
33 protection of private information and increasing racial and cultural
34 awareness by employees in administering licensing responsibilities.

35 **Sec. 106.** 2018 c 297 s 209 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
38 **—PROGRAM B**

1	High Occupancy Toll Lanes Operations Account—State	
2	Appropriation	((\$4,462,000))
3		<u>\$4,644,000</u>
4	Motor Vehicle Account—State Appropriation	\$513,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation	((\$57,123,000))
7		<u>\$58,511,000</u>
8	State Route Number 520 Civil Penalties Account—State	
9	Appropriation	\$4,129,000
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation	((\$33,618,000))
12		<u>\$34,258,000</u>
13	Interstate 405 Express Toll Lanes Operations	
14	Account—State Appropriation	((\$21,757,000))
15		<u>\$22,284,000</u>
16	Alaskan Way Viaduct Replacement Project Account—State	
17	Appropriation	\$13,938,000
18	TOTAL APPROPRIATION	((\$135,540,000))
19		<u>\$138,277,000</u>

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

22 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
23 appropriation and \$9,048,000 of the state route number 520 corridor
24 account—state appropriation are provided solely for the purposes of
25 addressing unforeseen operations and maintenance costs on the Tacoma
26 Narrows bridge and the state route number 520 bridge, respectively.
27 The office of financial management shall place the amounts provided
28 in this subsection, which represent a portion of the required minimum
29 fund balance under the policy of the state treasurer, in unallotted
30 status. The office may release the funds only when it determines that
31 all other funds designated for operations and maintenance purposes
32 have been exhausted.

33 (2) \$3,100,000 of the Interstate 405 express toll lanes
34 operations account—state appropriation, \$1,498,000 of the state route
35 number 520 corridor account—state appropriation, and \$1,802,000 of
36 the high occupancy toll lanes operations account—state appropriation
37 are provided solely for the operation and maintenance of roadside
38 toll collection systems.

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

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

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

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

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

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

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

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

7 (6) \$666,000 of the high occupancy toll lanes operations account—
8 state appropriation, \$11,527,000 of the state route number 520
9 corridor account—state appropriation, \$4,955,000 of the Tacoma
10 Narrows toll bridge account—state appropriation, \$4,286,000 of the
11 Interstate 405 express toll lanes operations account—state
12 appropriation, and \$6,506,000 of the Alaskan Way viaduct replacement
13 project account—state appropriation are provided solely for the
14 department to implement a new tolling customer service toll
15 collection system, and are subject to the conditions, limitations,
16 and review provided in section 701, chapter 313, Laws of 2017.

17 (a) The office of financial management shall place \$2,000,000 of
18 the amounts provided in this subsection in unallotted status, to be
19 distributed between the facilities using the account proportions in
20 this subsection. If the vendors selected as the successful bidders
21 for the new tolling customer service toll collection system or the
22 operator of the new system are different than the vendor as of
23 January 1, 2017, the office of financial management may release
24 portions of this amount as transition costs.

25 (b) The funds provided in this subsection from the Alaskan Way
26 viaduct replacement project account—state appropriation are provided
27 through a transfer from the motor vehicle account—state in section
28 408(26), chapter 313, Laws of 2017. These funds are a loan to the
29 Alaskan Way viaduct replacement project account—state, and the
30 legislature assumes that these funds will be reimbursed to the motor
31 vehicle account—state at a later date when the portion of state route
32 number 99 that is the deep bore tunnel is operational.

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

37 (i) Detailed information about the planned and actual scope,
38 schedule, and budget;

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

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

3 (d) The department shall continue to work with the office of
4 financial management, office of the chief information officer, and
5 the transportation committees of the legislature on the project
6 management plan that includes a provision for independent
7 verification and validation of contract deliverables from the
8 successful bidder and a provision for quality assurance that includes
9 reporting independently to the office of the chief information
10 officer on an ongoing basis during system implementation.

11 (7) The department shall make detailed quarterly reports to the
12 governor and the transportation committees of the legislature on the
13 following:

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

18 (b) The nonvendor costs of administering toll operations,
19 including the costs of staffing the division, consultants and other
20 personal service contracts required for technical oversight and
21 management assistance, insurance, payments related to credit card
22 processing, transponder purchases and inventory management, facility
23 operations and maintenance, and other miscellaneous nonvendor costs;
24 and

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

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

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

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

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

36 (iv) Workload costs related to hearings;

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

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

39 (8) (~~(\$13,179,000)~~) \$13,706,000 of the Interstate 405 express
40 toll lanes operations account—state appropriation is provided solely

1 for operational costs related to the express toll lane facility. The
2 office of financial management shall place \$6,808,000 of the amount
3 provided in this subsection in unallotted status. The office of
4 financial management may only release the funds to the department
5 upon the passage of a 2018 supplemental transportation budget.

6 (9) In 2021, toll equipment on the Tacoma Narrows Bridge will
7 have reached the end of its operational life. During the 2017-2019
8 fiscal biennium, the department plans to issue a request for
9 proposals as the first stage of a competitive procurement process
10 that will replace the toll equipment and select a new tolling
11 operator for the Tacoma Narrows Bridge. The request for proposals and
12 subsequent competitive procurement must incorporate elements that
13 prioritize the overall goal of lowering costs per transaction for the
14 facility, such as incentives for innovative approaches which result
15 in lower transactional costs, requests for efficiencies on the part
16 of the bidder that lower operational costs, and incorporation of
17 technologies such as self-serve credit card machines or other point-
18 of-payment technologies that lower costs or improve operational
19 efficiencies.

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

38 (11) \$1,849,000 of the Alaskan Way viaduct replacement project
39 account—state appropriation is provided solely for the costs
40 associated with the sale of transponders for the opening of the new

1 state route number 99 tunnel toll facility in Seattle. The office of
2 financial management shall place \$510,000 of the amount provided in
3 this subsection in unallotted status. The office of financial
4 management may only release the funds to the department if it
5 determines the transponder inventory will otherwise not be sufficient
6 for facility ramp up.

7 **Sec. 107.** 2018 c 297 s 210 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
10 **C**

11	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
12	Motor Vehicle Account—State Appropriation	(\$87,865,000)
13		<u>\$87,867,000</u>
14	Puget Sound Ferry Operations Account—State	
15	Appropriation	\$263,000
16	Multimodal Transportation Account—State	
17	Appropriation	\$2,878,000
18	Transportation 2003 Account (Nickel Account)—State	
19	Appropriation	\$1,460,000
20	TOTAL APPROPRIATION.	(\$93,926,000)
21		<u>\$93,928,000</u>

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

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

1 of the legislature that reductions will be made to central service
2 agency charges accordingly.

3 (2) \$2,296,000 of the motor vehicle account—state appropriation
4 is provided solely for the development of ferries network systems
5 support.

6 (3) \$365,000 of the motor vehicle account—state appropriation is
7 provided solely for the department to contract with a consultant to
8 develop a plan, in consultation with the office of financial
9 management, and cost estimate to modernize and migrate the
10 department's business applications from an agency-based data center
11 to the state data center or a cloud-based environment.

12 **Sec. 108.** 2018 c 297 s 211 (uncodified) is amended to read as
13 follows:

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

16 Motor Vehicle Account—State Appropriation	((\$29,368,000))
	<u>\$29,377,000</u>
18 State Route Number 520 Corridor Account—State	
19 Appropriation	\$34,000
20 TOTAL APPROPRIATION.	((\$29,402,000))
	<u>\$29,411,000</u>

22 **Sec. 109.** 2018 c 297 s 212 (uncodified) is amended to read as
23 follows:

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

25 Aeronautics Account—State Appropriation	((\$7,326,000))
	<u>\$7,291,000</u>
27 Aeronautics Account—Federal Appropriation	\$6,855,000
28 Aeronautics Account—Private/Local Appropriation	\$171,000
29 Public Use General Aviation Airport Loan Revolving	
30 Account—State Appropriation.	\$35,000
31 TOTAL APPROPRIATION.	((\$14,387,000))
	<u>\$14,352,000</u>

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

35 (1) \$3,122,000 of the aeronautics account—state appropriation is
36 provided solely for the airport aid grant program, which provides

1 competitive grants to public airports for pavement, safety, planning,
2 and security.

3 (2) The entire public use general aviation airport loan revolving
4 account—state appropriation is provided solely for the department to
5 support and implement the public use general aviation airport loan
6 program prior to the creation of the community aviation
7 revitalization board.

8 ~~((4))~~ (3) Within amounts appropriated in this section, the
9 department shall convene an electric aircraft work group to analyze
10 the state of the electrically powered aircraft industry and assess
11 infrastructure needs related to the deployment of electric or hybrid-
12 electric aircraft for commercial air travel in Washington state.

13 (a) The work group must include, but is not limited to,
14 representation from the electric aircraft industry, the aircraft
15 manufacturing industry, electric utility districts, the battery
16 industry, the department of commerce, the department of
17 transportation aviation division, the airline pilots association, a
18 primary airport representing an airport association, and the airline
19 industry.

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

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

36 **Sec. 110.** 2018 c 297 s 213 (uncodified) is amended to read as
37 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
2 **SUPPORT—PROGRAM H**

3	Motor Vehicle Account—State Appropriation	((\$56,408,000))
4		<u>\$56,412,000</u>
5	Motor Vehicle Account—Federal Appropriation	\$500,000
6	Multimodal Transportation Account—State Appropriation . . .	\$256,000
7	TOTAL APPROPRIATION.	((\$57,164,000))
8		<u>\$57,168,000</u>

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

11 (1) \$300,000 of the motor vehicle account—state appropriation is
12 provided solely for the completion of property value determinations
13 for surplus properties to be sold. The value determinations must be
14 completed by agency staff if available; otherwise, the agency may
15 contract out for these services. The real estate services division of
16 the department must recover the cost of its efforts from the sale of
17 surplus property. Proceeds for surplus property sales must fund
18 additional future sales, and the real estate services division shall
19 prioritize staff resources to meet revenue assumptions for surplus
20 property sales.

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

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

35 (b) Prior to completing the transfer in this subsection (2), the
36 department must ensure that provisions are made to accommodate
37 private and public utilities and any facilities that predate the
38 department's acquisition of the property, at no cost to those
39 entities. Prior to completing the transfer, the department shall also

1 ensure that provisions, by fair market assessment, are made to
2 accommodate other private and public utilities and any facilities
3 that have been legally allowed by permit or other instrument.

4 (c) The department may sell any adjoining property that is not
5 necessary to support the Rocky Reach Trail and adjacent buffer areas
6 only after the transfer of trail-related property to the Washington
7 state parks and recreation commission is complete. Adjoining property
8 owners must be given the first opportunity to acquire such property
9 that abuts their property, and applicable boundary line or other
10 adjustments must be made to the legal descriptions for recording
11 purposes.

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

20 **Sec. 111.** 2018 c 297 s 215 (uncodified) is amended to read as
21 follows:

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

23 Motor Vehicle Account—State Appropriation	((\$451,660,000))
	<u>\$457,867,000</u>
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	\$1,233,000
30 Alaskan Way Viaduct Replacement Project	
31 Account—State Appropriation	\$2,982,000
32 TOTAL APPROPRIATION.	((\$467,322,000))
	<u>\$473,529,000</u>

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

36 (1) \$8,000,000 of the motor vehicle account—state appropriation
37 is provided solely for utility fees assessed by local governments as

1 authorized under RCW 90.03.525 for the mitigation of stormwater
2 runoff from state highways.

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

7 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
8 appropriation is provided solely to maintain the new Tacoma Narrows
9 bridge. These funds must be used in accordance with RCW 47.56.830(3).

10 (4) \$35,000 of the motor vehicle account—state appropriation is
11 provided solely for the department to submit a request for proposals
12 as part of a pilot project that explores the use of rotary auger
13 ditch cleaning and reshaping service technology in maintaining
14 roadside ditches for state highways. The pilot project must consist
15 of at least one technology test on each side of the Cascade mountain
16 range.

17 (5) \$631,000 of the motor vehicle account—state appropriation is
18 provided solely for the department to implement safety improvements
19 and debris clean up on department-owned rights-of-way in the city of
20 Seattle. Direct or contracted activities must include collecting and
21 disposing of garbage, clearing debris or hazardous material, and
22 implementing safety improvements. Funds may also be used to contract
23 with the city of Seattle to provide mutual services in rights-of-way
24 similar to contract agreements in the 2015-2017 fiscal biennium.
25 \$381,000 of the amount provided in this subsection is provided solely
26 for one-time equipment procurement needed to implement this
27 subsection.

28 **Sec. 112.** 2018 c 297 s 216 (uncodified) is amended to read as
29 follows:

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

32	Motor Vehicle Account—State Appropriation	((\$65,743,000))
33		<u>\$65,769,000</u>
34	Motor Vehicle Account—Federal Appropriation	\$2,050,000
35	Motor Vehicle Account—Private/Local Appropriation	\$250,000
36	TOTAL APPROPRIATION.	((\$68,043,000))
37		<u>\$68,069,000</u>

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) \$50,000 of the motor vehicle account—state appropriation is
17 provided solely for the department to coordinate with the appropriate
18 local jurisdictions for development and implementation of a historic
19 route 10 signage program on Interstate 90 from the Columbia River to
20 the Idaho state border.

21 (5) (a) During the 2017-2019 fiscal biennium, the department shall
22 continue a pilot program that expands private transportation
23 providers' access to high occupancy vehicle lanes. Under the pilot
24 program, when the department reserves a portion of a highway based on
25 the number of passengers in a vehicle, the following vehicles must be
26 authorized to use the reserved portion of the highway if the vehicle
27 has the capacity to carry eight or more passengers, regardless of the
28 number of passengers in the vehicle: (i) Auto transportation company
29 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
30 carrier vehicles regulated under chapter 81.70 RCW, except marked or
31 unmarked stretch limousines and stretch sport utility vehicles as
32 defined under department of licensing rules; (iii) private nonprofit
33 transportation provider vehicles regulated under chapter 81.66 RCW;
34 and (iv) private employer transportation service vehicles. For
35 purposes of this subsection, "private employer transportation
36 service" means regularly scheduled, fixed-route transportation
37 service that is offered by an employer for the benefit of its
38 employees. Nothing in this subsection is intended to authorize the
39 conversion of public infrastructure to private, for-profit purposes

1 or to otherwise create an entitlement or other claim by private users
2 to public infrastructure.

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

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

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

27 **Sec. 113.** 2018 c 297 s 217 (uncodified) is amended to read as
28 follows:

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

31	Motor Vehicle Account—State Appropriation	((\$34,198,000))
32		<u>\$34,207,000</u>
33	Motor Vehicle Account—Federal Appropriation	\$1,656,000
34	Multimodal Transportation Account—State	
35	Appropriation	\$1,129,000
36	TOTAL APPROPRIATION.	((\$36,983,000))
37		<u>\$36,992,000</u>

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

3 (1) \$1,500,000 of the motor vehicle account—state appropriation
4 is provided solely for a grant program that makes awards for the
5 following: (a) Support for nonprofit agencies, churches, and other
6 entities to help provide outreach to populations underrepresented in
7 the current apprenticeship programs; (b) preapprenticeship training;
8 and (c) child care, transportation, and other supports that are
9 needed to help women, veterans, and minorities enter and succeed in
10 apprenticeship. The department must report on grants that have been
11 awarded and the amount of funds disbursed by December 1, 2017, and
12 annually thereafter.

13 (2) \$300,000 of the motor vehicle account—state appropriation is
14 provided solely for succession planning and leadership training. The
15 department shall report on the implementation of these activities to
16 the transportation committees of the legislature by December 31,
17 2018.

18 (3) From the revenues generated by the five dollar per studded
19 tire fee under RCW 46.37.427, \$150,000 of the motor vehicle account—
20 state appropriation is provided solely for the department, in
21 consultation with the appropriate local jurisdictions and relevant
22 stakeholder groups, to establish a pilot media-based public
23 information campaign regarding the damage of studded tire use on
24 state and local roadways in Spokane county. The reason for the
25 geographic selection of Spokane county for the pilot is based on the
26 high utilization of studded tires in this jurisdiction. The public
27 information campaign must primarily focus on making the consumer
28 aware of the road deterioration, financial impact for taxpayers, the
29 safety implications for other drivers, and, secondarily, the
30 alternatives to studded tires. The pilot must begin by September 1,
31 2018. By January 14, 2019, the department shall provide the
32 transportation committees of the legislature an update on the pilot
33 public information program. It is the intent of the legislature that
34 the public information campaign will be a two-year pilot program with
35 a report to the legislature upon completion of the pilot program.

36 **Sec. 114.** 2018 c 297 s 218 (uncodified) is amended to read as
37 follows:

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

3	Motor Vehicle Account—State Appropriation	((\$28,073,000))
4		<u>\$28,077,000</u>
5	Motor Vehicle Account—Federal Appropriation	\$39,782,000
6	Motor Vehicle Account—Local Appropriation.	\$100,000
7	Multimodal Transportation Account—State Appropriation . . .	\$711,000
8	Multimodal Transportation Account—Federal	
9	Appropriation	\$2,809,000
10	Multimodal Transportation Account—Private/Local	
11	Appropriation	((\$100,000))
12		<u>\$703,000</u>
13	TOTAL APPROPRIATION.	((\$71,575,000))
14		<u>\$72,182,000</u>

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

17 (1) The department shall investigate opportunities for a transit-
18 oriented development pilot project at the existing Kingsgate park and
19 ride at Interstate 405 and 132nd. The department must coordinate with
20 the city of Kirkland and other key stakeholders to determine the
21 feasibility and cost of transit-oriented development at Kingsgate. A
22 report on the process and outcomes is due to the transportation
23 committees of the legislature no later than December 1, 2017.

24 (2) \$100,000 of the motor vehicle account—state appropriation and
25 \$250,000 of the motor vehicle account—federal appropriation are
26 provided solely for a study that details a cost estimate for
27 replacing the westbound U.S. 2 trestle and recommends a series of
28 financing options to address that cost and to satisfy debt service
29 requirements.

30 In conducting the study, the department shall work in close
31 collaboration with a stakeholder group that includes, but is not
32 limited to, Snohomish county, the port of Everett, economic alliance
33 Snohomish county, the cities of Everett, Lake Stevens, Marysville,
34 Snohomish, and Monroe, and affected transit agencies.

35 The department shall quantify both the cost of replacing the
36 westbound trestle structure and making mobility and capacity
37 improvements to maximize the use of the structure in the years
38 leading up to full replacement. Financing options that should be
39 examined and quantified include public-private partnerships, public-

1 public partnerships, a transportation benefit district tailored to
2 the specific incorporated and unincorporated area, loans and grants,
3 and other alternative financing measures available at the state or
4 federal level.

5 The department shall also evaluate ways in which the costs of
6 alternative financing can be debt financed.

7 The department shall complete the study and submit a final report
8 and recommendations to the transportation committees of the
9 legislature, including recommendations on statutory changes needed to
10 implement available financing options, by January 8, 2018.

11 (3) \$181,000 of the motor vehicle account—state appropriation is
12 provided solely for the department, in coordination with the
13 University of Washington department of mechanical engineering, to
14 study measures to reduce noise impacts from bridge expansion joints.
15 The study must examine testing methodologies and project timelines
16 and costs. A final report must be submitted to the transportation
17 committees of the legislature by October 15, 2018.

18 (4) \$200,000 of the motor vehicle account—state appropriation is
19 provided solely for implementation of a practical solutions study for
20 the state route number 162 and state route number 410 interchange,
21 based on the recommendations of the SR-162 Study/Design project
22 (L2000107). The study must include short, medium, and long-term phase
23 recommendations and must be submitted to the transportation
24 committees of the legislature by January 1, 2019.

25 (5) \$500,000 of the motor vehicle account—state appropriation is
26 provided solely for implementation of a state route number 518
27 corridor study to be conducted in partnership with the Port of
28 Seattle, Sound Transit and other regional entities. The department
29 must study practical solutions to address high vehicle volumes and
30 delays in the corridor including evaluation of solutions to the rapid
31 growth of traffic in the corridor and how that growth impacts access
32 to the Seattle-Tacoma international airport and the surrounding
33 communities. The study must be submitted to the transportation
34 committees of the legislature by June 30, 2019.

35 (6) (~~(\$500,000)~~) \$370,000 of the motor vehicle account—state
36 appropriation and \$50,000 of the motor vehicle account—local
37 appropriation are provided solely for implementation of a corridor
38 study to identify potential improvements between exit 116 and exit 99
39 of Interstate 5. The study should further develop mid- and long-term

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

6 (7) Among the options studied as part of the SR 410 Corridor
7 Study, the department shall examine the mobility and safety benefits
8 of replacing or expanding the White River bridge between Enumclaw and
9 Buckley to four lanes and removing the trestle.

10 (8) Within existing resources, the department shall meet with
11 local stakeholders in south Pierce county and North Thurston county
12 to discuss potential solutions to traffic congestion; emergency
13 management concerns regarding routes away from natural disasters and
14 around incidents similar to the train derailment that occurred on
15 December 18, 2017; and what state transportation investments would
16 benefit the economic development of the area. The department shall
17 provide regular updates on its progress to the joint transportation
18 committee.

19 **Sec. 115.** 2018 c 297 s 219 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
22 **PROGRAM U**

23 Motor Vehicle Account—State Appropriation	((\$75,058,000))
	<u>\$81,004,000</u>
25 Multimodal Transportation Account—State	
26 Appropriation	\$1,982,000
27 TOTAL APPROPRIATION.	((\$77,040,000))
28	<u>\$82,986,000</u>

29 **Sec. 116.** 2018 c 297 s 220 (uncodified) is amended to read as
30 follows:

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

32 State Vehicle Parking Account—State Appropriation	\$784,000
33 Regional Mobility Grant Program Account—State	
34 Appropriation	((\$101,786,000))
35	<u>\$80,486,000</u>
36 Rural Mobility Grant Program Account—State	
37 Appropriation	\$32,223,000

1	Multimodal Transportation Account—State	
2	Appropriation	((\$98,381,000))
3		<u>\$90,723,000</u>
4	Multimodal Transportation Account—Federal	
5	Appropriation	\$3,574,000
6	TOTAL APPROPRIATION.	((\$236,748,000))
7		<u>\$207,790,000</u>

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

10 (1) \$52,679,000 of the multimodal transportation account—state
11 appropriation is provided solely for a grant program for special
12 needs transportation provided by transit agencies and nonprofit
13 providers of transportation. Of this amount:

14 (a) \$12,000,000 of the multimodal transportation account—state
15 appropriation is provided solely for grants to nonprofit providers of
16 special needs transportation. Grants for nonprofit providers must be
17 based on need, including the availability of other providers of
18 service in the area, efforts to coordinate trips among providers and
19 riders, and the cost effectiveness of trips provided. Of the amount
20 provided in this subsection (1)(a), \$25,000 of the multimodal
21 transportation account—state appropriation is provided solely for the
22 ecumenical christian helping hands organization for special needs
23 transportation services.

24 (b) \$40,679,000 of the multimodal transportation account—state
25 appropriation is provided solely for grants to transit agencies to
26 transport persons with special transportation needs. To receive a
27 grant, the transit agency must, to the greatest extent practicable,
28 have a maintenance of effort for special needs transportation that is
29 no less than the previous year's maintenance of effort for special
30 needs transportation. Grants for transit agencies must be prorated
31 based on the amount expended for demand response service and route
32 deviated service in calendar year 2015 as reported in the "Summary of
33 Public Transportation - 2015" published by the department of
34 transportation. No transit agency may receive more than thirty
35 percent of these distributions.

36 (2) \$32,223,000 of the rural mobility grant program account—state
37 appropriation is provided solely for grants to aid small cities in
38 rural areas as prescribed in RCW 47.66.100.

1 (3) (a) \$10,702,000 of the multimodal transportation account—state
2 appropriation is provided solely for a vanpool grant program for: (i)
3 Public transit agencies to add vanpools or replace vans; and (ii)
4 incentives for employers to increase employee vanpool use. The grant
5 program for public transit agencies will cover capital costs only;
6 operating costs for public transit agencies are not eligible for
7 funding under this grant program. Additional employees may not be
8 hired from the funds provided in this section for the vanpool grant
9 program, and supplanting of transit funds currently funding vanpools
10 is not allowed. The department shall encourage grant applicants and
11 recipients to leverage funds other than state funds.

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

14 (4) \$24,107,000 of the regional mobility grant program account—
15 state appropriation is reappropriated and provided solely for the
16 regional mobility grant projects identified in (~~LEAP Transportation~~
17 ~~Document 2018-2 ALL PROJECTS as developed March 5, 2018~~) OFM
18 Transportation Document 19GOV001 dated December 10, 2018, Program -
19 Public Transportation Program (V). Of the amounts provided in this
20 subsection, \$757,000 of the regional mobility grant program account—
21 state appropriation is reappropriated for the Kitsap Transit, SR 305
22 Interchange Improvements at Suquamish Way Park and Ride (Project
23 20130101).

24 (5) (a) (~~(\$77,679,000)~~) \$56,379,000 of the regional mobility grant
25 program account—state appropriation is provided solely for the
26 regional mobility grant projects identified in (~~LEAP Transportation~~
27 ~~Document 2018-2 ALL PROJECTS as developed March 5, 2018~~) OFM
28 Transportation Document 19GOV001 dated December 10, 2018, Program -
29 Public Transportation Program (V). The department shall review all
30 projects receiving grant awards under this program at least
31 semiannually to determine whether the projects are making
32 satisfactory progress. Any project that has been awarded funds, but
33 does not report activity on the project within one year of the grant
34 award, must be reviewed by the department to determine whether the
35 grant should be terminated. The department shall promptly close out
36 grants when projects have been completed, and any remaining funds
37 must be used only to fund projects identified in the (~~LEAP~~) OFM
38 transportation document referenced in this subsection. The department
39 shall provide annual status reports on December 15, 2017, and

1 December 15, 2018, to the office of financial management and the
2 transportation committees of the legislature regarding the projects
3 receiving the grants. It is the intent of the legislature to
4 appropriate funds through the regional mobility grant program only
5 for projects that will be completed on schedule. A grantee may not
6 receive more than twenty-five percent of the amount appropriated in
7 this subsection. The department shall not approve any increases or
8 changes to the scope of a project for the purpose of a grantee
9 expending remaining funds on an awarded grant.

10 (b) In order to be eligible to receive a grant under (a) of this
11 subsection during the 2017-2019 fiscal biennium, a transit agency
12 must establish a process for private transportation providers to
13 apply for the use of park and ride facilities. For purposes of this
14 subsection, (i) "private transportation provider" means: An auto
15 transportation company regulated under chapter 81.68 RCW; a passenger
16 charter carrier regulated under chapter 81.70 RCW, except marked or
17 unmarked stretch limousines and stretch sport utility vehicles as
18 defined under department of licensing rules; a private nonprofit
19 transportation provider regulated under chapter 81.66 RCW; or a
20 private employer transportation service provider; and (ii) "private
21 employer transportation service" means regularly scheduled, fixed-
22 route transportation service that is offered by an employer for the
23 benefit of its employees.

24 (6) Funds provided for the commute trip reduction (CTR) program
25 may also be used for the growth and transportation efficiency center
26 program.

27 (7) \$7,170,000 of the multimodal transportation account—state
28 appropriation and \$784,000 of the state vehicle parking account—state
29 appropriation are provided solely for CTR grants and activities. Of
30 this amount:

31 (a) \$500,000 of the multimodal transportation account—state
32 appropriation is provided solely for a voluntary pilot program to
33 expand public-private partnership CTR incentives to make measurable
34 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
35 be integrated into grant proposals. The department shall prioritize
36 grant proposals that focus on the Interstate 90, Interstate 5, state
37 route number 167, or Interstate 405 corridor. The department shall
38 offer competitive trip-reduction grants. The department shall report
39 to the transportation committees of the legislature by December 1,

1 2018, on the pilot program's impacts to the transportation system and
2 potential improvements to the CTR grant program.

3 (b) \$1,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for the department to direct a pilot
5 transit pass incentive program. Businesses and nonprofit
6 organizations located in a county adjacent to Puget Sound with a
7 population of more than seven hundred thousand that have never
8 offered transit subsidies to employees are eligible to apply to the
9 program for a fifty percent rebate on the cost of employee transit
10 subsidies provided through the regional ORCA fare collection system.
11 No single business or nonprofit organization may receive more than
12 ten thousand dollars from the program.

13 (i) Businesses and nonprofit organizations may apply and be
14 awarded funds prior to purchasing a transit subsidy, but the
15 department may not provide reimbursement until proof of purchase or a
16 contract has been provided to the department.

17 (ii) The department shall report to the transportation committees
18 of the legislature on the impact of the program by June 30, 2019, and
19 may adopt rules to administer the program; and

20 (c) \$30,000 of the state vehicle parking account—state
21 appropriation is provided solely for the STAR pass program for state
22 employees residing in Mason and Grays Harbor Counties. Use of the
23 pass is for public transportation between Mason County and Thurston
24 County, and Grays Harbor and Thurston County. The pass may also be
25 used within Grays Harbor County.

26 (8) (~~(\$20,891,000)~~) \$13,233,000 of the multimodal transportation
27 account—state appropriation is provided solely for connecting
28 Washington transit projects identified in (~~LEAP—Transportation~~
29 ~~Document 2018-2 ALL PROJECTS as developed March 5, 2018~~) OFM
30 Transportation Document 19GOV001 dated December 10, 2018. It is the
31 intent of the legislature that entities identified to receive funding
32 in the (~~LEAP~~) OFM document referenced in this subsection receive
33 the amounts specified in the time frame specified in that (~~LEAP~~)
34 OFM document. If an entity has already completed a project in the
35 (~~LEAP~~) OFM document referenced in this subsection before the time
36 frame identified, the entity may substitute another transit project
37 or projects that cost a similar or lesser amount.

38 (9) \$2,000,000 of the multimodal transportation account—state
39 appropriation is provided solely for transit coordination grants.

1 (10) \$250,000 of the multimodal transportation account—state
2 appropriation is provided solely for King county for a pilot program
3 to provide certain students in the Highline and Lake Washington
4 school districts with an ORCA card during the summer. To be eligible
5 for an ORCA card under this program, a student must also be in high
6 school, be eligible for free and reduced-price lunches, and have a
7 job or other responsibility during the summer. King county must
8 provide a report to the department and the transportation committees
9 of legislature by December 15, 2018, regarding: The annual student
10 usage of the pilot program, available ridership data, the cost to
11 expand the program to other King county school districts, the cost to
12 expand the program to student populations other than high school or
13 eligible for free and reduced-price lunches, opportunities for
14 subsidized ORCA cards or local grant or matching funds, and any
15 additional information that would help determine if the pilot program
16 should be extended or expanded.

17 (11) The department shall not require more than a ten percent
18 match from nonprofit transportation providers for state grants.

19 (12)(a) For projects funded as part of the 2015 connecting
20 Washington transportation package listed on the (~~LEAP~~) OFM
21 transportation document identified in subsection (4) of this section,
22 if the department expects to have substantial reappropriations for
23 the 2019-2021 fiscal biennium, the department may, on a pilot basis,
24 apply funding from a project with an appropriation that cannot be
25 used for the current fiscal biennium to advance one or more of the
26 following projects:

27 (i) King County Metro - RapidRide Expansion, Burien-Delridge
28 (G2000031);

29 (ii) King County Metro - Route 40 Northgate to Downtown
30 (G2000032);

31 (iii) Spokane Transit - Spokane Central City Line (G2000034);

32 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

33 or

34 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
35 (G2000041).

36 (b) At least ten business days before advancing a project
37 pursuant to this subsection, the department must notify the office of
38 financial management and the transportation committees of the
39 legislature. The advancement of a project may not hinder the delivery

1 of the projects for which the reappropriations are necessary for the
2 2019-2021 fiscal biennium.

3 (13) \$300,000 of the multimodal transportation account—state
4 appropriation is provided solely for Pierce Transit to procure and
5 install digital transit information technology at various transit
6 centers, in order to provide transit riders with real-time arrival
7 and departure information.

8 (14) \$750,000 of the multimodal transportation account—state
9 appropriation is provided solely for the Intercity Transit Dash
10 shuttle program.

11 **Sec. 117.** 2018 c 297 s 221 (uncodified) is amended to read as
12 follows:

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

14	Puget Sound Ferry Operations Account—State	
15	Appropriation	((\$509,954,000))
16		<u>\$518,661,000</u>
17	Puget Sound Ferry Operations Account—Federal	
18	Appropriation	\$8,743,000
19	Puget Sound Ferry Operations Account—Private/Local	
20	Appropriation	\$121,000
21	TOTAL APPROPRIATION.	((\$518,818,000))
22		<u>\$527,525,000</u>

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

25 (1) The office of financial management budget instructions
26 require agencies to recast enacted budgets into activities. The
27 Washington state ferries shall include a greater level of detail in
28 its 2017-2019 supplemental and 2019-2021 omnibus transportation
29 appropriations act requests, as determined jointly by the office of
30 financial management, the Washington state ferries, and the
31 transportation committees of the legislature. This level of detail
32 must include the administrative functions in the operating as well as
33 capital programs.

34 (2) For the 2017-2019 fiscal biennium, the department may enter
35 into a distributor controlled fuel hedging program and other methods
36 of hedging approved by the fuel hedging committee.

37 (3) ((~~\$71,004,000~~)) \$74,485,000 of the Puget Sound ferry
38 operations account—state appropriation is provided solely for auto

1 ferry vessel operating fuel in the 2017-2019 fiscal biennium, which
2 reflect cost savings from a reduced biodiesel fuel requirement and,
3 therefore, is contingent upon the enactment of section 703 chapter
4 313, Laws of 2017. The amount provided in this subsection represents
5 the fuel budget for the purposes of calculating any ferry fare fuel
6 surcharge.

7 (4) \$30,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for the marine division assistant
9 secretary's designee to the board of pilotage commissioners, who
10 serves as the board chair. As the agency chairing the board, the
11 department shall direct the board chair, in his or her capacity as
12 chair, to require that the report to the governor and chairs of the
13 transportation committees required under RCW 88.16.035(1)(f) be filed
14 by September 1, 2017, and annually thereafter, and that the report
15 include the continuation of policies and procedures necessary to
16 increase the diversity of pilots, trainees, and applicants, including
17 a diversity action plan. The diversity action plan must articulate a
18 comprehensive vision of the board's diversity goals and the steps it
19 will take to reach those goals.

20 (5) (~~(\$500,000)~~) \$1,000,000 of the Puget Sound ferry operations
21 account—state appropriation is provided solely for operating costs
22 related to moving vessels for emergency capital repairs. Funds may
23 only be spent after approval by the office of financial management.

24 (6) \$25,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for additional hours of traffic
26 control assistance by a uniformed officer at the Fauntleroy ferry
27 terminal.

28 (7) \$75,000 of the Puget Sound ferry operations account—state
29 appropriation is provided solely for the department to contract with
30 the University of Washington to conduct an analysis of loading
31 procedures at the Fauntleroy ferry terminal. The department must
32 share the results of the analysis with the governor's office and the
33 transportation committees of the legislature by December 31, 2018.

34 **Sec. 118.** 2018 c 297 s 223 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
37 **OPERATING**

38 Motor Vehicle Account—State Appropriation (~~(\$11,347,000)~~)

1		<u>\$11,348,000</u>
2	Motor Vehicle Account—Federal Appropriation	\$2,567,000
3	Multiuse Roadway Safety Account—State Appropriation	\$132,000
4	TOTAL APPROPRIATION.	((\$14,046,000))
5		<u>\$14,047,000</u>

6 The appropriations in this section are subject to the following
7 conditions and limitations: \$1,100,000 of the motor vehicle account—
8 state appropriation is provided solely for the department, from
9 amounts set aside out of statewide fuel taxes distributed to counties
10 according to RCW 46.68.120(3), to contract with the Washington state
11 association of counties to: Provide statewide updates to
12 transportation metrics and financial reporting; develop and implement
13 an inventory of county culvert and short-span bridge infrastructure;
14 and develop and implement enhanced road safety data in support of
15 county road systemic safety programs. The Washington state
16 association of counties must develop and implement data collection,
17 management, and reporting in cooperation with state agencies involved
18 with the collection and maintenance of related inventory systems.

19 **TRANSPORTATION AGENCIES—CAPITAL**

20 **Sec. 201.** 2018 c 297 s 301 (uncodified) is amended to read as
21 follows:

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

23	Freight Mobility Investment Account—State	
24	Appropriation	((\$22,507,000))
25		<u>\$17,321,000</u>
26	Highway Safety Account—State Appropriation	\$2,000,000
27	Motor Vehicle Account—Federal Appropriation	\$3,250,000
28	Freight Mobility Multimodal Account—State	
29	Appropriation	((\$22,283,000))
30		<u>\$11,680,000</u>
31	Freight Mobility Multimodal Account—Private/Local	
32	Appropriation	\$1,320,000
33	TOTAL APPROPRIATION.	((\$51,360,000))
34		<u>\$35,571,000</u>

35 **Sec. 202.** 2018 c 297 s 303 (uncodified) is amended to read as
36 follows:

1 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

2	Rural Arterial Trust Account—State Appropriation	((\$63,186,000))
3		<u>\$45,186,000</u>
4	Motor Vehicle Account—State Appropriation	\$706,000
5	County Arterial Preservation Account—State	
6	Appropriation	\$38,434,000
7	TOTAL APPROPRIATION.	((\$102,326,000))
8		<u>\$84,326,000</u>

9 **Sec. 203.** 2018 c 297 s 304 (uncodified) is amended to read as
10 follows:

11 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

12	Small City Pavement and Sidewalk Account—State	
13	Appropriation	((\$5,780,000))
14		<u>\$3,880,000</u>
15	Transportation Improvement Account—State	
16	Appropriation	((\$279,300,000))
17		<u>\$268,100,000</u>
18	Multimodal Transportation Account—State	
19	Appropriation	\$14,670,000
20	TOTAL APPROPRIATION.	((\$299,750,000))
21		<u>\$286,650,000</u>

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

- 24 (1) The entire multimodal transportation account—state
- 25 appropriation is provided solely for the complete streets program.
- 26 (2) \$9,687,000 of the transportation improvement account—state
- 27 appropriation is provided solely for:
- 28 (a) The arterial preservation program to help low tax-based,
- 29 medium-sized cities preserve arterial pavements;
- 30 (b) The small city pavement program to help cities meet urgent
- 31 preservation needs; and
- 32 (c) The small city low-energy street light retrofit program.

33 **Sec. 204.** 2018 c 297 s 305 (uncodified) is amended to read as
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
36 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

37	Motor Vehicle Account—State Appropriation	((\$10,070,000))
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1		<u>\$8,434,000</u>
2	Connecting Washington Account—State Appropriation	((\$26,537,000))
3		<u>\$24,466,000</u>
4	Transportation Partnership Account—State	
5	Appropriation	\$17,000
6	TOTAL APPROPRIATION.	((\$36,624,000))
7		<u>\$32,917,000</u>

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

10 (1) ((~~\$17,237,000~~)) \$15,166,000 of the connecting Washington
11 account—state appropriation is provided solely for a new Olympic
12 region maintenance and administration facility to be located on the
13 department-owned site at the intersection of Marvin Road and 32nd
14 Avenue in Lacey, Washington.

15 (2) \$9,300,000 of the connecting Washington account—state
16 appropriation is provided solely for a new administration facility on
17 Euclid Avenue in Wenatchee, Washington.

18 (3) (a) ((~~\$3,400,000~~)) \$1,764,000 of the motor vehicle account—
19 state appropriation is provided solely for the department facility
20 located at 15700 Dayton Ave N in Shoreline. This appropriation is
21 contingent upon the department of ecology and department of licensing
22 signing a not less than twenty-year agreement to pay proportional
23 shares of an annual amount equal to any financing contract issued
24 pursuant to chapter 39.94 RCW.

25 (b) Payments from the department of licensing and department of
26 ecology as described in this subsection shall be deposited into the
27 motor vehicle account.

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

29 **Sec. 205.** 2018 c 297 s 306 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

32	Transportation Partnership Account—State	
33	Appropriation	((\$689,745,000))
34		<u>\$639,767,000</u>
35	Motor Vehicle Account—State Appropriation	((\$72,967,000))
36		<u>\$66,159,000</u>
37	Motor Vehicle Account—Federal Appropriation	((\$253,410,000))
38		<u>\$246,018,000</u>

1	Motor Vehicle Account—Private/Local Appropriation . . .	((\$49,330,000))
2		<u>\$48,821,000</u>
3	Connecting Washington Account—State	
4	Appropriation	((\$1,215,013,000))
5		<u>\$1,118,425,000</u>
6	Special Category C Account—State Appropriation . . .	((\$11,000,000))
7		<u>\$11,100,000</u>
8	Multimodal Transportation Account—State	
9	Appropriation	((\$16,299,000))
10		<u>\$13,562,000</u>
11	Alaskan Way Viaduct Replacement Project Account—State	
12	Appropriation	((\$122,047,000))
13		<u>\$122,051,000</u>
14	Transportation 2003 Account (Nickel Account)—State	
15	Appropriation	((\$52,457,000))
16		<u>\$52,430,000</u>
17	Interstate 405 Express Toll Lanes Operations Account—State	
18	Appropriation	((\$6,258,000))
19		<u>\$6,222,000</u>
20	TOTAL APPROPRIATION.	((\$2,488,526,000))
21		<u>\$2,324,555,000</u>

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

24 (1) Except as provided otherwise in this section, the entire
25 connecting Washington account—state appropriation and the entire
26 transportation partnership account—state appropriation are provided
27 solely for the projects and activities as listed by fund, project,
28 and amount in ((~~LEAP Transportation Document 2018-1 as developed~~
29 ~~March 5, 2018~~)) OFM Transportation Document 19GOV001 dated December
30 10, 2018, Program - Highway Improvements Program (I). However,
31 limited transfers of specific line-item project appropriations may
32 occur between projects for those amounts listed subject to the
33 conditions and limitations in section 601 of ((~~this act~~)) chapter
34 297, Laws of 2018.

35 (2) Except as otherwise provided in this section, the entire
36 transportation 2003 account (nickel account)—state appropriation is
37 provided solely for the projects and activities as listed in ((~~LEAP~~
38 ~~Transportation Document 2018-1 as developed March 5, 2018~~)) OFM

1 Transportation Document 19GOV001 dated December 10, 2018, Program -
2 Highway Improvements Program (I).

3 (3) 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 2018-2 ALL~~
7 ~~PROJECTS as developed March 5, 2018~~) OFM Transportation Document
8 19GOV001 dated December 10, 2018, Program - Highway Improvements
9 Program (I). Any federal funds gained through efficiencies,
10 adjustments to the federal funds forecast, additional congressional
11 action not related to a specific project or purpose, or the federal
12 funds redistribution process must then be applied to highway and
13 bridge preservation activities.

14 (4) Within the motor vehicle account—state appropriation (~~and~~),
15 motor vehicle account—federal appropriation, and the connecting
16 Washington account—state appropriation the department may transfer
17 funds between programs I and P, except for funds that are otherwise
18 restricted in this act. The department shall submit a report on
19 fiscal year funds transferred in the prior fiscal year using this
20 subsection as part of the department's annual budget submittal.

21 (5) The connecting Washington account—state appropriation
22 includes up to \$323,175,000 in proceeds from the sale of bonds
23 authorized in RCW 47.10.889.

24 (6) The transportation 2003 account (nickel account)—state
25 appropriation includes up to \$25,000,000 in proceeds from the sale of
26 bonds authorized in RCW 47.10.861.

27 (7) The transportation partnership account—state appropriation
28 includes up to \$367,622,000 in proceeds from the sale of bonds
29 authorized in RCW 47.10.873.

30 (8) The Alaskan Way viaduct replacement project account—state
31 appropriation includes up to \$122,047,000 in proceeds from the sale
32 of bonds authorized in RCW 47.10.873.

33 (9) The motor vehicle account—state appropriation includes up to
34 \$43,448,000 in proceeds from the sale of bonds authorized in RCW
35 47.10.843.

36 (10) (~~(\$194,258,000)~~) \$194,263,000 of the transportation
37 partnership account—state appropriation, \$7,000 of the motor vehicle
38 account—federal appropriation, \$27,903,000 of the motor vehicle
39 account—private/local appropriation, \$30,097,000 of the

1 transportation 2003 account (nickel account)—state appropriation,
2 (~~(\$122,047,000)~~) \$122,051,000 of the Alaskan Way viaduct replacement
3 project account—state appropriation, and (~~(\$2,663,000)~~) \$827,000 of
4 the multimodal transportation account—state appropriation are
5 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
6 (809936Z).

7 (11) \$12,500,000 of the multimodal transportation account—state
8 appropriation is provided solely for transit mitigation for the SR
9 99/Viaduct Project - Construction Mitigation project (809940B).

10 (12) Within existing resources, during the regular sessions of
11 the legislature, the department of transportation shall participate
12 in work sessions, before the transportation committees of the house
13 of representatives and senate, on the Alaskan Way viaduct replacement
14 project. These work sessions must include a report on current
15 progress of the project, timelines for completion, outstanding
16 claims, the financial status of the project, and any other
17 information necessary for the legislature to maintain appropriate
18 oversight of the project. The parties invited to present may include
19 the department of transportation, the Seattle tunnel partners, and
20 other appropriate stakeholders.

21 (13) \$7,769,000 of the transportation partnership account—state
22 appropriation, \$6,744,000 of the transportation 2003 account (nickel
23 account)—state appropriation, \$215,000 of the motor vehicle account—
24 federal appropriation, and \$5,000,000 of the special category C
25 account—state appropriation are provided solely for the US 395/North
26 Spokane Corridor project (600010A). Any future savings on the project
27 must stay on the US 395/Interstate 90 corridor and be made available
28 to the current phase of the North Spokane corridor project or any
29 future phase of the project in 2017-2019.

30 (14) (~~(\$27,415,000)~~) \$4,220,000 of the transportation partnership
31 account—state appropriation and (~~(\$13,158,000)~~) \$353,000 of the
32 transportation 2003 account (nickel account)—state appropriation are
33 provided solely for the I-405/Kirkland Vicinity Stage 2 - Widening
34 project (8BI1002). This project must be completed as soon as
35 practicable as a design-build project. Any future savings on this
36 project or other Interstate 405 corridor projects must stay on the
37 Interstate 405 corridor and be made available to either the I-405/SR
38 167 Interchange - Direct Connector project (140504C), the I-405
39 Renton to Bellevue project (M00900R), or the I-405/SR 522 to I-5

1 Capacity Improvements project (L2000234) in the 2017-2019 fiscal
2 biennium.

3 (15) \$4,960,000 of the transportation partnership account—state
4 appropriation and \$3,000,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation are provided solely for the
6 I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
7 activities related to adding capacity on Interstate 405 between state
8 route number 522 and Interstate 5, with the goals of increasing
9 vehicle throughput and aligning project completion with the
10 implementation of bus rapid transit in the vicinity of the project.
11 The transportation partnership account—state appropriation funding is
12 a transfer or a reappropriation of a transfer from the I-405/Kirkland
13 Vicinity Stage 2 - Widening project due to savings, and will start an
14 additional phase of this I-405 project.

15 (16) (a) The SR 520 Bridge Replacement and HOV project (8BI1003)
16 is supported over time from multiple sources, including a
17 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
18 state bonds, interest earnings, and other miscellaneous sources.

19 (b) (~~(\$78,958,000)~~) \$49,353,000 of the transportation partnership
20 account—state appropriation, \$12,296,000 of the motor vehicle account
21 —federal appropriation, and (~~(\$232,000)~~) \$50,000 of the motor vehicle
22 account—local appropriation are provided solely for the SR 520 Bridge
23 Replacement and HOV project (8BI1003).

24 (c) When developing the financial plan for the project, the
25 department shall assume that all maintenance and operation costs for
26 the new facility are to be covered by tolls collected on the toll
27 facility and not by the motor vehicle account.

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

34 (18) Any advisory group that the department convenes during the
35 2017-2019 fiscal biennium must consider the interests of the entire
36 state of Washington.

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

1 to supplant state funds in the future. \$50,000,000 in connecting
2 Washington account funding must be held in unallotted status during
3 the 2021-2023 fiscal biennium. These funds may only be used after the
4 department has provided notice to the office of financial management
5 that it has exhausted all efforts to secure federal funds from the
6 federal highway administration and the department of defense.

7 (20) (~~(\$93,651,000)~~) \$133,651,000 of the connecting Washington
8 account—state appropriation is provided solely for the SR 167/SR 509
9 Puget Sound Gateway project (M00600R).

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

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

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

26 (b) The secretary of transportation must develop a memorandum of
27 understanding with local project stakeholders that identifies a
28 schedule for stakeholders to provide local matching funds for the
29 Puget Sound Gateway project. Criteria for eligibility of local match
30 includes matching funds and equivalent in-kind contributions
31 including, but not limited to, land donations. The memorandum of
32 understanding must be finalized by July 1, 2018. The department must
33 submit a copy of the memorandum of understanding to the
34 transportation committees of the legislature and report regularly on
35 the status of the requirements outlined in this subsection (21)(b)
36 and (c) of this subsection.

37 (c) During the course of developing the memorandum of
38 understanding, the department must evaluate the project schedules to
39 determine if there are any benefits to be gained by moving the
40 project schedule forward. It is the legislature's intent that if the

1 department identifies any savings after the funding gap on the base
2 project is closed as part of the proposal to expedite the project,
3 that these cost savings shall go toward construction of a full
4 single-point urban interchange at the junction of state route number
5 161 (Meridian avenue) and state route number 167 and a full single-
6 point urban interchange at the junction of state route number 509 and
7 188th Street. If the department receives additional funds from an
8 outside source for this project after the funding gap on the base
9 project is closed, the funds must be applied toward the completion of
10 these two full single-point urban interchanges.

11 (d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R)
12 the department is strongly encouraged to work to relocate any
13 significant businesses currently located within the planned path of
14 the state route number 509/Interstate 5 under-crossing to a location
15 within the Kent city limits. The department shall provide regular
16 updates on its progress to the joint transportation committee and
17 affected stakeholders.

18 (e) In designing the state route number 509/state route number
19 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
20 project (M00600R), the department shall make every effort to utilize
21 the preferred "4B" design.

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

29 (23) (a) (~~(\$2,000,000)~~) \$1,050,000 of the transportation
30 partnership account—state appropriation and \$942,000 of the motor
31 vehicle account—state appropriation are provided solely for the U.S.
32 2 Trestle IJR project (L1000158).

33 (b) Of the amounts provided in this subsection, \$942,000 of the
34 motor vehicle account—state appropriation is provided solely for the
35 department to complete an interchange justification report (IJR) for
36 the U.S. 2 trestle, covering the state route number 204 and 20th
37 Street interchanges at the end of the westbound structure.

1 (a) The department shall develop the IJR in close collaboration
2 with affected local jurisdictions, including Snohomish county and the
3 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

4 (b) Within the amount provided for the IJR, the department must
5 address public outreach and the overall operational approval of the
6 IJR.

7 (c) The department shall complete the IJR and submit the final
8 report to the governor and the transportation committees of the
9 legislature by July 1, 2018.

10 (24)(a) The legislature recognizes that the city of Mercer Island
11 has unique access issues that require the use of Interstate 90 to
12 leave the island and that this access may be affected by the I-90/
13 Two-Way Transit and HOV Improvements project. One of the most heavily
14 traveled on-ramps from Mercer Island to the westbound Interstate 90
15 general purpose lanes is from Island Crest Way. The department must
16 continue to consult with the city of Mercer Island and the other
17 signatories to the 1976 memorandum of agreement to preserve access
18 provided to Mercer Island by the Island Crest Way on-ramp, and thus
19 grandfather in the current use of the on-ramp for both high occupancy
20 vehicles as well as vehicles seeking to access the general purpose
21 lanes of Interstate 90. The department must consider all reasonable
22 access solutions, including allowing all vehicles to use the Island
23 Crest Way on-ramp to access the new high occupancy vehicle lane with
24 a reasonable and safe distance provided for single-occupancy vehicles
25 to merge into the general purpose lanes.

26 (b) A final access solution for Mercer Island must consider the
27 following criteria: Safety; operational effects on all users,
28 including maintaining historic access to Interstate 90 provided from
29 Mercer Island by Island Crest Way; enforcement requirements; and
30 compliance with state and federal law.

31 (c) The department may not restrict by occupancy the westbound
32 on-ramp from Island Crest Way until a final access solution that
33 meets the criteria in (b) of this subsection has been reached.

34 (25) (~~(\$3,258,000)~~) \$3,222,000 of the Interstate 405 express toll
35 lanes operations account—state appropriation is provided solely for
36 the I-405 NB Hard Shoulder Running - SR 527 to I-5 project
37 (L1000163).

38 (26) The legislature finds that there are sixteen companies
39 involved in wood preserving in the state that employ four hundred
40 workers and have an annual payroll of fifteen million dollars. Before

1 the department's switch to steel guardrails, ninety percent of the
2 twenty-five hundred mile guardrail system was constructed of
3 preserved wood and one hundred ten thousand wood guardrail posts were
4 produced annually for state use. Moreover, the policy of using steel
5 posts requires the state to use imported steel. Given these findings,
6 where practicable, and until June 30, 2019, the department shall
7 include the design option to use wood guardrail posts, in addition to
8 steel posts, in new guardrail installations. The selection of posts
9 must be consistent with the agency design manual policy that existed
10 before December 2009.

11 (27) For the SR 526 Corridor Improvements project (N52600R), the
12 department shall look holistically at the state route number 526
13 corridor from the state route number 526/Interstate 5 interchange at
14 the east end to the southwest Everett industrial area and Boeing's
15 west access road on the west end. The department, working with
16 affected jurisdictions and stakeholders, shall select project
17 elements that best maximize mobility and congestion relief in the
18 corridor and draw from project elements identified in a practical
19 solutions process.

20 (28)(a) For projects funded as part of the 2015 connecting
21 Washington transportation package listed on the ((LEAP)) OFM
22 transportation document identified in subsection (1) of this section,
23 if the department expects to have substantial reappropriations for
24 the 2019-2021 fiscal biennium, the department may, on a pilot basis,
25 apply funding from a project with an appropriation that cannot be
26 used for the current fiscal biennium to advance one or more of the
27 following projects:

- 28 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 29 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 30 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 31 (iv) US 395/Ridgeline Intersection (L2000127);
- 32 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 33 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 34 (vii) SR 14/Bingen Overpass (L2220062);
- 35 (viii) US Hwy 2 Safety (N00200R);
- 36 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 37 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 38 (xi) I-5/Rebuild ChamberWay Interchange Improvements (L2000223);
- 39 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 40 (xiii) SR 3 Freight Corridor (T30400R); or

1 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

2 (b) At least ten business days before advancing a project
3 pursuant to this subsection, the department must notify the office of
4 financial management and the transportation committees of the
5 legislature. The advancement of a project may not hinder the delivery
6 of the projects for which the reappropriations are necessary for the
7 2019-2021 fiscal biennium.

8 (29) Within existing resources and in consultation with local
9 communities, the department shall begin planning efforts, including
10 traffic data collection, analysis and evaluation, scoping, and
11 environmental review, for roundabouts at the intersection of state
12 route number 900 and SE May Valley Road and at the intersection of
13 state route number 169 and Cedar Grove Road SE.

14 (30) The legislature continues to prioritize the replacement of
15 the state's aging infrastructure and recognizes the importance of
16 reusing and recycling construction aggregate and recycled concrete
17 materials in our transportation system.

18 To accomplish Washington state's sustainability goals in
19 transportation and in accordance with RCW 70.95.805, the legislature
20 reaffirms its direction to the department to lead the way in
21 advancing the reuse and recycling of construction aggregate and
22 recycled concrete materials whenever readily available, to use these
23 recycled products when cost competitive, and to work with industry
24 implementation partners to remove obstacles that unnecessarily
25 preclude or inhibit their use and implement strategies for the reuse
26 and recycling of construction aggregate and recycled concrete
27 materials.

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

31 (31) Within existing resources, the department shall implement a
32 safety solution after evaluating barrier and mitigation options on
33 state route number 167 between the intersections with 50th Ave E and
34 E 40th Street in Pierce county to prevent vehicles from leaving the
35 roadway and entering private property below the grade of the highway.

36 (32) \$350,000 of the motor vehicle account—state appropriation is
37 provided solely for implementation of chapter 288 (Substitute Senate
38 Bill No. 5806), Laws of 2017 (I-5 Columbia river bridge), listed as
39 Replacement Bridge on Interstate 5 across the Columbia River project
40 number (L2000259).

1 (33) For the SR 520 Seattle Corridor Improvements - West End
 2 project (M00400R), the legislature recognizes the department must
 3 acquire the entirety of parcel number 1-23190 for construction of the
 4 project. The department shall work with its design-build contractor
 5 to ensure to the maximum extent practicable that the building housing
 6 any grocery store or market currently located on parcel number
 7 1-23190 will be preserved. The legislature recognizes the city of
 8 Seattle has requirements in the project area that the department must
 9 address and that those requirements may affect the use of parcel
 10 number 1-23190 and may affect the ability of the department to
 11 preserve any grocery store or market currently located on the
 12 property. The department shall meet and confer regularly with
 13 residents in the vicinity of the parcel regarding the status of the
 14 project and its effects on any grocery store or market currently
 15 located on the property. The legislature strongly encourages the city
 16 to utilize maximum flexibility in how the department meets the city's
 17 requirements and to be an equal partner in efforts to preserve any
 18 grocery store or market on parcel number 1-23190.

19 **Sec. 206.** 2018 c 297 s 307 (uncodified) is amended to read as
 20 follows:

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

22	Recreational Vehicle Account—State Appropriation	\$3,584,000
23	High-Occupancy Toll Lanes Operations Account—State	
24	Appropriation.	(\$161,000)
25		<u>\$1,000</u>
26	Transportation Partnership Account—State	
27	Appropriation	\$12,785,000
28	Motor Vehicle Account—State Appropriation	(\$63,246,000)
29		<u>\$65,250,000</u>
30	Motor Vehicle Account—Federal Appropriation	(\$579,624,000)
31		<u>\$579,810,000</u>
32	Motor Vehicle Account—Private/Local Appropriation	\$11,739,000
33	State Route Number 520 Corridor Account—State	
34	Appropriation	\$1,747,000
35	Connecting Washington Account—State Appropriation	(\$204,242,000)
36		<u>\$199,105,000</u>
37	Tacoma Narrows Toll Bridge Account—State Appropriation	(\$856,000)
38		<u>\$918,000</u>

1	Transportation 2003 Account (Nickel Account)—State	
2	Appropriation	\$57,849,000
3	<u>Highway Safety Account—State Appropriation.</u>	<u>\$1,000</u>
4	TOTAL APPROPRIATION.	(\$935,833,000)
5		<u>\$932,789,000</u>

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

8 (1) Except as provided otherwise in this section, the entire
9 connecting Washington account—state appropriation and the entire
10 transportation partnership account—state appropriation are provided
11 solely for the projects and activities as listed by fund, project,
12 and amount in (~~LEAP Transportation Document 2018-1 as developed~~
13 ~~March 5, 2018~~) OFM Transportation Document 19GOV001 dated December
14 10, 2018, Program - Highway Preservation Program (P). However,
15 limited transfers of specific line-item project appropriations may
16 occur between projects for those amounts listed subject to the
17 conditions and limitations in section 601 of (~~this act~~) chapter
18 297, Laws of 2018.

19 (2) Except as otherwise provided in this section, the entire
20 transportation 2003 account (nickel account)—state appropriation is
21 provided solely for the projects and activities as listed in (~~LEAP~~
22 ~~Transportation Document 2018-1 as developed March 5, 2018~~) OFM
23 Transportation Document 19GOV001 dated December 10, 2018, Program -
24 Highway Preservation Program (P).

25 (3) Except as provided otherwise in this section, the entire
26 motor vehicle account—state appropriation and motor vehicle account—
27 federal appropriation are provided solely for the projects and
28 activities listed in (~~LEAP Transportation Document 2018-2 ALL~~
29 ~~PROJECTS as developed March 5, 2018~~) OFM Transportation Document
30 19GOV001 dated December 10, 2018, Program - Highway Preservation
31 Program (P). Any federal funds gained through efficiencies,
32 adjustments to the federal funds forecast, additional congressional
33 action not related to a specific project or purpose, or the federal
34 funds redistribution process must then be applied to highway and
35 bridge preservation activities.

36 (4) Within the motor vehicle account—state appropriation (~~and~~),
37 motor vehicle account—federal appropriation, and the connecting
38 Washington account—state appropriation the department may transfer
39 funds between programs I and P, except for funds that are otherwise

1 restricted in this act. The department shall submit a report on
2 fiscal year funds transferred in the prior fiscal year using this
3 subsection as part of the department's annual budget submittal.

4 (5) The transportation 2003 account (nickel account)—state
5 appropriation includes up to \$29,553,000 in proceeds from the sale of
6 bonds authorized in RCW 47.10.861.

7 (6) The motor vehicle account—state appropriation includes up to
8 \$29,985,000 in proceeds from the sale of bonds authorized in RCW
9 47.10.843.

10 (7) \$11,553,000 of the connecting Washington account—state
11 appropriation is provided solely for the land mobile radio upgrade
12 (G2000055) and is subject to the conditions, limitations, and review
13 provided in section 701, chapter 313, Laws of 2017. The land mobile
14 radio project is subject to technical oversight by the office of the
15 chief information officer. The department, in collaboration with the
16 office of the chief information officer, shall identify where
17 existing or proposed mobile radio technology investments should be
18 consolidated, identify when existing or proposed mobile radio
19 technology investments can be reused or leveraged to meet multiagency
20 needs, increase mobile radio interoperability between agencies, and
21 identify how redundant investments can be reduced over time. The
22 department shall also provide quarterly reports to the technology
23 services board on project progress.

24 (8) (~~(\$3,000,000)~~) \$5,000,000 of the motor vehicle account—state
25 appropriation is provided solely for extraordinary costs incurred
26 from litigation awards, settlements, or dispute mitigation activities
27 not eligible for funding from the self-insurance fund. The amount
28 provided in this subsection must be held in unallotted status until
29 the department submits a request to the office of financial
30 management that includes documentation detailing litigation-related
31 expenses. The office of financial management may release the funds
32 only when it determines that all other funds designated for
33 litigation awards, settlements, and dispute mitigation activities
34 have been exhausted. No funds provided in this subsection may be
35 expended on any legal fees related to the SR 99/Alaskan Way viaduct
36 replacement project.

37 (9) \$20,755,000 of the motor vehicle account—federal
38 appropriation and \$844,000 of the motor vehicle account—state
39 appropriation are provided solely for the preservation of

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

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

12 (11) (a) \$9,014,000 of the motor vehicle account—federal
13 appropriation and \$217,000 of the motor vehicle account—state
14 appropriation are provided solely for weigh station preservation
15 (0BP3006). These amounts must be held in unallotted status, except
16 that the director of the office of financial management may approve
17 allotment of the funds upon fulfillment of the conditions of (b) of
18 this subsection.

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

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

32 (13) During the course of any planned resurfacing or other
33 preservation activity on state route number 26 between Colfax and
34 Othello in the 2017-2019 fiscal biennium, the department must add
35 dug-in reflectors.

36 (14) The department shall continue to monitor the test patch of
37 pavement that used electric arc furnace slag as an aggregate and
38 report back to the legislature by December 1, 2018, on its
39 comparative wear resistance, skid resistance, and feasibility for use
40 throughout the state in new pavement construction.

1 (15) For projects funded as part of the 2015 connecting
 2 Washington transportation package listed on the ((LEAP)) OFM
 3 transportation document identified in subsection (1) of this section,
 4 if the department expects to have substantial reappropriations for
 5 the 2019-2021 fiscal biennium, the department may, on a pilot basis,
 6 apply funding from a project with an appropriation that cannot be
 7 used for the current fiscal biennium to advance the US 12/Wildcat
 8 Bridge Replacement project (L2000075). At least ten business days
 9 before advancing the project pursuant to this subsection, the
 10 department must notify the office of financial management and the
 11 transportation committees of the legislature. The advancement of the
 12 project may not hinder the delivery of the projects for which the
 13 reappropriations are necessary for the 2019-2021 fiscal biennium.

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

22 **Sec. 207.** 2018 c 297 s 308 (uncodified) is amended to read as
 23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
 25 **CAPITAL**

26 Motor Vehicle Account—State Appropriation	((\$6,636,000))
	<u>\$5,753,000</u>
28 Motor Vehicle Account—Federal Appropriation	((\$5,566,000))
	<u>\$5,578,000</u>
30 Motor Vehicle Account—Private/Local Appropriation	((\$649,000))
	<u>\$650,000</u>
32 TOTAL APPROPRIATION.	((\$12,851,000))
	<u>\$11,981,000</u>

34 The appropriations in this section are subject to the following
 35 conditions and limitations: The department shall set aside a
 36 sufficient portion of the motor vehicle account—state appropriation
 37 for federally selected competitive grants or congressional earmark
 38 projects that require matching state funds. State funds set aside as

1 matching funds for federal projects must be accounted for in project
2 000005Q and remain in unallotted status until needed for those
3 federal projects.

4 **Sec. 208.** 2018 c 297 s 309 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
7 **CONSTRUCTION—PROGRAM W**

8	Puget Sound Capital Construction Account—State	
9	Appropriation	((\$72,024,000))
10		<u>\$64,379,000</u>
11	Puget Sound Capital Construction Account—Federal	
12	Appropriation	((\$205,032,000))
13		<u>\$199,623,000</u>
14	Puget Sound Capital Construction Account—Private/Local	
15	Appropriation	((\$27,196,000))
16		<u>\$27,197,000</u>
17	Transportation Partnership Account—State	
18	Appropriation	((\$2,923,000))
19		<u>\$1,892,000</u>
20	Connecting Washington Account—State Appropriation	((\$136,918,000))
21		<u>\$121,996,000</u>
22	Multimodal Transportation Account—State Appropriation.	\$2,734,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation.	\$4,169,000
25	TOTAL APPROPRIATION.	((\$450,996,000))
26		<u>\$421,990,000</u>

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

29 (1) Except as provided otherwise in this section, the entire
30 appropriations in this section are provided solely for the projects
31 and activities as listed in ((~~LEAP Transportation Document 2018-2 ALL~~
32 ~~PROJECTS as developed March 5, 2018~~)) OFM Transportation Document
33 19GOV001 dated December 10, 2018, Program - Washington State Ferries
34 Capital Program (W) and is contingent upon the enactment of
35 subsection (6) of this section.

36 (2) \$27,825,000 of the Puget Sound capital construction account—
37 federal appropriation, ((~~\$44,485,000~~)) \$29,485,000 of the connecting
38 Washington account—state appropriation, and \$1,483,000 of the Puget

1 Sound capital construction account—state appropriation are provided
2 solely for the Mukilteo ferry terminal (952515P). To the greatest
3 extent practicable and within available resources, the department
4 shall design the new terminal to be a net-zero energy building. To
5 achieve this goal, the department shall evaluate using highly energy
6 efficient equipment and systems, and the most appropriate renewable
7 energy systems for the needs and location of the terminal. To the
8 extent practicable, the department shall avoid the closure of, or
9 disruption to, any existing public access walkways in the vicinity of
10 the terminal project during construction. Of the amounts provided in
11 this subsection, \$750,000 of the Puget Sound capital construction
12 account—state appropriation is provided solely for additional
13 photovoltaic panels for this project.

14 (3) \$94,671,000 of the Puget Sound capital construction account—
15 federal appropriation, \$46,919,000 of the connecting Washington
16 account—state appropriation, \$26,949,000 of the Puget Sound capital
17 construction account—private/local appropriation, \$2,734,000 of the
18 multimodal transportation account—state appropriation, \$511,000 of
19 the Puget Sound capital construction account—state appropriation, and
20 \$679,000 of the transportation 2003 (nickel account)—state
21 appropriation are provided solely for the Seattle Terminal
22 Replacement project (900010L).

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

27 (5) \$950,000 of the Puget Sound capital construction account—
28 state appropriation is provided solely for life extension of the
29 existing ticketing system and ORCA acceptance (998521A and 998521B).
30 The ferry system shall work with Washington technology solutions and
31 the tolling division on the development of a new, interoperable
32 ticketing system.

33 (6)(a) The department shall, in consultation with the office of
34 financial management, hire an independent planning consultant to
35 assist with overall scope development of a new ferry system long-
36 range plan, including incorporating the items listed in (b) of this
37 subsection. The independent planning consultant must have experience
38 in planning for other ferry systems.

1 (b) The department shall update the ferries division long-range
2 plan by January 1, 2019. In reviewing the changing needs of the users
3 of the ferry system and the associated funding opportunities and
4 challenges, the department must include, but is not limited to, the
5 following elements in the new long-range plan:

6 (i) Identify changes in the demographics of users of the system;

7 (ii) Review route timetables and propose adjustments that take
8 into consideration ridership volume, vessel load times, proposed and
9 current passenger-only ferry system ridership, and other operational
10 needs;

11 (iii) Review vessel needs by route and propose a vessel
12 replacement schedule, vessel retirement schedule, and estimated
13 number of vessels needed. This analysis should also articulate a
14 reserve vessel strategy;

15 (iv) Identify the characteristics most appropriate for
16 replacement vessels, such as passenger and car-carrying capacity,
17 while taking into consideration other cost-driving factors. These
18 factors should include:

19 (A) Anticipated crewing requirements;

20 (B) Fuel type;

21 (C) Other operating and maintenance costs;

22 (v) Review vessel dry dock needs, consider potential impacts of
23 the United States navy, and propose strategies to meet these needs;

24 (vi) Address the seismic vulnerability of the system and
25 articulate emergency preparedness plans;

26 (vii) Evaluate leased and state-owned property locations for the
27 ferry headquarters, to include an analysis of properties outside the
28 downtown area of Seattle;

29 (viii) Evaluate strategies that may help spread peak ridership,
30 such as time-of-day ticket pricing and expanding the reservation
31 system; and

32 (ix) Identify operational changes that may reduce costs, such as
33 nighttime tie-up locations.

34 (c) The department shall submit a status report on the long-range
35 plan update to the governor and the transportation committees of the
36 legislature by June 30, 2018, and a final report by January 1, 2019.

37 (7) \$600,000 of the Puget Sound capital construction account—
38 state appropriation is provided solely for development of a request
39 for proposal to convert the three ferry vessels in the Jumbo Mark II
40 class to hybrid electric propulsion and make associated necessary

1 modifications to the Seattle, Bainbridge, Edmonds, and Kingston
 2 terminals. The department is directed to explore capital project
 3 financing options to include, but not be limited to, federal funding
 4 opportunities, private or local contributions, application for
 5 Volkswagen settlement funds, and energy-savings performance
 6 contracting to be repaid in whole or in part by fuel-cost savings.
 7 The department will report total capital cost estimates, optimal
 8 construction schedule, annual capital and operating savings or costs,
 9 and a recommended funding option to the governor and to the
 10 transportation committees of the legislature by June 30, 2019.

11 **Sec. 209.** 2018 c 297 s 310 (uncodified) is amended to read as
 12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

14	Essential Rail Assistance Account—State Appropriation	((\$845,000))
15		<u>\$710,000</u>
16	Transportation Infrastructure Account—State	
17	Appropriation	((\$7,575,000))
18		<u>\$5,388,000</u>
19	Multimodal Transportation Account—State	
20	Appropriation	((\$79,357,000))
21		<u>\$73,965,000</u>
22	Multimodal Transportation Account—Federal	
23	Appropriation	((\$59,814,000))
24		<u>\$43,175,000</u>
25	TOTAL APPROPRIATION.	((\$147,591,000))
26		<u>\$123,238,000</u>

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

29 (1) Except as provided otherwise in this section, the entire
 30 appropriations in this section are provided solely for the projects
 31 and activities as listed by project and amount in ((~~LEAP~~
 32 ~~Transportation Document 2018-2 ALL PROJECTS as developed March 5,~~
 33 ~~2018~~)) OFM Transportation Document 19GOV001 dated December 10, 2018,
 34 Program - Rail Program (Y).

35 (2) ((~~\$7,009,000~~)) \$5,000,000 of the transportation
 36 infrastructure account—state appropriation is provided solely for new
 37 low-interest loans approved by the department through the freight
 38 rail investment bank (FRIB) program. The department shall issue FRIB

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

6 (3) \$7,017,000 of the multimodal transportation account—state
7 appropriation and \$24,000 of the essential rail assistance account—
8 state appropriation are provided solely for new statewide emergent
9 freight rail assistance projects identified in the ((LEAP)) OFM
10 transportation document referenced in subsection (1) of this section.

11 (4) \$367,000 of the transportation infrastructure account—state
12 appropriation and \$1,100,000 of the multimodal transportation account
13 —state appropriation are provided solely to reimburse Highline Grain,
14 LLC for approved work completed on Palouse River and Coulee City
15 (PCC) railroad track in Spokane county between the BNSF Railway
16 Interchange at Cheney and Geiger Junction and must be administered in
17 a manner consistent with freight rail assistance program projects.
18 The value of the public benefit of this project is expected to meet
19 or exceed the cost of this project in: Shipper savings on
20 transportation costs; jobs saved in rail-dependent industries; and/or
21 reduced future costs to repair wear and tear on state and local
22 highways due to fewer annual truck trips (reduced vehicle miles
23 traveled). The amounts provided in this subsection are not a
24 commitment for future legislatures, but it is the legislature's
25 intent that future legislatures will work to approve biennial
26 appropriations until the full \$7,337,000 cost of this project is
27 reimbursed.

28 (5) (a) \$686,000 of the essential rail assistance account—state
29 appropriation, \$422,000 of the multimodal transportation account—
30 state appropriation, and \$21,000 of the transportation infrastructure
31 account—state appropriation are provided solely for the purpose of
32 the rehabilitation and maintenance of the Palouse river and Coulee
33 City railroad line (F01111B).

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

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

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

5 (6) The department shall issue a call for projects for the
6 freight rail assistance program, and shall evaluate the applications
7 in a manner consistent with past practices as specified in section
8 309, chapter 367, Laws of 2011. By November 15, 2018, the department
9 shall submit a prioritized list of recommended projects to the office
10 of financial management and the transportation committees of the
11 legislature.

12 (7) For projects funded as part of the 2015 connecting Washington
13 transportation package identified on the ((LEAP)) OFM transportation
14 document identified in subsection (1) of this section, if the
15 department expects to have substantial reappropriations for the
16 2019-2021 fiscal biennium, the department may, on a pilot basis,
17 apply funding from a project with an appropriation that cannot be
18 used for the current fiscal biennium to advance the South Kelso
19 Railroad Crossing project (L1000147). At least ten business days
20 before advancing a project pursuant to this subsection, the
21 department must notify the office of financial management and the
22 transportation committees of the legislature. The advancement of a
23 project may not hinder the delivery of the projects for which the
24 reappropriations are necessary for the 2019-2021 fiscal biennium.

25 (8) It is the intent of the legislature to encourage the
26 department to pursue federal grant opportunities leveraging up to
27 \$6,696,000 in connecting Washington programmed funds to be used as a
28 state match to improve the state-owned Palouse river and Coulee City
29 system. The amount listed in this subsection is not a commitment for
30 future legislatures, but is the legislature's intent that future
31 legislatures will work to approve biennial appropriations up to a
32 state match share not to exceed \$6,696,000 of a grant award.

33 **Sec. 210.** 2018 c 297 s 311 (uncodified) is amended to read as
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
36 **CAPITAL**

37 Highway Infrastructure Account—State Appropriation . . ((~~\$1,083,000~~))
38 \$583,000

1	Highway Infrastructure Account—Federal Appropriation	\$488,000
2	Transportation Partnership Account—State	
3	Appropriation	(\$2,321,000)
4		<u>\$1,571,000</u>
5	Highway Safety Account—State Appropriation	(\$4,287,000)
6		<u>\$3,487,000</u>
7	Motor Vehicle Account—State Appropriation	(\$28,659,000)
8		<u>\$17,239,000</u>
9	Motor Vehicle Account—Federal Appropriation	(\$71,614,000)
10		<u>\$64,414,000</u>
11	Motor Vehicle Account—Private/Local Appropriation . .	(\$18,000,000)
12		<u>\$7,500,000</u>
13	Connecting Washington Account—State Appropriation .	(\$137,387,000)
14		<u>\$66,400,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation	(\$82,382,000)
17		<u>\$59,999,000</u>
18	TOTAL APPROPRIATION.	(\$346,221,000)
19		<u>\$221,681,000</u>

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

22 (1) Except as provided otherwise in this section, the entire
23 appropriations in this section are provided solely for the projects
24 and activities as listed by project and amount in ~~((LEAP~~
25 ~~Transportation Document 2018-2 ALL PROJECTS as developed March 5,~~
26 ~~2018)) OFM Transportation Document 19GOV001 dated December 10, 2018,~~
27 Program - Local Programs Program (Z).

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

31 (a) \$18,380,000 of the multimodal transportation account—state
32 appropriation is provided solely for newly selected pedestrian and
33 bicycle safety program projects. ~~(\$14,219,000)~~ \$11,949,000 of the
34 multimodal transportation account—state appropriation and
35 ~~(\$1,846,000)~~ \$1,096,000 of the transportation partnership account—
36 state appropriation are reappropriated for pedestrian and bicycle
37 safety program projects selected in the previous biennia (L2000188).

38 (b) \$11,400,000 of the motor vehicle account—federal
39 appropriation and \$7,750,000 of the multimodal transportation account

1 —state appropriation are provided solely for newly selected safe
2 routes to school projects. (~~(\$11,181,000)~~) \$10,281,000 of the motor
3 vehicle account—federal appropriation, (~~(\$1,394,000)~~) \$894,000 of the
4 multimodal transportation account—state appropriation, and
5 (~~(\$4,287,000)~~) \$3,487,000 of the highway safety account—state
6 appropriation are reappropriated for safe routes to school projects
7 selected in the previous biennia (L2000189). The department may
8 consider the special situations facing high-need areas, as defined by
9 schools or project areas in which the percentage of the children
10 eligible to receive free and reduced-price meals under the national
11 school lunch program is equal to, or greater than, the state average
12 as determined by the department, when evaluating project proposals
13 against established funding criteria while ensuring continued
14 compliance with federal eligibility requirements.

15 (3) The department shall submit a report to the transportation
16 committees of the legislature by December 1, 2017, and December 1,
17 2018, on the status of projects funded as part of the pedestrian
18 safety/safe routes to school grant program. The report must include,
19 but is not limited to, a list of projects selected and a brief
20 description of each project's status.

21 (4) (~~(\$32,984,000)~~) \$23,701,000 of the multimodal transportation
22 account—state appropriation is provided solely for bicycle and
23 pedestrian projects listed in the (~~LEAP~~) OFM transportation
24 document referenced in subsection (1) of this section.

25 (5) \$43,800,000 of the motor vehicle account—federal
26 appropriation is provided solely for national highway freight network
27 projects identified on the project list submitted in accordance with
28 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
29 department shall validate the projects on the list. Only tier one
30 projects on the prioritized freight project list that are validated
31 by the department may receive funding under this subsection. The
32 department shall continue to work with the Washington state freight
33 advisory committee to improve project screening and validation to
34 support project prioritization and selection, including during the
35 freight mobility plan update in 2017. The department may compete for
36 funding under this program and shall provide an updated prioritized
37 freight project list when submitting its 2019-2021 budget request. To
38 the greatest extent practicable, the department shall follow the
39 Washington state freight advisory committee recommendation to

1 allocate ten percent of the funds in this subsection to multimodal
2 projects as permitted under the fixing America's surface
3 transportation (FAST) act.

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

11 (7) (~~(\$8,000,000)~~) \$4,840,000 of the connecting Washington
12 account—state appropriation is provided solely for the Covington
13 Connector (L2000104). The amounts described in the (~~LEAP~~) OFM
14 transportation document referenced in subsection (1) of this section
15 are not a commitment by future legislatures, but it is the
16 legislature's intent that future legislatures will work to approve
17 appropriations in the 2019-2021 fiscal biennium to reimburse the city
18 of Covington for approved work completed on the project up to the
19 full \$24,000,000 cost of this project.

20 (8) (a) For projects funded as part of the 2015 connecting
21 Washington transportation package listed on the (~~LEAP~~) OFM
22 transportation document identified in subsection (1) of this section,
23 if the department expects to have substantial reappropriations for
24 the 2019-2021 fiscal biennium, the department may, on a pilot basis,
25 apply funding from a project with an appropriation that cannot be
26 used for the current fiscal biennium to advance one or more of the
27 following projects:

- 28 (i) SR 502 Main Street Project/Widening (L2000065);
- 29 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 30 (iii) Issaquah-Fall City Road (L1000094);
- 31 (iv) Lewis Street Bridge (L2000066);
- 32 (v) Covington Connector (L2000104);
- 33 (vi) Orchard Street Connector (L2000120);
- 34 (vii) Harbour Reach Extension (L2000136);
- 35 (viii) Sammamish Bridge Corridor (L2000137);
- 36 (ix) Brady Road (L2000164);
- 37 (x) Thornton Road Overpass (L2000228);
- 38 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 39 (xii) Wilburton Reconnection Project (G2000006);
- 40 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);

- 1 (xiv) Bay Street Pedestrian Project (G2000015); or
 2 (xv) Cowiche Canyon Trail (G2000010).
 3 (b) At least ten business days before advancing a project
 4 pursuant to this subsection, the department must notify the office of
 5 financial management and the transportation committees of the
 6 legislature. The advancement of a project may not hinder the delivery
 7 of the projects for which the reappropriations are necessary for the
 8 2019-2021 fiscal biennium.

9 **TRANSFERS AND DISTRIBUTIONS**

10 **Sec. 301.** 2018 c 297 s 401 (uncodified) is amended to read as
 11 follows:

12 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 13 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 14 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 15 **REVENUE**

16	Transportation Partnership Account—State	
17	Appropriation.	((\$4,646,000))
18		<u>\$2,046,000</u>
19	Motor Vehicle Account—State Appropriation.	((\$736,000))
20		<u>\$396,000</u>
21	Connecting Washington Account—State Appropriation. . .	((\$3,199,000))
22		<u>\$1,699,000</u>
23	Highway Bond Retirement Account—State	
24	Appropriation.	((\$1,229,874,000))
25		<u>\$1,190,237,000</u>
26	Ferry Bond Retirement Account—State Appropriation. .	((\$28,873,000))
27		<u>\$28,212,000</u>
28	Transportation Improvement Board Bond Retirement	
29	Account—State Appropriation.	\$13,254,000
30	Nondebt-Limit Reimbursable Bond Retirement	
31	Account—State Appropriation.	((\$26,391,000))
32		<u>\$25,964,000</u>
33	Toll Facility Bond Retirement Account—State	
34	Appropriation.	\$86,493,000
35	Transportation 2003 Account (Nickel Account)—State	
36	Appropriation.	((\$450,000))
37		<u>\$250,000</u>

1 TOTAL APPROPRIATION. ((~~\$1,393,916,000~~))
2 \$1,348,551,000

3 **Sec. 302.** 2018 c 297 s 402 (uncodified) is amended to read as
4 follows:

5 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
6 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
7 **FISCAL AGENT CHARGES**

8 Transportation Partnership Account—State
9 Appropriation. \$939,000
10 Motor Vehicle Account—State Appropriation. \$147,000
11 Connecting Washington Account—State Appropriation. \$640,000
12 Transportation 2003 Account (Nickel Account)—State
13 Appropriation. \$94,000
14 TOTAL APPROPRIATION. \$1,820,000

15 **Sec. 303.** 2018 c 297 s 403 (uncodified) is amended to read as
16 follows:

17 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

18 Motor Vehicle Account—State Appropriation:
19 For motor vehicle fuel tax distributions to
20 cities and counties. ((~~\$508,182,000~~))
21 \$510,133,000

22 **Sec. 304.** 2018 c 297 s 404 (uncodified) is amended to read as
23 follows:

24 **FOR THE STATE TREASURER—TRANSFERS**

25 Motor Vehicle Account—State Appropriation:
26 For motor vehicle fuel tax refunds and
27 statutory transfers. ((~~\$2,145,972,000~~))
28 \$2,172,861,000

29 **Sec. 305.** 2018 c 297 s 405 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

32 Motor Vehicle Account—State Appropriation:
33 For motor vehicle fuel tax refunds and
34 transfers. ((~~\$203,535,000~~))

Sec. 306. 2018 c 297 s 406 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS

(1) Highway Safety Account—State Appropriation: For transfer to the Motor Vehicle Account—State. . . . ((\$30,000,000)) \$15,000,000

(2) Transportation Partnership Account—State Appropriation: For transfer to the Connecting Washington Account—State. . . . \$10,946,000

(3) Motor Vehicle Account—State Appropriation: For transfer to the Connecting Washington Account—State. . . . \$56,464,000

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

(5) Motor Vehicle Account—State Appropriation: For transfer to the Puget Sound Capital Construction Account—State. . . . \$20,000,000

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

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

(8) Highway Safety Account—State Appropriation: For transfer to the State Patrol Highway Account—State. . . . ((\$33,000,000)) \$21,000,000

(9) Puget Sound Ferry Operations Account—State Appropriation: For transfer to the Connecting Washington Account—State. . . . \$1,305,000

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

(11) State Route Number 520 Civil Penalties Account—State Appropriation: For transfer to the State Route Number 520 Corridor

1 Account—State. \$2,000,000
2 (12) Capital Vessel Replacement Account—State
3 Appropriation: For transfer to the Connecting
4 Washington Account—State. \$36,500,000
5 (13) Multimodal Transportation Account—State
6 Appropriation: For transfer to the Freight
7 Mobility Multimodal Account—State. \$8,511,000
8 (14) Multimodal Transportation Account—State
9 Appropriation: For transfer to the Puget Sound
10 Capital Construction Account—State. \$34,000,000
11 (15) Multimodal Transportation Account—State
12 Appropriation: For transfer to the Puget Sound
13 Ferry Operations Account—State. (~~(\$20,000,000)~~)
14 \$25,000,000
15 (16) Multimodal Transportation Account—State
16 Appropriation: For transfer to the Regional
17 Mobility Grant Program Account—State. \$27,679,000
18 (17) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Rural
20 Mobility Grant Program Account—State. \$15,223,000
21 (18) Tacoma Narrows Toll Bridge Account—State
22 Appropriation: For transfer to the Motor
23 Vehicle Account—State. \$950,000
24 (19) Transportation 2003 Account (Nickel Account)—
25 State Appropriation: For transfer to the Connecting
26 Washington Account—State. (~~(\$22,970,000)~~)
27 \$17,970,000
28 (20)(a) Interstate 405 Express Toll Lanes Operations
29 Account—State Appropriation: For transfer to the
30 Motor Vehicle Account—State. \$2,019,000
31 (b) The transfer identified in this subsection is provided solely
32 to repay in full the motor vehicle account—state appropriation loan
33 from section 407(19), chapter 222, Laws of 2014.
34 (21)(a) Transportation Partnership Account—State
35 Appropriation: For transfer to the Alaskan Way Viaduct
36 Replacement Project Account—State. \$122,047,000
37 (b) The amount transferred in this subsection represents that
38 portion of the up to \$200,000,000 in proceeds from the sale of bonds
39 authorized in RCW 47.10.873, intended to be sold through the

1 2021-2023 fiscal biennium, used only for construction of the SR 99/
2 Alaskan Way Viaduct Replacement project (809936Z), and that must be
3 repaid from the Alaskan Way viaduct replacement project account
4 consistent with RCW 47.56.864.

5 (22) (a) Motor Vehicle Account—State Appropriation:
6 For transfer to the Tacoma Narrows Toll Bridge
7 Account—State. \$5,000,000

8 (b) The transfer in this subsection must be made in April 2019.
9 It is the intent of the legislature that this transfer is temporary,
10 for the purpose of minimizing the impact of toll increases, and an
11 equivalent reimbursing transfer is to occur in November 2019.

12 (23) Motor Vehicle Account—State Appropriation:
13 For transfer to the County Arterial Preservation
14 Account—State. \$4,844,000

15 (24) (a) General Fund Account—State Appropriation:
16 For transfer to the State Patrol Highway
17 Account—State. \$625,000

18 (b) The state treasurer shall transfer the funds only after
19 receiving notification from the Washington state patrol under section
20 207(6) (~~of this act~~), chapter 297, Laws of 2018.

21 (25) (a) Motor Vehicle Account—State Appropriation:
22 For transfer to the Alaskan Way Viaduct Replacement
23 Project Account—State. \$11,337,000

24 (b) The funds provided in (a) of this subsection are a loan to
25 the Alaskan Way viaduct replacement project account—state, and the
26 legislature assumes that these funds will be reimbursed to the motor
27 vehicle account—state at a later date when the portion of state route
28 number 99 that is a deep bore tunnel is operational.

29 (26) Multimodal Transportation Account—State
30 Appropriation: For transfer to the Highway Safety
31 Account—State. (~~(\$7,000,000)~~)
32 \$19,000,000

33 (27) (a) Alaskan Way Viaduct Replacement Project
34 Account—State Appropriation: For transfer to the
35 Transportation Partnership Account—State. (~~(\$2,400,000)~~)
36 \$1,497,000

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

Sec. 401. 2018 c 297 s 701 (uncodified) is amended to read as follows:

ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS

(1) The department of transportation is authorized, subject to the conditions in ((section 305(3) of this act)) section 305(3), chapter 297, Laws of 2018, to enter into a financing contract pursuant to chapter 39.94 RCW through the state treasurer's lease-purchase program for the purposes indicated. The department may use any funds, appropriated or nonappropriated, in not more than the principal amounts indicated, plus financing expenses and required reserves, if any. Expenditures made by the department of transportation for the indicated purposes before the issue date of the authorized financing contract and any certificates of participation therein may be reimbursed from proceeds of the financing contract and any certificates of participation therein to the extent provided in the agency's financing plan approved by the state finance committee.

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

NEW SECTION. Sec. 402. The appropriations to the department of transportation in chapter 297, Laws of 2018 and this act must be expended for the programs and in the amounts specified in this act. However, after May 1, 2019, unless specifically prohibited, the department may transfer state appropriations for the 2017-2019 fiscal biennium among operating programs after approval by the director of the office of financial management. However, the department shall not transfer state moneys that are provided solely for a specific purpose. The department shall not transfer funds, and the director of the office of financial management shall not approve the transfer, unless the transfer is consistent with the objective of conserving, to the maximum extent possible, the expenditure of state funds and not federal funds. The director of the office of financial management shall notify the appropriate transportation committees of the legislature prior to approving any allotment modifications or transfers under this section.

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 501.** If any provision of this act or its
3 application to any person or circumstance is held invalid, the
4 remainder of the act or the application of the provision to other
5 persons or circumstances is not affected.

6 NEW SECTION. **Sec. 502.** This act is necessary for the immediate
7 preservation of the public peace, health, or safety, or support of
8 the state government and its existing public institutions, and takes
9 effect immediately.

(End of Bill)

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