

CERTIFICATION OF ENROLLMENT  
**ENGROSSED SUBSTITUTE HOUSE BILL 2322**

66th Legislature  
2020 Regular Session

Passed by the House March 11, 2020  
Yeas 96 Nays 1

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**Speaker of the House of  
Representatives**

Passed by the Senate March 11, 2020  
Yeas 48 Nays 0

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**President of the Senate**

Approved

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**Governor of the State of Washington**

CERTIFICATE

I, Bernard Dean, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 2322** as passed by the House of Representatives and the Senate on the dates hereon set forth.

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**Chief Clerk**

FILED

**Secretary of State  
State of Washington**



2 The appropriations in this section are subject to the following  
3 conditions and limitations: \$300,000 of the multimodal transportation  
4 account—state appropriation is provided solely for the office of  
5 financial management, in direct coordination with the office of state  
6 treasurer, to evaluate, coordinate, and assist in efforts by state  
7 agencies in developing cost recovery mechanisms for credit card and  
8 other financial transaction fees currently paid from state funds.  
9 This may include disbursing interagency reimbursements for the  
10 implementation costs incurred by the affected agencies. As part of  
11 the first phase of this effort, the office of financial management,  
12 with the assistance of relevant agencies, must develop implementation  
13 plans and take all necessary steps to ensure that the actual cost-  
14 recovery mechanisms will be in place by January 1, 2020, for the  
15 vehicles and drivers programs of the department of licensing. By  
16 November 1, 2019, the office of financial management must provide a  
17 report to the joint transportation committee on the phase 1  
18 implementation plan and options to expand similar cost recovery  
19 mechanisms to other state agencies and programs, including the  
20 ferries division.

21 **Sec. 102.** 2019 c 416 s 105 (uncodified) is amended to read as  
22 follows:

23 **FOR THE DEPARTMENT OF AGRICULTURE**

24 Motor Vehicle Account—State Appropriation . . . . . (~~(\$1,357,000)~~)  
25 \$1,359,000

26 **Sec. 103.** 2019 c 416 s 108 (uncodified) is amended to read as  
27 follows:

28 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

29 Pilotage Account—State Appropriation . . . . . (~~(\$5,228,000)~~)  
30 \$6,040,000

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

- 33 (1) \$3,125,000 of the pilotage account—state appropriation is  
34 provided solely for self-insurance liability premium expenditures;  
35 however, this appropriation is contingent upon the board:

1 (a) Annually depositing the first one hundred fifty thousand  
2 dollars collected through Puget Sound pilotage district pilotage  
3 tariffs into the pilotage account; and

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

7 (2) The board of pilotage commissioners shall file the annual  
8 report to the governor and chairs of the transportation committees  
9 required under RCW 88.16.035(1)(f) by September 1, 2019, and annually  
10 thereafter. The report must include the continuation of policies and  
11 procedures necessary to increase the diversity of pilots, trainees,  
12 and applicants, including a diversity action plan. The diversity  
13 action plan must articulate a comprehensive vision of the board's  
14 diversity goals and the steps it will take to reach those goals.

15 **Sec. 104.** 2019 c 416 s 109 (uncodified) is amended to read as  
16 follows:

17 **FOR THE HOUSE OF REPRESENTATIVES**

18 Motor Vehicle Account—State Appropriation . . . . . (~~(\$2,861,000)~~)  
19 \$3,082,000

20 **Sec. 105.** 2019 c 416 s 110 (uncodified) is amended to read as  
21 follows:

22 **FOR THE SENATE**

23 Motor Vehicle Account—State Appropriation . . . . . (~~(\$2,998,000)~~)  
24 \$2,999,000

25 NEW SECTION. **Sec. 106.** A new section is added to 2019 c 416  
26 (uncodified) to read as follows:

27 **FOR THE UNIVERSITY OF WASHINGTON**

28 Motor Vehicle Account—State Appropriation. . . . . \$250,000

29 The appropriation in this section is subject to the following  
30 conditions and limitations: \$250,000 of the motor vehicle account—  
31 state appropriation is provided solely for the University of  
32 Washington, Foster School of Business' Consulting and Business  
33 Development Center to conduct an analysis of workforce development  
34 needs of the Washington state ferries. Plan development should  
35 consider the findings from the 2019 Washington state ferries overtime  
36 report, including data trend analysis and insight gathered from

1 discussions with Washington state ferries staff and unions. The  
2 report of the study findings and recommendations is due to the  
3 transportation committees of the legislature by January 11, 2021. The  
4 study must include, but is not limited to, the following:

5 (1) A description of the current workforce, including demographic  
6 composition, use of relief and temporary employees, and the numbers  
7 of management and supervisory staff compared to line workers;

8 (2) An analysis of vacancies by job class and collective  
9 bargaining unit, the causes of vacancies, and projections of how  
10 these dynamics may change going forward;

11 (3) An analysis of current strategies for filling vacancies,  
12 including the use of overtime, relief staff, on-call staff, hiring of  
13 additional or new employees, and a comparison of these strategies to  
14 determine which may be more cost-effective;

15 (4) An inventory of mandatory training and certification  
16 requirements as compared to training provided currently to state  
17 ferries employees;

18 (5) An analysis of the role of federal requirements and  
19 collective bargaining agreements in determining staffing levels, as  
20 well as current practices in workforce management and development;

21 (6) An analysis of barriers to implementing changes in workforce  
22 management or innovative approaches to workforce development; and

23 (7) Findings and recommendations regarding recruitment methods  
24 and needs, strategies on how to recruit and conduct outreach to  
25 underrepresented communities throughout the state, management of  
26 overtime and leave usage, ratio of management employees to line  
27 employees as compared to industry and public sector standards, and  
28 adequacy of training budgets to meet workforce development needs.

29 **TRANSPORTATION AGENCIES—OPERATING**

30 **Sec. 201.** 2019 c 416 s 201 (uncodified) is amended to read as  
31 follows:

32 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

33 Highway Safety Account—State Appropriation . . . . .	((( <del>\$4,588,000</del> )))
	<u>\$4,675,000</u>
35 Highway Safety Account—Federal Appropriation . . . . .	((( <del>\$27,035,000</del> )))
	<u>\$27,051,000</u>
37 Highway Safety Account—Private/Local Appropriation . . . . .	\$118,000

1 School Zone Safety Account—State Appropriation . . . . . \$850,000  
2 TOTAL APPROPRIATION. . . . . (~~(\$32,591,000)~~)  
3 \$32,694,000

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

6 (1) \$150,000 of the highway safety account—state appropriation is  
7 provided solely for the implementation of chapter 54 (~~((Substitute~~  
8 ~~Senate Bill No. 5710))~~), Laws of 2019 (Cooper Jones Active  
9 Transportation Safety Council). If chapter 54 (~~((Substitute Senate~~  
10 ~~Bill No. 5710))~~), Laws of 2019 is not enacted by June 30, 2019, the  
11 amount provided in this subsection lapses.

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

16 (a) Any programs authorized by the commission must be authorized  
17 by December 31, (~~(2019)~~) 2020.

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

23 (c) Any city administering a pilot program overseen by the  
24 traffic safety commission shall use the following guidelines to  
25 administer the program:

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

30 (ii) The law enforcement agency of the city or county government  
31 shall (~~(plainly mark the locations)~~) install two signs facing  
32 opposite directions within two hundred feet, or otherwise consistent  
33 with the uniform manual on traffic control devices, where the  
34 automated vehicle noise enforcement camera is used (~~((by placing signs~~  
35 ~~on street locations that clearly indicate to a driver that he or she~~  
36 ~~is entering a zone where traffic laws violations are being detected~~  
37 ~~by automated vehicle noise enforcement cameras that record both audio~~  
38 ~~and video))~~) that state "Street Racing Noise Pilot Program in  
39 Progress";

1 (iii) Cities testing the use of automated vehicle noise  
2 enforcement cameras must (~~provide periodic notice by mail to its~~  
3 ~~residents~~) post information on the city web site and notify local  
4 media outlets indicating the zones in which the automated vehicle  
5 noise enforcement cameras will be used;

6 (iv) A city may only issue a warning notice with no penalty for a  
7 violation detected by automated vehicle noise enforcement cameras in  
8 a Stay Out of Areas of Racing zone. Warning notices must be mailed to  
9 the registered owner of a vehicle within fourteen days of the  
10 detected violation;

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

14 (vi) Notwithstanding any other provision of law, all photographs,  
15 videos, microphotographs, audio recordings, or electronic images  
16 prepared under this section are for the exclusive use of law  
17 enforcement in the discharge of duties under this section and are not  
18 open to the public and may not be used in a court in a pending action  
19 or proceeding. No photograph, microphotograph, audio recording, or  
20 electronic image may be used for any purpose other than the issuance  
21 of warnings for violations under this section or retained longer than  
22 necessary to issue a warning notice as required under this subsection  
23 (2); and

24 (vii) By June 30, 2021, the participating cities shall provide a  
25 report to the commission and appropriate committees of the  
26 legislature regarding the use, public acceptance, outcomes, warnings  
27 issued, data retention and use, and other relevant issues regarding  
28 automated vehicle noise enforcement cameras demonstrated by the pilot  
29 projects.

30 (3) The Washington traffic safety commission may oversee a  
31 demonstration project in one county, coordinating with a public  
32 transportation benefit area (PTBA) and the department of  
33 transportation, to test the feasibility and accuracy of the use of  
34 automated enforcement technology for high occupancy vehicle (HOV)  
35 lane passenger compliance. All costs associated with the  
36 demonstration project must be borne by the participating public  
37 transportation benefit area. Any photograph, microphotograph, or  
38 electronic images of a driver or passengers are for the exclusive use  
39 of the PTBA in the determination of whether an HOV passenger  
40 violation has occurred to test the feasibility and accuracy of

1 automated enforcement under this subsection and are not open to the  
2 public and may not be used in a court in a pending action or  
3 proceeding. All photographs, microphotographs, and electronic images  
4 must be destroyed after determining a passenger count and no later  
5 than the completion of the demonstration project. No warnings or  
6 notices of infraction may be issued under the demonstration project.

7 For purposes of the demonstration project, an automated  
8 enforcement technology device may record an image of a driver and  
9 passenger of a motor vehicle. The county and PTBA must erect signs  
10 marking the locations where the automated enforcement for HOV  
11 passenger requirements is occurring.

12 The PTBA, in consultation with the Washington traffic safety  
13 commission, must provide a report to the transportation committees of  
14 the legislature with the number of violations detected during the  
15 demonstration project, whether the technology used was accurate and  
16 any recommendations for future use of automated enforcement  
17 technology for HOV lane enforcement by June 30, 2021.

18 (4) (a) The Washington traffic safety commission shall coordinate  
19 with each city that implements a pilot program as authorized in  
20 chapter . . . (Engrossed Substitute House Bill No. 1793), Laws of  
21 2020 (automated traffic safety cameras) or chapter . . . (Substitute  
22 Senate Bill No. 5789), Laws of 2020 (automated traffic safety  
23 cameras) to provide the transportation committees of the legislature  
24 with the following information by June 30, 2021:

25 (i) The number of warnings and infractions issued to first-time  
26 violators under the pilot program;

27 (ii) The number of warnings and infractions issued to the  
28 registered owners of vehicles that are not registered with an address  
29 located in the city conducting the pilot program; and

30 (iii) The frequency with which warnings and infractions are  
31 issued on weekdays versus weekend days.

32 (b) If neither chapter . . . (Engrossed Substitute House Bill No.  
33 1793), Laws of 2020 nor chapter . . . (Substitute Senate Bill No.  
34 5789), Laws of 2020 is enacted by June 30, 2020, the conditions of  
35 this subsection (4) have no force and effect.

36 **Sec. 202.** 2019 c 416 s 202 (uncodified) is amended to read as  
37 follows:

38 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

39 Rural Arterial Trust Account—State Appropriation . . . . \$1,137,000



1	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$2,803,000</del> ))
2		<u>\$2,920,000</u>
3	County Arterial Preservation Account—State	
4	Appropriation . . . . .	\$1,677,000
5	TOTAL APPROPRIATION. . . . .	(( <del>\$5,617,000</del> ))
6		<u>\$5,734,000</u>

7     The appropriations in this section are subject to the following  
8     conditions and limitations: \$58,000 of the motor vehicle account—  
9     state appropriation is provided solely for succession planning and  
10    training.

11       **Sec. 203.** 2019 c 416 s 203 (uncodified) is amended to read as  
12 follows:

13 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

14	Transportation Improvement Account—State	
15	Appropriation . . . . .	(( <del>\$4,526,000</del> ))
16		<u>\$3,854,000</u>

17       **Sec. 204.** 2019 c 416 s 204 (uncodified) is amended to read as  
18 follows:

19 **FOR THE JOINT TRANSPORTATION COMMITTEE**

20	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$1,938,000</del> ))
21		<u>\$2,187,000</u>
22	Multimodal Transportation Account—State Appropriation. . . . .	(( <del>\$750,000</del> ))
23		<u>\$917,000</u>
24	Highway Safety Account—State Appropriation. . . . .	\$275,000
25	TOTAL APPROPRIATION. . . . .	(( <del>\$2,963,000</del> ))
26		<u>\$3,379,000</u>

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

29       (1) \$400,000 of the motor vehicle account—state appropriation and  
30 \$50,000 of the multimodal transportation account—state appropriation  
31 is for the joint transportation committee to conduct a comprehensive  
32 assessment of statewide transportation needs and priorities, and  
33 existing and potential transportation funding mechanisms to address  
34 those needs and priorities. The assessment must include: (a)  
35 Recommendations on the critical state and local transportation  
36 projects, programs, and services needed to achieve an efficient,  
37 effective, statewide transportation system over the next ten years;

1 (b) a comprehensive menu of funding options for the legislature to  
2 consider to address the identified transportation system investments;  
3 (~~and~~) (c) recommendations on whether a revision to the statewide  
4 transportation policy goals in RCW 47.04.280 is warranted in light of  
5 the recommendations and options identified in (a) and (b) of this  
6 subsection; and (d) an analysis of the economic impacts of a range of  
7 future transportation investments. The assessment must be submitted  
8 to the transportation committees of the legislature by June 30, 2020.  
9 Starting July 1, 2020, and concluding by December 31, 2020, a  
10 committee-appointed commission or panel shall review the assessment  
11 and make final recommendations to the legislature for consideration  
12 during the 2021 legislative session on a realistic, achievable plan  
13 for funding transportation programs, projects, and services over the  
14 next ten years including a timeline for legislative action on funding  
15 the identified transportation system needs shortfall.

16 (2) (a) (~~(\$450,000)~~) \$382,000 of the multimodal transportation  
17 account—state appropriation is for the joint transportation committee  
18 to conduct an analysis of the electrification of public fleets in  
19 Washington state. The study must include the following:

20 (i) An inventory of existing public fleets for the state of  
21 Washington, counties, a sampling of cities, and public transit  
22 agencies. The inventory must differentiate among battery and fuel  
23 cell electric vehicles, hybrid vehicles, gasoline powered vehicles,  
24 and any other functional categories. Three cities from each of the  
25 following population ranges must be selected for the analysis:

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

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

29 (C) Population greater than fifty thousand and up to and  
30 including one hundred thousand;

31 (D) Population greater than one hundred thousand;

32 (ii) A review of currently available battery and fuel cell  
33 electric vehicle alternatives to the vehicle types most commonly used  
34 by the state, counties, cities, and public transit agencies. The  
35 review must include:

36 (A) The average vehicle cost differential among the commercially  
37 available fuel options;

38 (B) A cost benefit analysis of the conversion of different  
39 vehicle classes; and

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

4 (iii) The projected costs of achieving substantial conversion to  
5 battery and/or fuel cell electric fleets by 2025, 2030, and 2035 for  
6 the state, counties, cities, and public transit agencies. This cost  
7 estimate must include:

8 (A) Vehicle acquisition costs, charging and refueling  
9 infrastructure costs, and other associated costs;

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

12 (C) Any other identified barriers to transitioning to a battery  
13 and/or fuel cell electric vehicle fleet;

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

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

25 (b) In developing and implementing the study, the joint  
26 transportation committee must solicit input from representatives of  
27 the department of enterprise services, the department of  
28 transportation, the department of licensing, the department of  
29 commerce, the Washington state association of counties, the  
30 association of Washington cities, the Washington state transit  
31 association, transit agencies, and others as deemed appropriate.

32 (c) The joint transportation committee must issue a report of its  
33 findings and recommendations to the transportation committees of the  
34 legislature by September 30, 2020.

35 (3) (a) \$250,000 of the multimodal transportation account—state  
36 appropriation is for the joint transportation committee to conduct a  
37 study of the feasibility of an east-west intercity passenger rail  
38 system. The study must include the following elements:

39 (i) Projections of potential ridership;

40 (ii) Review of relevant planning studies;

1 (iii) Establishment of an advisory group and associated meetings;  
2 (iv) Development of a Stampede Pass corridor alignment to  
3 maximize ridership, revenue, and rationale, considering service to  
4 population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg,  
5 Toppenish, and Spokane;  
6 (v) Assessment of current infrastructure conditions, including  
7 station stop locations;  
8 (vi) Identification of equipment needs; and  
9 (vii) Identification of operator options.  
10 (b) A report of the study findings and recommendations is due to  
11 the transportation committees of the legislature by June 30, 2020.  
12 (4) (a) \$275,000 of the highway safety fund—state appropriation is  
13 for a study of vehicle subagents in Washington state. The study must  
14 consider and include recommendations, as necessary, on the following:  
15 (i) The relevant statutes, rules, and/or regulations authorizing  
16 vehicle subagents and any changes made to the relevant statutes,  
17 rules, and/or regulations;  
18 (ii) The current process of selecting and authorizing a vehicle  
19 subagent, including the change of ownership process and the  
20 identification of any barriers to entry into the vehicle subagent  
21 market;  
22 (iii) The annual business expenditures borne by each of the  
23 vehicle subagent businesses since fiscal year 2010 and identification  
24 of any materials, including office equipment and supplies, provided  
25 by the department of licensing to each vehicle subagent since fiscal  
26 year 2010. To accomplish this task, each vehicle subagent must  
27 provide expenditure data to the joint transportation committee for  
28 the purposes of this study;  
29 (iv) The oversight provided by the county auditors and/or the  
30 department of licensing over the vehicle subagent businesses;  
31 (v) The history of service fees, how increases to the service fee  
32 rate are made, and how the requested fee increase is determined;  
33 (vi) The online vehicle registration renewal process and any  
34 potential improvements to the online process;  
35 (vii) The department of licensing's ability to provide more  
36 vehicle licensing services directly, particularly taking into account  
37 the increase in online vehicle renewal transactions;  
38 (viii) The potential expansion of services that can be performed  
39 by vehicle subagents; and

1 (ix) The process by which the geographic locations of vehicle  
2 subagents are determined.

3 (b) In conducting the study, the joint transportation committee  
4 must consult with the department of licensing, a representative of  
5 county auditors, and a representative of vehicle subagents.

6 (c) The joint transportation committee may collect any data from  
7 the department of licensing, county auditors, and vehicle subagents  
8 that is necessary to conduct the study.

9 (d) The joint transportation committee must issue a report of  
10 its findings and recommendations to the transportation committees of  
11 the legislature by September 30, 2020.

12 (5) (a) \$235,000 of the multimodal transportation account—state  
13 appropriation is for the joint transportation committee to oversee a  
14 consultant study on rail safety governance best practices, by class  
15 of rail where applicable, and recommendations for the implementation  
16 of these best practices in Washington state. The study must assess  
17 rail safety governance for passenger and freight rail, including rail  
18 transit services, and must consider recommendations made by the  
19 national transportation safety board in its 2017 Amtrak passenger  
20 train 501 derailment accident report that are relevant to rail safety  
21 governance.

22 (b) The study must include the following components:

23 (i) (A) An assessment of rail safety oversight in Washington state  
24 that includes: (I) The rail safety oversight roles of federal, state,  
25 regional, and local agencies, including the extent to which federal  
26 and state laws govern these roles and the extent to which these roles  
27 would be modified should the suspended federal rules in 49 C.F.R.  
28 Part 270 take effect; (II) federal, state, regional, and local agency  
29 organizational structures and processes utilized to conduct rail  
30 safety oversight; and (III) coordination activities by federal,  
31 state, regional, and local agencies in conducting rail safety  
32 oversight;

33 (B) An examination of rail safety governance best practices by  
34 other states for the items identified in (a) of this subsection; and

35 (C) Recommendations for the implementation of best practices for  
36 rail safety governance in Washington state.

37 (ii) The study must address the extent to which additional safety  
38 oversight of rail project design and construction is used in other  
39 states and would be a recommended best practice for Washington state.

1 (c) The joint transportation committee shall consult with the  
2 Washington state department of transportation, the Washington state  
3 utilities and transportation commission, sound transit, the national  
4 transportation safety board, Amtrak, the federal railroad  
5 administration, BNSF railway company, one or more representatives of  
6 short line railroads, one or more representatives of labor, and other  
7 entities with rail safety expertise as necessary.

8 (d) The joint transportation committee must issue a report of its  
9 findings and recommendations on rail safety governance to the  
10 transportation committees of the legislature by January 6, 2021.

11 (6) (a) \$250,000 of the motor vehicle account—state appropriation  
12 is for the joint transportation committee to conduct a study of the  
13 feasibility of a private auto ferry between the state of Washington  
14 and British Columbia, Canada. The study must include the following  
15 elements:

16 (i) Expected impacts to ridership, revenue, and expenditures for  
17 Washington state ferries;

18 (ii) Expected impacts to ferry service provided to the San Juan  
19 Islands;

20 (iii) Possible terminal locations on Fidalgo Island;

21 (iv) Economic impacts to the Anacortes area if ferry service  
22 between the area and Vancouver Island ceases;

23 (v) Economic impacts to the San Juan Islands if ferry service or  
24 ferry tourism is reduced;

25 (vi) Expected impacts to family wage jobs in the marine industry  
26 for Washingtonians;

27 (vii) Expected impacts to ferry fares between the state of  
28 Washington and British Columbia, Canada;

29 (viii) Legal analysis of all state, federal, or Canadian laws or  
30 rules, including the Jones act and rules of the board of pilotage  
31 commissioners, that may apply to initiation of private service or  
32 cessation of state service; and

33 (ix) Options for encouraging private auto ferry service between  
34 the state of Washington and Vancouver Island, Canada.

35 (b) In conducting the study, the joint transportation committee  
36 must consult with the department of transportation, a representative  
37 of San Juan county, a representative of the city of Anacortes, a  
38 representative of the inland boatman's union, a representative of  
39 Puget Sound pilots, a representative of the port of Anacortes, a

1 representative of the economic development alliance of Skagit county,  
2 and interested private ferry operators in Washington state.

3 (c) A report of the study findings and options is due to the  
4 transportation committees of the legislature by February 15, 2021.

5 **Sec. 205.** 2019 c 416 s 205 (uncodified) is amended to read as  
6 follows:

7 **FOR THE TRANSPORTATION COMMISSION**

8	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$2,893,000</del> ))
9		<u>\$2,324,000</u>
10	<del>((Multimodal Transportation Account—State Appropriation . . . . .</del>	<del>\$112,000))</del>
11	Interstate 405 <u>and state Route Number 167 Express Toll Lanes</u>	
12	<del>((Operations))</del>	
13	Account—State Appropriation. . . . .	(( <del>\$250,000</del> ))
14		<u>\$410,000</u>
15	<u>State Route Number 520 Corridor Account—State</u>	
16	<u>Appropriation. . . . .</u>	<u>\$271,000</u>
17	<u>Tacoma Narrows Toll Bridge Account—State</u>	
18	<u>Appropriation. . . . .</u>	<u>\$158,000</u>
19	<u>Alaskan Way Viaduct Replacement Project</u>	
20	<u>Account—State Appropriation. . . . .</u>	<u>\$136,000</u>
21	TOTAL APPROPRIATION. . . . .	(( <del>\$3,255,000</del> ))
22		<u>\$3,299,000</u>

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

25 (1)(a) The commission shall reconvene the road usage charge  
26 steering committee, with the same membership described in chapter  
27 297, Laws of 2018, and shall report at least once every three months  
28 to the steering committee with updates on report development for the  
29 completed road usage charge pilot project until the final report is  
30 submitted. The commission shall also report to the steering committee  
31 on any other activities undertaken in accordance with this subsection  
32 (1) as necessary to keep it apprised of new developments and to  
33 obtain input on its efforts. The final report on the road usage  
34 charge pilot project is due to the transportation committees of the  
35 legislature by January 1, 2020, and should include recommendations  
36 for necessary next steps to consider impacts to communities of color,  
37 low-income households, vulnerable populations, and displaced  
38 communities. Any legislative vacancies on the steering committee must

1 be appointed by the speaker of the house of representatives for a  
2 house of representatives member vacancy, and by the president of the  
3 senate for a senate member vacancy.

4 (b) (i) The commission shall coordinate with the department of  
5 transportation to jointly seek federal funds available through the  
6 federal surface transportation system funding alternatives grant  
7 program, applying toll credits for meeting match requirements. One or  
8 more grant applications ~~((may))~~ shall be developed that ~~((, at a~~  
9 ~~minimum,))~~ propose to:

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

21 ~~(B) Develop a detailed plan for phasing in the implementation of~~  
22 ~~road usage charges for vehicles operated in Washington, incorporating~~  
23 ~~any updates to road usage charge policy recommendations made in (a)~~  
24 ~~and (b) (i) (A) of this subsection and including consideration of~~  
25 ~~methods for reducing the cost of collections for a road usage charge~~  
26 ~~system in Washington state; and~~

27 ~~(C) Examine the allocation of current gas tax revenues and~~  
28 ~~possible frameworks for the allocation of road usage charge revenues~~  
29 ~~that could be used to evaluate policy choices once road usage charge~~  
30 ~~revenues comprise a significant share of state revenues for~~  
31 ~~transportation purposes.)) Create a framework for modeling the~~  
32 ~~effects of a road usage charge on passenger and light-duty vehicles~~  
33 ~~including, but not limited to, plug-in electric vehicles, autonomous~~  
34 ~~vehicles, state fleets, and transportation network companies on a~~  
35 ~~road usage charge system;~~

36 (B) Identify and measure potential disparate impacts of a road  
37 usage charge on designated populations, including communities of  
38 color, low-income households, vulnerable populations, and displaced  
39 communities;



1 (C) Incorporate emerging approaches to mileage reporting, such as  
2 in-vehicle telematics, improved smartphone apps, and use of private  
3 businesses to provide odometer verification and mileage reporting  
4 services, into a road usage charge system;

5 (D) Conduct a series of facilitated work sessions with other  
6 states and private sector firms to identify opportunities to reduce  
7 the cost of collections for a road usage charge;

8 (E) Develop a road usage charge phase-in plan that incorporates  
9 findings from (b) (i) (A) through (D) of this subsection;

10 (F) Carry out a limited scale demonstration to test new mileage  
11 reporting methods; equity policies; cost reduction techniques; and  
12 collecting a road usage charge from passenger and light-duty vehicles  
13 including, but not limited to, plug-in electric vehicles, autonomous  
14 vehicles, state fleets, transportation network companies, and other  
15 new mobility services; and

16 (G) Produce a final report with recommendations and a recommended  
17 roadmap that details how a road usage charge could be appropriately  
18 scaled to fit state circumstances and that includes a framework for  
19 evaluating policy choices related to the use of road usage charge  
20 revenue.

21 (ii) A year-end report on the status of any federally-funded  
22 project for which federal funding is secured must be provided to the  
23 governor's office and the transportation committees of the  
24 legislature by January 1, 2020, and by January 1, 2021.

25 (c) \$150,000 of the motor vehicle account—state appropriation is  
26 provided solely for analysis of potential impacts of a road usage  
27 charge on communities of color, low-income households, vulnerable  
28 populations, and displaced communities. The analysis must include an  
29 assessment of potential mitigation measures to address these  
30 potential impacts. These funds must be held in unallotted status  
31 during the 2019-2021 fiscal biennium, and may only be used after the  
32 commission has provided notice to the office of financial management  
33 that it has exhausted all efforts to secure federal funds from the  
34 federal surface transportation system funding alternatives grant  
35 program under (b) of this subsection without successfully securing  
36 federal funding for the further study of a road usage charge. A year-  
37 end update on the status of this effort, if undertaken prior to the  
38 end of calendar year 2020, must be provided to the governor's office  
39 and the transportation committees of the legislature by January 1,  
40 2021.

1 (2) (a) \$250,000 of the Interstate 405 and state route number 167  
2 express toll lanes ((operations)) account—state appropriation is  
3 provided solely for the transportation commission to conduct a study,  
4 applicable to the Interstate 405 express toll lanes, of discounted  
5 tolls and other similar programs for low-income drivers that are  
6 provided by other states, countries, or other entities and how such a  
7 program could be implemented in the state of Washington. The  
8 transportation commission may contract with a consultant to conduct  
9 all or a portion of this study.

10 (b) In conducting this study, the transportation commission shall  
11 consult with both the department of transportation and the department  
12 of social and health services.

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

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

18 (ii) The most cost-effective way to implement a program given  
19 existing financial commitments, shared cost requirements across  
20 facilities, and technical requirements to execute and maintain a  
21 program;

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

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

26 (d) The transportation commission shall provide a report  
27 detailing the findings of this study and recommendations for  
28 implementing a discounted toll or other appropriate program in the  
29 state of Washington to the transportation committees of the  
30 legislature by June 30, 2021.

31 (3) \$160,000 of the Interstate 405 and state route number 167  
32 express toll lanes account—state appropriation, \$271,000 of the state  
33 route number 520 corridor account—state appropriation, \$158,000 of  
34 the Tacoma Narrows toll bridge account—state appropriation, and  
35 \$136,000 of the Alaskan Way viaduct replacement project account—state  
36 appropriation are provided solely for the transportation commission's  
37 proportional share of time spent supporting tolling operations for  
38 the respective tolling facilities.



1 department of transportation or other state agencies may use state  
2 patrol vehicles for the purpose of that employment, subject to  
3 guidelines adopted by the chief of the Washington state patrol. The  
4 Washington state patrol must be reimbursed for the use of the vehicle  
5 at the prevailing state employee rate for mileage and hours of usage,  
6 subject to guidelines developed by the chief of the Washington state  
7 patrol.

8 (2) \$510,000 of the ignition interlock device revolving account—  
9 state appropriation is provided solely for the ignition interlock  
10 program at the Washington state patrol to provide funding for two  
11 staff to work and provide support for the program in working with  
12 manufacturers, service centers, technicians, and participants in the  
13 program.

14 (3) \$1,424,000 of the state patrol highway account—state  
15 appropriation is provided solely to enter into an agreement for  
16 upgraded land mobile software, hardware, and equipment.

17 (4) \$2,582,000 of the state patrol highway account—state  
18 appropriation is provided solely for the replacement of radios and  
19 other related equipment.

20 (5) \$343,000 of the state patrol highway account—state  
21 appropriation is provided solely for aerial criminal investigation  
22 tools, including software licensing and maintenance, and annual  
23 certification.

24 (6) (~~(\$514,000)~~) \$2,342,000 of the state patrol highway account—  
25 state appropriation is provided solely (~~for additional staff~~) to  
26 address the increase in the number of toxicology cases from impaired  
27 driving and death investigations.

28 (7) \$580,000 of the state patrol highway account—state  
29 appropriation is provided solely for the operation of and  
30 administrative support to the license investigation unit to enforce  
31 vehicle registration laws in southwestern Washington. The Washington  
32 state patrol, in consultation with the department of revenue, shall  
33 maintain a running estimate of the additional vehicle registration  
34 fees, sales and use taxes, and local vehicle fees remitted to the  
35 state pursuant to activity conducted by the license investigation  
36 unit. Beginning October 1, 2019, and quarterly thereafter, the  
37 Washington state patrol shall submit a report detailing the  
38 additional revenue amounts generated since July 1, 2017, to the  
39 director of the office of financial management and the transportation

1 committees of the legislature. At the end of the calendar quarter in  
2 which it is estimated that more than \$625,000 in state sales and use  
3 taxes have been remitted to the state since July 1, 2017, the  
4 Washington state patrol shall notify the state treasurer and the  
5 state treasurer shall transfer funds pursuant to section 406 (~~of~~  
6 ~~this act~~), chapter 416, Laws of 2019.

7 (8) \$18,000 of the state patrol highway account—state  
8 appropriation is provided solely for the license investigation unit  
9 to procure an additional license plate reader and related costs.

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

18 (10) \$4,210,000 of the state patrol highway account—state  
19 appropriation is provided solely for a third arming and a third  
20 trooper basic training class. The cadet class is expected to graduate  
21 in June 2021.

22 (11) \$65,000 of the state patrol highway account—state  
23 appropriation is provided solely for the implementation of chapter  
24 440 (~~(Engrossed Second Substitute Senate Bill No. 5497)~~), Laws of  
25 2019 (immigrants in the workplace). If chapter 440 (~~(Engrossed~~  
26 ~~Second Substitute Senate Bill No. 5497)~~), Laws of 2019 is not  
27 enacted by June 30, 2019, the amount provided in this subsection  
28 lapses.

29 (12)(a) The Washington state patrol must report quarterly to the  
30 house and senate transportation committees on the status of  
31 recruitment and retention activities as follows:

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

33 (ii) The number of transportation funded staff vacancies by major  
34 category;

35 (iii) The number of applicants for each of the positions by these  
36 categories;

37 (iv) The composition of workforce; and

38 (v) Other relevant outcome measures with comparative information  
39 with recent comparable months in prior years.

1 (b) By January 1, 2020, the Washington state patrol must submit  
2 to the transportation committees of the legislature and the governor  
3 a workforce diversity plan. The plan must identify ongoing, and both  
4 short-term and long-term, specific comprehensive outreach and  
5 recruitment strategies to increase populations underrepresented  
6 within both commissioned and noncommissioned employee groups.

7 (13) \$1,182,000 of the Interstate 405 and state route number 167  
8 express toll lanes account—state appropriation, \$1,988,000 of the  
9 state route number 520 corridor account—state appropriation,  
10 \$1,158,000 of the Tacoma Narrows toll bridge account—state  
11 appropriation, and \$996,000 of the Alaskan Way viaduct replacement  
12 project account—state appropriation are provided solely for the  
13 Washington state patrol's proportional share of time spent supporting  
14 tolling operations and enforcement for the respective tolling  
15 facilities.

16 (14) \$100,000 of the state patrol highway account—state  
17 appropriation is provided solely for the implementation of Senate  
18 Bill No. 6218, Laws of 2020 (Washington state patrol retirement  
19 definition of salary), which reflects an increase in the Washington  
20 state patrol retirement system pension contribution rate of 0.15  
21 percent for changes to the definition of salary. If Senate Bill No.  
22 6218, Laws of 2020 is not enacted by June 30, 2020, the amount  
23 provided in this subsection lapses.

24 (15) The Washington state patrol is directed to terminate its  
25 "Agreement for Utility Connection and Reimbursement of Water  
26 Extension Expenses" with the city of Shelton, executed on June 12,  
27 2017, subject to the city of Shelton's consent to terminate the  
28 agreement. The legislature finds that the water connection extension  
29 constructed by the Washington state patrol from the city of Shelton's  
30 water facilities to the Washington state patrol academy was necessary  
31 to meet the water supply needs of the academy. The legislature also  
32 finds that the water connection provides an ongoing water supply that  
33 is necessary to the operation of the training facility, that the  
34 state is making use of the water connection for these public  
35 activities, and that any future incidental use of the municipal  
36 infrastructure put in place to support these activities will not  
37 impede the Washington state patrol's ongoing use of the water  
38 connection extension. Therefore, the legislature determines that  
39 under the public policy of this state, reimbursement by any other

1 entity is not required, notwithstanding any prior condition regarding  
2 contributions of other entities that Washington state patrol was  
3 required to satisfy prior to expenditure of the funds for  
4 construction of the extension, and that the Washington state patrol  
5 shall terminate the agreement.

6 (16) \$975,000 of the state patrol highway account—state  
7 appropriation is provided solely for communications officers at the  
8 King county public safety answering point.

9 (17) \$830,000 of the state patrol highway account—state  
10 appropriation is provided solely for information technology security  
11 enhancements.

12 (18) \$150,000 of the state patrol highway account is provided  
13 solely for the Washington state patrol to work with the department of  
14 enterprise services and office of minority and women's business  
15 enterprises to contract for a workforce diversity strategic action  
16 plan. The successful consultant must have demonstrated expertise in  
17 workforce diversity research and an established record of assisting  
18 organizations in implementing diversity initiatives. The plan must  
19 include:

20 (a) Current and past employment data on the composition of the  
21 state patrol workforce generally and of its protective service  
22 workers;

23 (b) Research into the reasons for underrepresentation of  
24 minorities and women in the state patrol workforce;

25 (c) Research on best practices for recruiting across the state  
26 and from communities historically underrepresented in the Washington  
27 state patrol workforce;

28 (d) Case studies of law enforcement and other agencies that have  
29 successfully diversified their workforce; and

30 (e) A strategic plan with recommendations that will address  
31 disparities in the Washington state patrol employment ranks in both  
32 commissioned and noncommissioned personnel, with a focus on  
33 executive, command, and supervisory employees.

34 **Sec. 208.** 2019 c 416 s 208 (uncodified) is amended to read as  
35 follows:

36 **FOR THE DEPARTMENT OF LICENSING**

37 Marine Fuel Tax Refund Account—State Appropriation . . . . \$34,000

38 Motorcycle Safety Education Account—State

1	Appropriation . . . . .	(( <del>\$5,044,000</del> ))
2		<u>\$5,052,000</u>
3	State Wildlife Account—State Appropriation . . . . .	(( <del>\$536,000</del> ))
4		<u>\$511,000</u>
5	Highway Safety Account—State Appropriation . . . . .	(( <del>\$243,189,000</del> ))
6		<u>\$242,965,000</u>
7	Highway Safety Account—Federal Appropriation . . . . .	\$1,294,000
8	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$77,219,000</del> ))
9		<u>\$71,447,000</u>
10	<u>Motor Vehicle Account—Federal Appropriation. . . . .</u>	<u>\$186,000</u>
11	Motor Vehicle Account—Private/Local Appropriation . . . . .	(( <del>\$2,858,000</del> ))
12		<u>\$10,008,000</u>
13	Ignition Interlock Device Revolving Account—State	
14	Appropriation . . . . .	(( <del>\$6,143,000</del> ))
15		<u>\$5,779,000</u>
16	Department of Licensing Services Account—State	
17	Appropriation . . . . .	(( <del>\$8,012,000</del> ))
18		<u>\$7,696,000</u>
19	License Plate Technology Account—State	
20	Appropriation . . . . .	\$4,250,000
21	Abandoned Recreational Vehicle Account—State	
22	Appropriation. . . . .	\$2,925,000
23	Limousine Carriers Account—State Appropriation. . . . .	\$113,000
24	<u>Electric Vehicle Account—State Appropriation. . . . .</u>	<u>\$264,000</u>
25	DOL Technology Improvement & Data Management	
26	Account—State Appropriation. . . . .	\$2,250,000
27	Agency Financial Transaction Account—State	
28	Appropriation. . . . .	\$11,903,000
29	TOTAL APPROPRIATION. . . . .	(( <del>\$365,770,000</del> ))
30		<u>\$366,677,000</u>

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

33 (1) \$139,000 of the motorcycle safety education account—state  
34 appropriation is provided solely for the implementation of chapter 65  
35 (~~((Substitute House Bill No. 1116))~~), Laws of 2019 (motorcycle  
36 safety). If chapter 65 (~~((Substitute House Bill No. 1116))~~), Laws of  
37 2019 is not enacted by June 30, 2019, the amount provided in this  
38 subsection lapses.



1           (2) (~~(\$404,000 of the highway safety account—state appropriation~~  
2 ~~is provided solely for a new driver testing system at the department.~~  
3 ~~Pursuant to RCW 43.135.055 and 46.82.310, the department is~~  
4 ~~authorized to increase driver training school license application and~~  
5 ~~renewal fees in fiscal years 2020 and 2021, as necessary to fully~~  
6 ~~support the cost of activities related to administration of the~~  
7 ~~driver training school program, including the cost of the new driver~~  
8 ~~testing system described in this subsection.~~

9           ~~(3))~~ \$25,000 of the motorcycle safety education account—state  
10 appropriation, \$4,000 of the state wildlife account—state  
11 appropriation, \$1,708,000 of the highway safety account—state  
12 appropriation, \$576,000 of the motor vehicle account—state  
13 appropriation, \$22,000 of the ignition interlock device revolving  
14 account—state appropriation, and \$28,000 of the department of  
15 licensing services account—state appropriation are provided solely  
16 for the department to fund the appropriate staff(~~(, other than data~~  
17 ~~stewards,)) and necessary equipment and software for data management,  
18 data analytics, and data compliance activities. The department must,  
19 in consultation with the office of the chief information officer,  
20 construct a framework with goals for providing better data  
21 stewardship and a plan to achieve those goals. The department must  
22 provide the framework and plan to the transportation committees of  
23 the legislature by December 31, 2019, and an update by May 1, 2020.  
24 (~~Appropriations provided for the data stewardship and privacy~~  
25 ~~project described in this subsection are subject to the conditions,~~  
26 ~~limitations, and review provided in section 701 of this act.~~~~

27           ~~(4))~~ (3) Appropriations provided for the cloud continuity of  
28 operations project in this section are subject to the conditions,  
29 limitations, and review provided in section 701 of this act.

30           ~~((6))~~ (4) \$24,028,000 of the highway safety account—state  
31 appropriation is provided solely for costs necessary to accommodate  
32 increased demand for enhanced drivers' licenses and enhanced  
33 identicards. The department shall report on a quarterly basis on the  
34 use of these funds, associated workload, and information with  
35 comparative information with recent comparable months in prior years.  
36 The report must include detailed statewide and by licensing service  
37 office information on staffing levels, average monthly wait times,  
38 the number of enhanced drivers' licenses and enhanced identicards  
39 issued/renewed, and the number of primary drivers' licenses and

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

7        ~~((8))~~    (5)    \$507,000 of the motor vehicle account—state  
8    appropriation is provided solely for the implementation of  
9    chapter . . . (Substitute Senate Bill No. 5419), Laws of 2019  
10   (vehicle service fees) or chapter 417 ~~((Engrossed House Bill No.  
11   1789))~~, Laws of 2019 (vehicle service fees). If neither  
12   chapter . . . (Substitute Senate Bill No. 5419), Laws of 2019 or  
13   chapter 417 ~~((Engrossed House Bill No. 1789))~~, Laws of 2019 are  
14   enacted by June 30, 2019, the amount provided in this subsection  
15   lapses.

16       ~~((10))~~   (6)    \$25,000 of the motor vehicle account—state  
17   appropriation is provided solely for the implementation of chapter  
18   177 ~~((Engrossed House Bill No. 1996))~~, Laws of 2019 (San Juan  
19   Islands license plate). If chapter 177 ~~((Engrossed House Bill No.  
20   1996))~~, Laws of 2019 is not enacted by June 30, 2019, the amount  
21   provided in this subsection lapses.

22       ~~((11))~~   (7)    \$24,000 of the motor vehicle account—state  
23   appropriation is provided solely for the implementation of chapter  
24   384 ~~((House Bill No. 2062))~~, Laws of 2019 (Seattle Storm license  
25   plate). If chapter 384 ~~((House Bill No. 2062))~~, Laws of 2019 is not  
26   enacted by June 30, 2019, the amount provided in this subsection  
27   lapses.

28       ~~((13))~~   (8)    \$65,000 of the highway safety account—state  
29   appropriation is provided solely for the implementation of chapter  
30   440 ~~((Engrossed Second Substitute Senate Bill No. 5497))~~, Laws of  
31   2019 (immigrants in the workplace). If chapter 440 ~~((Engrossed  
32   Second Substitute Senate Bill No. 5497))~~, Laws of 2019 is not  
33   enacted by June 30, 2019, the amount provided in this subsection  
34   lapses.

35       ~~((14))~~   (9)    The appropriations in this section assume  
36   implementation of additional cost recovery mechanisms to recoup at  
37   least \$11,903,000 in credit card and other financial transaction  
38   costs as part of charges imposed for driver and vehicle fee  
39   transactions beginning January 1, 2020. At the direction of the

1 office of financial management, the department must develop a method  
2 of tracking the additional amount of credit card and other financial  
3 cost-recovery revenues. In consultation with the office of financial  
4 management, the department must notify the state treasurer of these  
5 amounts and the state treasurer must deposit these revenues in the  
6 agency financial transaction account created in section 717 (~~(of this~~  
7 ~~aet)~~), chapter 416, Laws of 2019 on a quarterly basis.

8 ~~((18))~~ (10) \$1,281,000 of the department of licensing service  
9 account—state appropriation is provided solely for savings from the  
10 implementation of chapter 417 (~~(Engrossed House Bill No. 1789)~~),  
11 Laws of 2019 (vehicle service fees). If chapter 417 (~~(Engrossed~~  
12 ~~House Bill No. 1789)~~), Laws of 2019 is enacted by June 30, 2019, the  
13 amount provided in this subsection lapses.

14 ~~((19))~~ (11) \$2,650,000 of the abandoned recreational vehicle  
15 disposal account—state appropriation is provided solely for providing  
16 reimbursements in accordance with the department's abandoned  
17 recreational vehicle disposal reimbursement program. It is the intent  
18 of the legislature that the department prioritize this funding for  
19 allowable and approved reimbursements and not to build a reserve of  
20 funds within the account.

21 ~~((20))~~ (12) \$20,000 of the motor vehicle account—state  
22 appropriation is provided solely for the implementation of chapter  
23 210 (~~(Substitute House Bill No. 1197)~~), Laws of 2019 (Gold Star  
24 license plate). If chapter 210 (~~(Substitute House Bill No. 1197)~~),  
25 Laws of 2019 is not enacted by June 30, 2019, the amount provided in  
26 this subsection lapses.

27 ~~((21))~~ (13) \$31,000 of the motor vehicle account—state  
28 appropriation is provided solely for the implementation of chapter  
29 262 (~~(Substitute House Bill No. 1436)~~), Laws of 2019 (snow bikes).  
30 If chapter 262 (~~(Substitute House Bill No. 1436)~~), Laws of 2019 is  
31 not enacted by June 30, 2019, the amount provided in this subsection  
32 lapses.

33 ~~((22))~~ (14) \$24,000 of the motor vehicle account—state  
34 appropriation is provided solely for the implementation of chapter  
35 139 (~~(House Bill No. 2058)~~), Laws of 2019 (Purple Heart license  
36 plate). If chapter 139 (~~(House Bill No. 2058)~~), Laws of 2019 is not  
37 enacted by June 30, 2019, the amount provided in this subsection  
38 lapses.

1        ~~((23))~~ (15) \$24,000 of the motor vehicle account—state  
2 appropriation is provided solely for the implementation of chapter  
3 278 ~~((Engrossed House Bill No. 2067))~~, Laws of 2019 (vehicle and  
4 vessel owner information). If chapter 278 ~~((Engrossed House Bill No.  
5 2067))~~, Laws of 2019 is not enacted by June 30, 2019, the amount  
6 provided in this subsection lapses.

7        ~~((25))~~ (16) \$600,000 of the highway safety account—state  
8 appropriation is provided solely for the department to provide an  
9 interagency transfer to the department of social and health services,  
10 children's administration division for the purpose of providing  
11 driver's license support to a larger population of foster youth than  
12 is already served within existing resources. Support services include  
13 reimbursement of driver's license issuance costs, fees for driver  
14 training education, and motor vehicle liability insurance costs.

15        ~~((26))~~ (17) The department must place personal and company data  
16 elements in separate data fields to allow the department to select  
17 discrete data elements when providing information or data to persons  
18 or entities outside the department. Pursuant to the restrictions in  
19 federal and state law, a person's photo, social security number, or  
20 medical information must not be made available through public  
21 disclosure or data being provided under RCW 46.12.630 or 46.12.635.

22        ~~((30))~~ (18) \$91,000 of the highway safety account—state  
23 appropriation is provided solely for the department's costs related  
24 to the one Washington project.

25        ~~((31) \$974,000)~~ (19) \$1,674,000 of the highway safety account—  
26 state appropriation is provided solely for communication and outreach  
27 activities necessary to inform the public of federally acceptable  
28 identification options including, but not limited to, enhanced  
29 drivers' licenses and enhanced identicards. The department shall  
30 continue the outreach plan that includes informational material that  
31 can be effectively communicated to all communities and populations in  
32 Washington. To accomplish this work, the department shall contract  
33 with an external vendor with demonstrated experience and expertise in  
34 outreach and marketing to underrepresented communities in a  
35 culturally-responsive fashion.

36        (20) Due to the passage of chapter 1 (Initiative Measure No.  
37 976), Laws of 2020, the department, working with the office of  
38 financial management, shall provide a monthly report on the number of  
39 registrations involved and differences between actual collections and

1 collections if the initiative was not subject to a temporary  
2 injunction as of December 5, 2019.

3 (21) The appropriations in this section assume full cost recovery  
4 for the administration and collection of a motor vehicle excise tax  
5 on behalf of any regional transit authority pursuant to section 706  
6 of this act.

7 (22) \$24,000 of the motor vehicle account—state appropriation is  
8 provided solely for the implementation of chapter . . . (Substitute  
9 House Bill No. 1255), Laws of 2020 (Patches pal special license  
10 plate). If chapter . . . (Substitute House Bill No. 1255), Laws of  
11 2020 is not enacted by June 30, 2020, the amount provided in this  
12 subsection lapses.

13 (23) \$24,000 of the motor vehicle account—state appropriation is  
14 provided solely for the implementation of chapter . . . (Engrossed  
15 Second Substitute House Bill No. 2050), Laws of 2020 (Washington wine  
16 special license plate). If chapter . . . (Engrossed Second Substitute  
17 House Bill No. 2050), Laws of 2020 is not enacted by June 30, 2020,  
18 the amount provided in this subsection lapses.

19 (24) \$24,000 of the motor vehicle account—state appropriation is  
20 provided solely for the implementation of chapter . . . (Engrossed  
21 Substitute House Bill No. 2085), Laws of 2020 (Mt. St. Helens special  
22 license plate). If chapter . . . (Engrossed Substitute House Bill No.  
23 2085), Laws of 2020 is not enacted by June 30, 2020, the amount  
24 provided in this subsection lapses.

25 (25) \$24,000 of the motor vehicle account—state appropriation is  
26 provided solely for the implementation of chapter . . . (Substitute  
27 House Bill No. 2187), Laws of 2020 (women veterans special license  
28 plate) or chapter . . . (Senate Bill No. 6433), Laws of 2020 (women  
29 veterans special license plate). If neither chapter . . . (Substitute  
30 House Bill No. 2187), Laws of 2020 nor chapter . . . (Senate Bill No.  
31 6433), Laws of 2020 is enacted by June 30, 2020, the amount provided  
32 in this subsection lapses.

33 (26) \$107,000 of the highway safety account—state appropriation  
34 is provided solely for the implementation of chapter . . . (Engrossed  
35 House Bill No. 2188), Laws of 2020 (military veterans commercial  
36 driver's license waivers) or chapter . . . (Second Substitute Senate  
37 Bill No. 5544), Laws of 2020 (military veterans commercial driver's  
38 license waivers). If neither chapter . . . (Engrossed House Bill No.  
39 2188), Laws of 2020 nor chapter . . . (Second Substitute Senate Bill

1 No. 5544), Laws of 2020 is enacted by June 30, 2020, the amount  
2 provided in this subsection lapses.

3 (27) \$50,000 of the motor vehicle account—state appropriation is  
4 provided solely for the implementation of chapter . . . (Substitute  
5 House Bill No. 2353), Laws of 2020 (fire trailer registrations). If  
6 chapter . . . (Substitute House Bill No. 2353), Laws of 2020 is not  
7 enacted by June 30, 2020, the amount provided in this subsection  
8 lapses.

9 (28) \$114,000 of the highway safety account—state appropriation  
10 is provided solely for the implementation of chapter . . .  
11 (Substitute House Bill No. 2607), Laws of 2020 (homeless youth  
12 identicards) or chapter . . . (Senate Bill No. 6304), Laws of 2020  
13 (homeless youth identicards). If neither chapter . . . (Substitute  
14 House Bill No. 2607), Laws of 2020 nor chapter . . . (Senate Bill No.  
15 6304), Laws of 2020 is enacted by June 30, 2020, the amount provided  
16 in this subsection lapses.

17 (29) \$24,000 of the motor vehicle account—state appropriation is  
18 provided solely for the implementation of chapter . . . (House Bill  
19 No. 2669), Laws of 2020 (Seattle national hockey league special  
20 license plate) or chapter . . . (Senate Bill No. 6562), Laws of 2020  
21 (Seattle national hockey league special license plate). If neither  
22 chapter . . . (House Bill No. 2669), Laws of 2020 nor chapter . . .  
23 (Senate Bill No. 6562), Laws of 2020 is enacted by June 30, 2020, the  
24 amount provided in this subsection lapses.

25 (30) \$14,000 of the motor vehicle account—state appropriation is  
26 provided solely for the implementation of chapter . . . (Engrossed  
27 Substitute House Bill No. 2723), Laws of 2020 (off-road vehicle  
28 enforcement) or chapter . . . (Senate Bill No. 6115), Laws of 2020  
29 (off-road vehicle enforcement). If neither chapter . . . (Engrossed  
30 Substitute House Bill No. 2723), Laws of 2020 nor chapter . . .  
31 (Senate Bill No. 6115), Laws of 2020 is enacted by June 30, 2020, the  
32 amount provided in this subsection lapses.

33 (31) \$105,000 of the motor vehicle account—state appropriation is  
34 provided solely for the implementation of chapter . . . (House Bill  
35 No. 2491), Laws of 2020 (tribal vehicles compact) or chapter . . .  
36 (Senate Bill No. 6251), Laws of 2020 (tribal vehicles compact). If  
37 neither chapter . . . (House Bill No. 2491), Laws of 2020 nor  
38 chapter . . . (Senate Bill No. 6251), Laws of 2020 (tribal vehicles

1 compact) is enacted by June 30, 2020, the amount provided in this  
2 subsection lapses.

3 (32) \$57,000 of the state wildlife account—state appropriation is  
4 provided solely for the implementation of chapter . . . (Substitute  
5 Senate Bill No. 6072), Laws of 2020 (state wildlife account). If  
6 chapter . . . (Substitute Senate Bill No. 6072), Laws of 2020 is not  
7 enacted by June 30, 2020, the amount provided in this subsection  
8 lapses.

9 (33) \$19,000 of the motor vehicle account—state appropriation is  
10 provided solely for the implementation of chapter . . . (Engrossed  
11 Senate Bill No. 6032), Laws of 2020 (apples special license plate).  
12 If chapter . . . (Engrossed Senate Bill No. 6032), Laws of 2020 is  
13 not enacted by June 30, 2020, the amount provided in this subsection  
14 lapses.

15 (34) \$19,000 of the motor vehicle account—state appropriation is  
16 provided solely for the implementation of chapter . . . (Engrossed  
17 Substitute Senate Bill No. 5591), Laws of 2020 (stolen vehicle  
18 check). If chapter . . . (Engrossed Substitute Senate Bill No. 5591),  
19 Laws of 2020 is not enacted by June 30, 2020, the amount provided in  
20 this subsection lapses.

21 (35) Within the amounts appropriated in this section, the  
22 department shall relocate, or finish relocating, the licensing  
23 service offices in Lacey, Tacoma, and Bellevue-Redmond and make  
24 emergency repairs to the licensing service office in Vancouver.

25 (36) \$40,000 of the department of licensing services account—  
26 state appropriation is provided solely for the department to report  
27 to the governor and chairs of the transportation committees of the  
28 legislature by December 1, 2020, with a proposed plan to allow the  
29 registered owner of a vehicle, or the registered owner's authorized  
30 representative, to voluntarily enter into either a quarterly or  
31 monthly payment plan with the department to pay vehicle fees or taxes  
32 due at the time of application for renewal vehicle registration. The  
33 plan must include: (a) An analysis of the administrative costs  
34 associated with allowing the payment plans; (b) the estimated revenue  
35 impact by fund or account, including impacts to local governments;  
36 and (c) the recommended method to achieve the greatest level of  
37 customer payment compliance.

38 (37) (a) Within available resources, and in collaboration with the  
39 department of revenue, the department of licensing shall evaluate the

1 effectiveness of chapter 218, Laws of 2017, in improving compliance  
 2 with state laws relating to the registration of off-road vehicles,  
 3 including the payment of retail sales and use tax. The department of  
 4 licensing shall recommend any statutory, administrative, or other  
 5 changes needed to optimize and further strengthen the compliance,  
 6 including an implementation timeline and corresponding resource  
 7 requirements. Among its recommendations, the department of licensing  
 8 must address potential changes to the process under RCW 46.93.210 by  
 9 which the department notifies persons whose vehicles may not be  
 10 properly registered in the state. The department shall submit a  
 11 report to the governor and the transportation committees of the  
 12 legislature by December 15, 2020.

13 (b) If chapter . . . (Engrossed Substitute House Bill No. 2723),  
 14 Laws of 2020 is enacted by June 30, 2020, this subsection has no  
 15 force and effect.

16 **Sec. 209.** 2019 c 416 s 209 (uncodified) is amended to read as  
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**  
 19 **—PROGRAM B**

20	<del>((High Occupancy Toll Lanes Operations Account—State</del>	
21	Appropriation . . . . .	<del>\$3,774,000</del>
22	<del>Motor Vehicle Account—State Appropriation . . . . .</del>	<del>\$513,000))</del>
23	State Route Number 520 Corridor Account—State	
24	Appropriation . . . . .	<del>(((\$43,773,000))</del>
25		<u>\$59,059,000</u>
26	State Route Number 520 Civil Penalties Account—State	
27	Appropriation . . . . .	\$4,145,000
28	Tacoma Narrows Toll Bridge Account—State	
29	Appropriation . . . . .	<del>(((\$27,807,000))</del>
30		<u>\$33,806,000</u>
31	Alaskan Way Viaduct Replacement Project Account—State	
32	Appropriation. . . . .	<del>(((\$20,061,000))</del>
33		<u>\$21,616,000</u>
34	Interstate 405 <u>and State Route Number 167</u> Express	
35	Toll Lanes ( <del>(Operations)</del> ) Account—State	
36	Appropriation. . . . .	<del>(((\$18,329,000))</del>
37		<u>\$27,457,000</u>
38	TOTAL APPROPRIATION. . . . .	<del>(((\$118,402,000))</del>



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

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

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

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

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

(c) Total express toll lane and total general purpose lane traffic volumes, as well as per lane traffic volumes for each type of lane (i) compared to total express toll lane and total general purpose lane traffic volumes, as well as per lane traffic volumes for

1 each type of lane, on this segment of Interstate 405 prior to  
2 implementation of the express toll lanes and (ii) compared to total  
3 express toll lane and total general purpose lane traffic volumes, as  
4 well as per lane traffic volumes for each type of lane, from month to  
5 month since implementation of the express toll lanes; and

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

9 (3) (a) (~~(\$71,000)~~) \$2,114,000 of the (~~(high occupancy)~~)  
10 Interstate 405 and state route number 167 express toll lanes  
11 (~~(operations)~~) account—state appropriation, (~~(\$1,238,000)~~) \$4,920,000  
12 of the state route number 520 corridor account—state appropriation,  
13 (~~(\$532,000)~~) \$2,116,000 of the Tacoma Narrows toll bridge account—  
14 state appropriation, (~~(\$460,000 of the Interstate 405 express toll~~  
15 ~~lanes operations account state appropriation,)~~) and (~~(\$699,000)~~)  
16 \$2,776,000 of the Alaskan Way viaduct replacement project account—  
17 state appropriation are provided solely for the department to finish  
18 implementing a new tolling customer service toll collection system,  
19 and are subject to the conditions, limitations, and review provided  
20 in section 701 of this act.

21 (b) The department shall continue to work with the office of  
22 financial management, office of the chief information officer, and  
23 the transportation committees of the legislature on the project  
24 management plan that includes a provision for independent  
25 verification and validation of contract deliverables from the  
26 successful bidder and a provision for quality assurance that includes  
27 reporting independently to the office of the chief information  
28 officer on an ongoing basis during system implementation.

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

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

36 (b) The nonvendor costs of administering toll operations,  
37 including the costs of staffing the division, consultants, and other  
38 personal service contracts required for technical oversight and  
39 management assistance, insurance, payments related to credit card

1 processing, transponder purchases and inventory management, facility  
2 operations and maintenance, and other miscellaneous nonvendor costs;

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

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

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

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

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

14 (iv) Workload costs related to hearings;

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

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

17 (e) A summary of toll revenue by facility on all operating toll  
18 facilities and (~~high-occupancy~~) express toll lane systems, and an  
19 itemized depiction of the use of that revenue.

20 (5) (~~(\$17,517,000)~~) \$24,735,000 of the Interstate 405 and state  
21 route number 167 express toll lanes (~~operations~~) account—state  
22 appropriation is provided solely for operational costs related to the  
23 express toll lane facility.

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

38 (7) (~~(\$19,362,000)~~) \$18,840,000 of the Alaskan Way viaduct  
39 replacement project account—state appropriation is provided solely  
40 for the new state route number 99 tunnel toll facility's expected

1 share of collecting toll revenues, operating customer services, and  
2 maintaining toll collection systems. The legislature expects to see  
3 appropriate reductions to the other toll facility accounts once  
4 tolling on the new state route number 99 tunnel toll facility  
5 commences and any previously incurred costs for start-up of the new  
6 facility are charged back to the Alaskan Way viaduct replacement  
7 project account. The office of financial management shall closely  
8 monitor the application of the cost allocation model and ensure that  
9 the new state route number 99 tunnel toll facility is adequately  
10 sharing costs and the other toll facility accounts are not being  
11 overspent or subsidizing the new state route number 99 tunnel toll  
12 facility.

13 (8) (~~(\$256,000)~~) \$608,000 of the (~~(high occupancy toll lanes~~  
14 ~~operations account state appropriation and \$352,000 of the))~~  
15 Interstate 405 and state route number 167 express toll lanes  
16 (~~(operations)~~) ~~account state appropriation~~ are provided solely for  
17 increased levels of service from the Washington state patrol for  
18 enforcement of toll lane violations on the (~~(state route number 167~~  
19 ~~high occupancy toll lanes and the))~~ Interstate 405 and state route  
20 number 167 express toll lanes. The department shall compile monthly  
21 data on the number of Washington state patrol enforcement hours on  
22 each facility and the percentage of time during peak hours that  
23 speeds are at or above forty-five miles per hour on each facility.  
24 The department shall provide this data in a report to the  
25 transportation committees of the legislature on at least a calendar  
26 quarterly basis.

27 (9) The department shall develop an ongoing cost allocation  
28 method to assign appropriate costs to each of the toll funds for  
29 services provided by each Washington state department of  
30 transportation program and all relevant transportation agencies,  
31 including the Washington state patrol and the transportation  
32 commission. This method should update the toll cost allocation method  
33 used in the 2020 supplemental transportation appropriations act. By  
34 December 1, 2020, a report with the recommended method and any  
35 changes or potential impacts to toll rates shall be submitted to the  
36 transportation committees of the legislature and the office of  
37 financial management.

38 **Sec. 210.** 2019 c 416 s 210 (uncodified) is amended to read as  
39 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**

2 **C**

3	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
4	Motor Vehicle Account—State Appropriation . . . . .	<del>(\$94,993,000)</del>
5		<u>\$96,331,000</u>
6	Puget Sound Ferry Operations Account—State	
7	Appropriation . . . . .	\$263,000
8	Multimodal Transportation Account—State	
9	Appropriation . . . . .	\$2,878,000
10	Transportation 2003 Account (Nickel Account)—State	
11	Appropriation . . . . .	\$1,460,000
12	TOTAL APPROPRIATION. . . . .	<del>(\$101,054,000)</del>
13		<u>\$102,392,000</u>

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

16 (1) \$8,114,000 of the motor vehicle account—state appropriation  
17 is provided solely for the development of the labor system  
18 replacement project and is subject to the conditions, limitations,  
19 and review provided in section 701 of this act. It is the intent of  
20 the legislature that if any portion of the labor system replacement  
21 project is leveraged in the future for the time, leave, and labor  
22 distribution of any other agencies, the motor vehicle account will be  
23 reimbursed proportionally for the development of the system since  
24 amounts expended from the motor vehicle account must be used  
25 exclusively for highway purposes in conformance with Article II,  
26 section 40 of the state Constitution. This must be accomplished  
27 through a loan arrangement with the current interest rate under the  
28 terms set by the office of the state treasurer at the time the system  
29 is deployed to additional agencies. If the motor vehicle account is  
30 not reimbursed for future use of the system, it is further the intent  
31 of the legislature that reductions will be made to central service  
32 agency charges accordingly. The department shall provide a report to  
33 the transportation committees of the legislature by December 31,  
34 2019, detailing the project timeline as of July 1, 2019, an updated  
35 project timeline if necessary, expenditures made to date for the  
36 purposes of this project, and expenditures projected through the  
37 remainder of the project timeline.

1 (2) (~~(\$198,000)~~) \$1,375,000 of the motor vehicle account—state  
2 appropriation is provided solely for the department's cost related to  
3 the one Washington project.

4 (3) \$21,500,000 of the motor vehicle account—state appropriation  
5 is provided solely for the activities of the information technology  
6 program in developing and maintaining information systems that  
7 support the operations and program delivery of the department,  
8 ensuring compliance with section 701 of this act, and the  
9 requirements of the office of the chief information officer under RCW  
10 43.88.092 to evaluate and prioritize any new financial and capital  
11 systems replacement or modernization project and any other  
12 information technology project. During the 2019-2021 fiscal biennium,  
13 the department (~~(is prohibited from using)~~) may use the distributed  
14 direct program support or (~~(any)~~) other cost allocation method to  
15 fund (~~(any)~~) a new (~~(financial and)~~) capital systems replacement or  
16 modernization project (~~(without having the project evaluated and~~  
17 ~~prioritized by the office of the chief information officer and~~  
18 ~~submitting)~~). The department shall submit a decision package for  
19 implementation of a new capital systems replacement project to the  
20 governor and the transportation committees of the legislature as part  
21 of the normal budget process for the 2021-2023 biennium.

22 **Sec. 211.** 2019 c 416 s 211 (uncodified) is amended to read as  
23 follows:

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

26 Motor Vehicle Account—State Appropriation . . . . .	( <del>(\$33,149,000)</del> )
	<u>\$34,807,000</u>
28 State Route Number 520 Corridor Account—State	
29 Appropriation . . . . .	\$34,000
30 TOTAL APPROPRIATION. . . . .	( <del>(\$33,183,000)</del> )
31	<u>\$34,841,000</u>

32 **Sec. 212.** 2019 c 416 s 212 (uncodified) is amended to read as  
33 follows:

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

35 Aeronautics Account—State Appropriation . . . . .	( <del>(\$7,635,000)</del> )
36	<u>\$7,743,000</u>
37 Aeronautics Account—Federal Appropriation . . . . .	( <del>(\$2,542,000)</del> )

1		<u>\$3,043,000</u>
2	Aeronautics Account—Private/Local Appropriation . . . . .	\$60,000
3	TOTAL APPROPRIATION. . . . .	(( <del>\$10,237,000</del> ))
4		<u>\$10,846,000</u>

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

7 (1) (~~(\$2,751,000)~~) \$2,862,000 of the aeronautics account—state  
8 appropriation is provided solely for the airport aid grant program,  
9 which provides competitive grants to public use airports for  
10 pavement, safety, maintenance, planning, and security.

11 (2) (~~(\$468,000)~~) \$268,000 of the aeronautics account—state  
12 appropriation is provided solely for one FTE dedicated to planning  
13 aviation emergency services and addressing emerging aeronautics  
14 requirements (~~(, and for the implementation of chapter . . . (House~~  
15 ~~Bill No. 1397), Laws of 2019 (electric aircraft work group), which~~  
16 ~~extends the electric aircraft work group past its current expiration~~  
17 ~~and allows WSDOT to employ a consultant to assist with the work~~  
18 ~~group. If chapter . . . (House Bill No. 1397), Laws of 2019 is not~~  
19 ~~enacted by June 30, 2019, \$200,000 of the amount in this subsection~~  
20 ~~lapses)).~~

21 (3) \$200,000 of the aeronautics account—state appropriation is  
22 provided solely for the department to convene an electric aircraft  
23 work group to study the state of the electrically powered aircraft  
24 industry and assess infrastructure needs related to the deployment of  
25 electric or hybrid-electric aircraft for commercial air travel in  
26 Washington state.

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

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

36 (i) Infrastructure requirements necessary to facilitate electric  
37 aircraft operations at airports;

38 (ii) Potential economic and public benefits including, but not  
39 limited to, the direct and indirect impact on the number of

1 manufacturing and service jobs and the wages from those jobs in  
2 Washington state;

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

5 (iv) Educational and workforce requirements for manufacturing and  
6 maintaining electric aircraft;

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

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

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

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

22 (~~((d) If chapter . . . (House Bill No. 1397), Laws of 2019 is~~  
23 ~~enacted by June 30, 2019, the amount provided in this subsection (3)~~  
24 ~~lapses.))~~)

25 (4) (~~(\$150,000)~~) \$350,000 of the aeronautics account—state  
26 appropriation is provided solely for the implementation of chapter  
27 396 (~~((Substitute Senate Bill No. 5370))~~), Laws of 2019 (aviation  
28 coordinating commission). (~~(If chapter 396 (Substitute Senate Bill~~  
29 ~~No. 5370), Laws of 2019 is not enacted by June 30, 2019, the amount~~  
30 ~~provided in this subsection lapses.))~~)

31 (5) Within amounts appropriated in this section, the aviation  
32 division of the department shall assist and consult with the  
33 department of revenue in their efforts to update the document titled  
34 "Washington Action Plan - FAA Policy Concerning Airport Revenue" to  
35 reflect changes to Washington tax code regarding hazardous  
36 substances. The department of revenue, in consultation with the  
37 aviation division of the Washington state department of  
38 transportation, is tasked with developing and recommending a  
39 methodology to segregate and track actual amounts collected from the  
40 hazardous substance tax under chapter 82.21 RCW and the petroleum



1 products tax under chapter 82.23A RCW as imposed on aviation fuel.  
2 The department of revenue is directed to submit a report, including  
3 the recommended methodology, to the fiscal committees of the house of  
4 representatives and the senate by January 11, 2021.

5 **Sec. 213.** 2019 c 416 s 213 (uncodified) is amended to read as  
6 follows:

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

9 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$59,801,000</del> ))
	<u>\$59,788,000</u>
11 Motor Vehicle Account—Federal Appropriation . . . . .	\$500,000
12 Multimodal Transportation Account—State Appropriation . . .	\$258,000
13 TOTAL APPROPRIATION. . . . .	(( <del>\$60,559,000</del> ))
14	<u>\$60,546,000</u>

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

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

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

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

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

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

17 (3) \$1,600,000 of the motor vehicle account—state appropriation  
18 is provided solely for real estate services activities. Consistent  
19 with RCW 47.12.120 and during the 2019-2021 fiscal biennium, when  
20 initiating, extending, or renewing any rent or lease agreements with  
21 a regional transit authority, consideration of value must be  
22 equivalent to one hundred percent of economic or market rent.

23 (4) (a) \$100,000 of the motor vehicle account—state appropriation  
24 is provided solely for the department to:

25 (i) Determine the real property owned by the state of Washington  
26 and under the jurisdiction of the department in King county that is  
27 surplus property located in an area encompassing south of Dearborn  
28 Street in Seattle, south of Newcastle, west of SR 515, and north of  
29 South 216th to SR 515; and

30 (ii) Use any remaining funds after (a) (i) of this subsection is  
31 completed to identify additional real property across the state owned  
32 by the state of Washington and under the jurisdiction of the  
33 department that is surplus property.

34 (b) The department shall provide a report to the transportation  
35 committees of the legislature describing the properties it has  
36 identified as surplus property under (a) of this subsection by  
37 October 1, 2020.

38 **Sec. 214.** 2019 c 416 s 214 (uncodified) is amended to read as  
39 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**  
2 **PROGRAM K**

3	Motor Vehicle Account—State Appropriation . . . . .	\$670,000
4	Electric Vehicle Account—State Appropriation. . . . .	\$2,000,000
5	Multimodal Transportation Account—State Appropriation. . .	\$1,634,000
6	TOTAL APPROPRIATION. . . . .	\$4,304,000

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

9 (1) The economic partnerships program must continue to explore  
10 retail partnerships at state-owned park and ride facilities, as  
11 authorized in RCW 47.04.295.

12 (2) \$350,000 of the multimodal transportation account—state  
13 appropriation is provided solely for the department to execute a  
14 transit oriented development pilot project at Kingsgate park and ride  
15 in Kirkland intended to be completed by December 31, 2023. The  
16 purpose of the pilot project is to demonstrate how appropriate  
17 department properties may be used to provide multiple public benefits  
18 such as affordable and market rate housing, commercial development,  
19 and institutional facilities in addition to transportation purposes.  
20 To accomplish the pilot project, the department is authorized to  
21 exercise all legal and administrative powers authorized in statute  
22 that may include, but is not limited to, the transfer, lease, or sale  
23 of some or all of the property to another governmental agency, public  
24 development authority, or nonprofit developer approved by the  
25 department and partner agencies. The department may also partner with  
26 sound transit, King county, the city of Kirkland, and any other  
27 federal, regional, or local jurisdiction on any policy changes  
28 necessary from those jurisdictions to facilitate the pilot project.  
29 By December 1, 2019, the department must report to the legislature on  
30 any legislative actions necessary to facilitate the pilot project and  
31 future transit oriented development projects.

32 (3) \$2,000,000 of the electric vehicle account—state  
33 appropriation is provided solely for the clean alternative fuel  
34 vehicle charging and refueling infrastructure program in chapter 287  
35 (~~((Engrossed Second Substitute House Bill No. 2042))~~), Laws of 2019  
36 (advancing green transportation adoption). (~~(If chapter 287~~  
37 ~~(Engrossed Second Substitute House Bill No. 2042), Laws of 2019 is~~  
38 ~~not enacted by June 30, 2019, the amount provided in this subsection~~  
39 ~~lapses.))~~)

1 (4) \$1,200,000 of the multimodal transportation account—state  
2 appropriation is provided solely for the pilot program established  
3 under chapter 287 (~~((Engrossed Second Substitute House Bill No.  
4 2042))),~~ Laws of 2019 (advancing green transportation adoption) to  
5 provide clean alternative fuel vehicle use opportunities to  
6 underserved communities and low to moderate income members of the  
7 workforce not readily served by transit or located in transportation  
8 corridors with emissions that exceed federal or state emissions  
9 standards. (~~(If chapter 287 (Engrossed Second Substitute House Bill  
10 No. 2042), Laws of 2019 is not enacted by June 30, 2019, the amount  
11 provided in this subsection lapses.))~~)

12 (5) \$84,000 of the multimodal transportation account—state  
13 appropriation is provided solely for an interagency transfer to the  
14 department of commerce for the purpose of conducting a study as  
15 described in chapter 287 (~~((Engrossed Second Substitute House Bill  
16 No. 2042))),~~ Laws of 2019 (advancing green transportation adoption)  
17 to identify opportunities to reduce barriers to electric vehicle  
18 adoption by lower income residents of the state through the use of  
19 vehicle and infrastructure financing assistance. (~~(If chapter 287  
20 (Engrossed Second Substitute House Bill No. 2042), Laws of 2019 is  
21 not enacted by June 30, 2019, the amount provided in this subsection  
22 lapses.))~~)

23 (6) Building on the information and experience gained from the  
24 transit oriented development project at the Kingsgate park and ride,  
25 the department must identify a pilot park and ride with future  
26 public-private partnership development potential in Pierce county and  
27 report back to the transportation committees of the legislature by  
28 June 30, 2021, with a proposal for moving forward with a pilot  
29 project.

30 **Sec. 215.** 2019 c 416 s 215 (uncodified) is amended to read as  
31 follows:

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

33 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$495,228,000</del> ))
34	<u>\$486,514,000</u>
35 Motor Vehicle Account—Federal Appropriation . . . . .	\$7,000,000
36 State Route Number 520 Corridor Account—State	
37 Appropriation . . . . .	\$4,447,000
38 Tacoma Narrows Toll Bridge Account—State	

1	Appropriation . . . . .	\$1,549,000
2	Alaskan Way Viaduct Replacement Project	
3	Account—State Appropriation . . . . .	<del>(\$9,533,000)</del>
4		<u>\$9,537,000</u>
5	Interstate 405 <u>and State Route Number 167</u> Express	
6	Toll Lanes ( <del>(Operations)</del> ) Account—State	
7	Appropriation. . . . .	<del>(\$1,370,000)</del>
8		<u>\$4,528,000</u>
9	TOTAL APPROPRIATION. . . . .	<del>(\$519,127,000)</del>
10		<u>\$513,575,000</u>

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

13 (1) (a) \$6,170,000 of the motor vehicle account—state  
14 appropriation is provided solely for utility fees assessed by local  
15 governments as authorized under RCW 90.03.525 for the mitigation of  
16 stormwater runoff from state highways. Plan and reporting  
17 requirements as required in chapter 435 (~~(Senate Bill No. 5505)~~),  
18 Laws of 2019 (Local Stormwater Charges) shall be consistent with the  
19 January 2012 findings of the Joint Transportation Committee Report  
20 for Effective Cost Recovery Structure for WSDOT, Jurisdictions, and  
21 Efficiencies in Stormwater Management.

22 (b) Pursuant to RCW 90.03.525(3), the department and the  
23 utilities imposing charges to the department shall negotiate with the  
24 goal of agreeing to rates such that the total charges to the  
25 department for the 2019-2021 fiscal biennium do not exceed the amount  
26 provided in this subsection. The department shall report to the  
27 transportation committees of the legislature on the amount of funds  
28 requested, the funds granted, and the strategies used to keep costs  
29 down, by January 17, 2021. If chapter 435 (~~(Senate Bill No. 5505)~~),  
30 Laws of 2019 (local stormwater charges) is enacted by June 30, 2019,  
31 this subsection (1) (b) does not take effect.

32 (2) \$4,447,000 of the state route number 520 corridor account—  
33 state appropriation is provided solely to maintain the state route  
34 number 520 floating bridge. These funds must be used in accordance  
35 with RCW 47.56.830(3).

36 (3) \$1,549,000 of the Tacoma Narrows toll bridge account—state  
37 appropriation is provided solely to maintain the new Tacoma Narrows  
38 bridge. These funds must be used in accordance with RCW 47.56.830(3).

1           (4) (~~(\$1,370,000)~~) \$2,050,000 of the Interstate 405 and state  
2 route number 167 express toll lanes (~~(operations)~~) account—state  
3 appropriation is provided solely to maintain the Interstate 405 and  
4 state route number 167 express toll lanes between Lynnwood and  
5 Bellevue, and Renton and the southernmost point of the express toll  
6 lanes. These funds must be used in accordance with RCW 47.56.830(3).

7           (5) \$2,478,000 of the Interstate 405 and state route number 167  
8 express toll lanes account—state appropriation is provided solely for  
9 maintenance for the 2019-2021 fiscal biennium only on the Interstate  
10 405 roadway between Renton and Bellevue.

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

17           (~~(+6)~~) (7) \$1,025,000 of the motor vehicle account—state  
18 appropriation is provided solely for the department to implement  
19 safety improvements and debris clean up on department-owned rights-  
20 of-way in the city of Seattle at levels above that being implemented  
21 as of January 1, 2019. The department must contract out or hire a  
22 crew dedicated solely to collecting and disposing of garbage,  
23 clearing debris or hazardous material, and implementing safety  
24 improvements where hazards exist to the traveling public, department  
25 employees, or people encamped upon department-owned rights-of-way.  
26 The department may request assistance from the Washington state  
27 patrol as necessary in order for both agencies to provide enhanced  
28 safety-related activities regarding the emergency hazards along state  
29 highway rights-of-way in the Seattle area.

30           (~~(+7)~~) (8) \$1,015,000 of the motor vehicle account—state  
31 appropriation is provided solely for a partnership program between  
32 the department and the city of Tacoma. The program shall address the  
33 safety and public health problems created by homeless encampments on  
34 the department's property along state highways within the city  
35 limits. \$570,000 is for dedicated department maintenance staff and  
36 associated clean-up costs. The department and the city of Tacoma  
37 shall enter into a reimbursable agreement to cover up to \$445,000 of  
38 the city's expenses for clean-up crews and landfill costs.

1        ~~((8))~~ (9) The department must commence a pilot program for the  
2 2019-2021 fiscal biennium at the four highest demand safety rest  
3 areas to create and maintain an online calendar for volunteer groups  
4 to check availability of weekends for the free coffee program. The  
5 calendar must be updated at least weekly and show dates and times  
6 that are, or are not, available to participate in the free coffee  
7 program. The department must submit a report to the legislature on  
8 the ongoing pilot by December 1, 2020, outlining the costs and  
9 benefits of the online calendar pilot, and including surveys from the  
10 volunteer groups and agency staff to determine its effectiveness.

11        **Sec. 216.** 2019 c 416 s 216 (uncodified) is amended to read as  
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**  
14 **OPERATING**

15 Motor Vehicle Account—State Appropriation . . . . .	<del>(\$70,681,000)</del>
16	<u>\$76,211,000</u>
17 Motor Vehicle Account—Federal Appropriation . . . . .	\$2,050,000
18 Motor Vehicle Account—Private/Local Appropriation . . . . .	\$250,000
19 <u>State Route Number 520 Corridor Account—State</u>	
20 <u>Appropriation. . . . .</u>	<u>\$53,000</u>
21 <u>Tacoma Narrows Toll Bridge Account—State Appropriation. . . . .</u>	<u>\$31,000</u>
22 <u>Alaskan Way Viaduct Replacement Project Account—</u>	
23 <u>State Appropriation. . . . .</u>	<u>\$26,000</u>
24 <u>Interstate 405 and State Route Number 167 Express</u>	
25 <u>Toll Lanes Account—State Appropriation. . . . .</u>	<u>\$32,000</u>
26 TOTAL APPROPRIATION. . . . .	<del>(\$72,981,000)</del>
27	<u>\$78,653,000</u>

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

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

37 (2) (a) During the 2019-2021 fiscal biennium, the department shall  
38 continue a pilot program that expands private transportation

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

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

30 (c) The department shall expand the high occupancy vehicle lane  
31 access pilot program to organ transport vehicles transporting a time  
32 urgent organ for an organ procurement organization as defined in RCW  
33 68.64.010. Under the pilot program, when the department reserves a  
34 portion of a highway based on the number of passengers in a vehicle,  
35 organ transport vehicles that are clearly and identifiably marked as  
36 such on all sides of the vehicle are considered emergency vehicles  
37 and must be authorized to use the reserved portion of the highway.

38 (d) The department shall expand the high occupancy vehicle lane  
39 access pilot program to private, for hire vehicles regulated under  
40 chapter 81.72 RCW that have been specially manufactured, designed, or



1 modified for the transportation of a person who has a mobility  
2 disability and uses a wheelchair or other assistive device. Under the  
3 pilot program, when the department reserves a portion of a highway  
4 based on the number of passengers in a vehicle, wheelchair-accessible  
5 taxicabs that are clearly and identifiably marked as such on all  
6 sides of the vehicle are considered public transportation vehicles  
7 and must be authorized to use the reserved portion of the highway.

8 ~~((d))~~ (e) Nothing in this subsection (2) is intended to exempt  
9 these vehicles from paying tolls when they do not meet the occupancy  
10 requirements established by the department for ~~((high-occupancy))~~  
11 express toll lanes.

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

16 (4) The department must make signage for low-height bridges a  
17 high priority.

18 (5) \$32,000 of the Interstate 405 and state route number 167  
19 express toll lanes account—state appropriation, \$53,000 of the state  
20 route number 520 corridor account—state appropriation, \$31,000 of the  
21 Tacoma Narrows toll bridge account—state appropriation, and \$26,000  
22 of the Alaskan Way viaduct replacement project account—state  
23 appropriation are provided solely for the traffic operations  
24 program's proportional share of time spent supporting tolling  
25 operations for the respective tolling facilities.

26 **Sec. 217.** 2019 c 416 s 217 (uncodified) is amended to read as  
27 follows:

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

30	Motor Vehicle Account—State Appropriation . . . . .	<del>((38,782,000))</del>
31		<u>\$38,251,000</u>
32	Motor Vehicle Account—Federal Appropriation . . . . .	\$1,380,000
33	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$500,000
34	Multimodal Transportation Account—State	
35	Appropriation . . . . .	\$1,129,000
36	<u>State Route Number 520 Corridor Account—State</u>	
37	<u>    Appropriation. . . . .</u>	<u>\$199,000</u>
38	<u>Tacoma Narrows Toll Bridge Account—State Appropriation. . .</u>	<u>\$116,000</u>

1	<u>Alaskan Way Viaduct Replacement Project Account—</u>	
2	<u>State Appropriation. . . . .</u>	\$100,000
3	<u>Interstate 405 and State Route Number 167 Express</u>	
4	<u>Toll Lanes Account—State Appropriation. . . . .</u>	\$119,000
5	TOTAL APPROPRIATION. . . . .	(( <del>\$41,791,000</del> ))
6		<u>\$41,794,000</u>

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

9       (1) \$2,000,000 of the motor vehicle account—state appropriation  
10 is provided solely for a grant program that makes awards for the  
11 following: (a) Support for nonprofit agencies, churches, and other  
12 entities to help provide outreach to populations underrepresented in  
13 the current apprenticeship programs; (b) preapprenticeship training;  
14 and (c) child care, transportation, and other supports that are  
15 needed to help women, veterans, and minorities enter and succeed in  
16 apprenticeship. The department must report on grants that have been  
17 awarded and the amount of funds disbursed by December 1st each year.  
18 If moneys are provided in the omnibus operating appropriations act  
19 for a career connected learning grant program, defined in  
20 chapter . . . (Substitute House Bill No. 1336), Laws of 2019, or  
21 otherwise, the amount provided in this subsection lapses.

22       (2) \$150,000 of the motor vehicle account—state appropriation is  
23 provided solely for a user-centered and mobile-compatible web site  
24 redesign using estimated web site ad revenues.

25       (3) From the revenues generated by the five dollar per studded  
26 tire fee under RCW 46.37.427, \$250,000 of the motor vehicle account—  
27 state appropriation is provided solely for the department, in  
28 consultation with the appropriate local jurisdictions and relevant  
29 stakeholder groups, to establish a pilot media-based public  
30 information campaign regarding the damage of studded tire use on  
31 state and local roadways in Whatcom county, and to continue the  
32 existing pilot information campaign in Spokane county. The reason for  
33 the geographic selection of Spokane and Whatcom counties is based on  
34 the high utilization of studded tires in these jurisdictions. The  
35 public information campaigns must primarily focus on making the  
36 consumer aware of the safety implications for other drivers, road  
37 deterioration, financial impact for taxpayers, and, secondarily, the  
38 alternatives to studded tires. The Whatcom county pilot media-based  
39 public information campaign must begin by September 1, 2020. By

1 January 14, 2021, the department must provide the transportation  
2 committees of the legislature an update on the Spokane and Whatcom  
3 county pilot media-based public information campaigns.

4 (4) (~~(\$138,000 of the motor vehicle account state appropriation~~  
5 ~~is provided solely for the implementation of chapter . . . . (Second~~  
6 ~~Substitute Senate Bill No. 5489), Laws of 2019 (concerning~~  
7 ~~environmental health disparities). If chapter . . . . (Second~~  
8 ~~Substitute Senate Bill No. 5489), Laws of 2019 is not enacted by June~~  
9 ~~30, 2019, the amount provided in this subsection lapses)) \$119,000 of  
10 the Interstate 405 and state route number 167 express toll lanes  
11 account—state appropriation, \$199,000 of the state route number 520  
12 corridor account—state appropriation, \$116,000 of the Tacoma Narrows  
13 toll bridge account—state appropriation, and \$100,000 of the Alaskan  
14 Way viaduct replacement project account—state appropriation are  
15 provided solely for the transportation management and support  
16 program's proportional share of time spent supporting tolling  
17 operations for the respective tolling facilities.~~

18 **Sec. 218.** 2019 c 416 s 218 (uncodified) is amended to read as  
19 follows:

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

22 ((High Occupancy)) <u>Interstate 405 and State Route</u>	
23 <u>Number 167 Express Toll Lanes ((Operations))</u>	
24 Account—State Appropriation . . . . .	(( <del>\$3,000,000</del> ))
25	<u>\$3,123,000</u>
26 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$29,403,000</del> ))
27	<u>\$26,587,000</u>
28 Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$29,485,000</del> ))
29	<u>\$35,385,000</u>
30 Motor Vehicle Account—Private/Local Appropriation. . . . .	(( <del>\$800,000</del> ))
31	<u>\$1,200,000</u>
32 Multimodal Transportation Account—State Appropriation . . .	\$710,000
33 Multimodal Transportation Account—Federal	
34 Appropriation . . . . .	\$2,809,000
35 Multimodal Transportation Account—Private/Local	
36 Appropriation . . . . .	\$100,000
37 <u>State Route Number 520 Corridor Account—State</u>	
38 <u>Appropriation. . . . .</u>	<u>\$763,000</u>

1	<u>Tacoma Narrows Toll Bridge Account—State Appropriation. . .</u>	<u>\$121,000</u>
2	<u>Alaskan Way Viaduct Replacement Project Account—</u>	
3	<u>State Appropriation. . . . .</u>	<u>\$104,000</u>
4	TOTAL APPROPRIATION. . . . .	((\$66,307,000))
5		<u>\$70,902,000</u>

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

8 (1) \$130,000 of the motor vehicle account—state appropriation is  
9 provided solely for completion of a corridor study to identify  
10 potential improvements between exit 116 and exit 99 of Interstate 5.  
11 The study should further develop mid- and long-term strategies from  
12 the corridor sketch, and identify potential US 101/I-5 interchange  
13 improvements, a strategic plan for the Nisqually River bridges,  
14 regional congestion relief options, and ecosystem benefits to the  
15 Nisqually River estuary for salmon productivity and flood control.

16 (2) The study on state route number 518 referenced in section  
17 218(5), chapter 297, Laws of 2018 must be submitted to the  
18 transportation committees of the legislature by November 30, 2019.

19 (3) \$100,000 of the motor vehicle account—state appropriation is  
20 provided solely to complete the Tacoma mall direct access feasibility  
21 study.

22 (4) \$4,600,000 of the motor vehicle account—federal appropriation  
23 is provided solely to complete the road usage charge pilot project  
24 overseen by the transportation commission using the remaining unspent  
25 amount of the federal grant award. The purpose of the road usage  
26 charge pilot project is to explore the viability of a road usage  
27 charge as a possible replacement for the gas tax.

28 (5) \$3,000,000 of the ~~((high occupancy))~~ Interstate 405 and state  
29 route number 167 express toll lanes ((operations)) account—state  
30 appropriation is provided solely for updating the state route number  
31 167 master plan. If ~~((neither))~~ chapter 421 ~~((Engrossed Substitute~~  
32 ~~Senate Bill No. 5825))~~, Laws of 2019 (addressing tolling) ~~((nor~~  
33 ~~chapter . . . (House Bill No. 2132),~~ Laws of 2019 (addressing  
34 tolling)) is not enacted by June 30, 2019, the amount provided in  
35 this subsection lapses.

36 (6) \$123,000 of the Interstate 405 and state route number 167  
37 express toll lanes account—state appropriation, \$207,000 of the state  
38 route number 520 corridor account—state appropriation, \$121,000 of  
39 the Tacoma Narrows toll bridge account—state appropriation, and

1 \$104,000 of the Alaskan Way viaduct replacement project account—state  
2 appropriation are provided solely for the transportation planning,  
3 data, and research program's proportional share of time spent  
4 supporting tolling operations for the respective tolling facilities.

5 (7) By December 31, 2020, the department shall provide to the  
6 governor and the transportation committees of the legislature a  
7 report examining the feasibility of doing performance-based  
8 evaluations for projects. The department must incorporate feedback  
9 from stakeholder groups, including traditionally underserved and  
10 historically disadvantaged populations, and the report shall include  
11 the project evaluation procedures that would be used for the  
12 performance-based evaluation.

13 (8) \$556,000 of the state route number 520 corridor account—state  
14 appropriation is provided solely for the department to contract with  
15 the University of Washington department of mechanical engineering, to  
16 study measures to reduce noise impacts from the state route number  
17 520 bridge expansion joints. The field testing shall be scheduled  
18 during existing construction, maintenance, or other scheduled  
19 closures to minimize impacts. The testing must also ensure safety of  
20 the traveling public. The study shall examine testing methodologies  
21 and project timelines and costs. A final report must be submitted to  
22 the transportation committees of the legislature and the governor by  
23 December 1, 2021.

24 (9) \$5,900,000 of the motor vehicle account—federal appropriation  
25 and \$400,000 of the motor vehicle account—private/local appropriation  
26 are provided solely for delivery of the department's state planning  
27 and research work program and pooled fund research projects, provided  
28 that the department may not expend any amounts provided in this  
29 section on a long-range plan or corridor scenario analysis for I-5  
30 from Tumwater to Marysville. This is not intended to reference or  
31 impact: The existing I-5 corridor from Mounts road to Tumwater design  
32 and operations alternatives analysis; design studies related to HOV  
33 lanes or operations; or where it is necessary to continue design and  
34 operations analysis related to projects already under development.

35 **Sec. 219.** 2019 c 416 s 219 (uncodified) is amended to read as  
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**  
38 **PROGRAM U**

1	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$71,996,000</del> ))
2		<u>\$79,474,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation . . . . .	(( <del>\$2,491,000</del> ))
5		<u>\$2,833,000</u>
6	<u>Interstate 405 and State Route Number 167 Express</u>	
7	<u>Toll Lanes Account—State Appropriation. . . . .</u>	<u>\$122,000</u>
8	<u>State Route Number 520 Corridor Account—State</u>	
9	<u>Appropriation. . . . .</u>	<u>\$205,000</u>
10	<u>Tacoma Narrows Toll Bridge Account—State</u>	
11	<u>Appropriation. . . . .</u>	<u>\$120,000</u>
12	<u>Alaskan Way Viaduct Replacement Project Account—State</u>	
13	<u>Appropriation. . . . .</u>	<u>\$102,000</u>
14	TOTAL APPROPRIATION. . . . .	(( <del>\$74,487,000</del> ))
15		<u>\$82,856,000</u>

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

18       (1) ((~~Prior to entering into~~)) Consistent with existing protocol  
19 and practices, for any negotiated settlement of a claim against the  
20 state for the department that exceeds five million dollars, the  
21 department, in conjunction with the attorney general and the  
22 department of enterprise services, shall notify the director of the  
23 office of financial management and the transportation committees of  
24 the legislature.

25       (2) Beginning October 1, 2019, and quarterly thereafter, the  
26 department, in conjunction with the attorney general and the  
27 department of enterprise services, shall provide a report with  
28 judgments and settlements dealing with the Washington state ferry  
29 system to the director of the office of financial management and the  
30 transportation committees of the legislature. The report must include  
31 information on: (a) The number of claims and settlements by type; (b)  
32 the average claim and settlement by type; (c) defense costs  
33 associated with those claims and settlements; and (d) information on  
34 the impacts of moving legal costs associated with the Washington  
35 state ferry system into the statewide self-insurance pool.

36       (3) Beginning October 1, 2019, and quarterly thereafter, the  
37 department, in conjunction with the attorney general and the  
38 department of enterprise services, shall provide a report with  
39 judgments and settlements dealing with the nonferry operations of the

1 department to the director of the office of financial management and  
2 the transportation committees of the legislature. The report must  
3 include information on: (a) The number of claims and settlements by  
4 type; (b) the average claim and settlement by type; and (c) defense  
5 costs associated with those claims and settlements.

6 (4) \$122,000 of the Interstate 405 and state route number 167  
7 express toll lanes account—state appropriation, \$205,000 of the state  
8 route number 520 corridor account—state appropriation, \$120,000 of  
9 the Tacoma Narrows toll bridge account—state appropriation, and  
10 \$102,000 of the Alaskan Way viaduct replacement project account—state  
11 appropriation are provided solely for the charges from other  
12 agencies' program's proportional share of supporting tolling  
13 operations for the respective tolling facilities.

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

19 **Sec. 220.** 2019 c 416 s 220 (uncodified) is amended to read as  
20 follows:

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

22 State Vehicle Parking Account—State Appropriation . . . . .	\$784,000
23 Regional Mobility Grant Program Account—State	
24 Appropriation . . . . .	<del>(\$96,630,000)</del>
25	<u>\$88,698,000</u>
26 Rural Mobility Grant Program Account—State	
27 Appropriation . . . . .	\$32,223,000
28 Multimodal Transportation Account—State	
29 Appropriation . . . . .	<del>(\$128,554,000)</del>
30	<u>\$122,355,000</u>
31 Multimodal Transportation Account—Federal	
32 Appropriation . . . . .	\$3,574,000
33 Multimodal Transportation Account—Local	
34 Appropriation . . . . .	\$100,000
35 TOTAL APPROPRIATION. . . . .	<del>(\$261,865,000)</del>
36	<u>\$247,734,000</u>

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

1 (1) (~~(\$62,679,000)~~) \$62,698,000 of the multimodal transportation  
2 account—state appropriation is provided solely for a grant program  
3 for special needs transportation provided by transit agencies and  
4 nonprofit providers of transportation. (~~(If chapter 287 (Engrossed~~  
5 ~~Second Substitute House Bill No. 2042), Laws of 2019 (advancing green~~  
6 ~~transportation adoption) is not enacted by June 30, 2019, \$10,000,000~~  
7 ~~of the amount in this subsection lapses.)~~) Of this amount:

8 (a) (~~(\$14,278,000)~~) \$14,297,000 of the multimodal transportation  
9 account—state appropriation is provided solely for grants to  
10 nonprofit providers of special needs transportation. Grants for  
11 nonprofit providers must be based on need, including the availability  
12 of other providers of service in the area, efforts to coordinate  
13 trips among providers and riders, and the cost effectiveness of trips  
14 provided. (~~(If chapter 287 (Engrossed Second Substitute House Bill~~  
15 ~~No. 2042), Laws of 2019 (advancing green transportation adoption) is~~  
16 ~~not enacted by June 30, 2019, \$2,278,000 of the amount in this~~  
17 ~~subsection lapses.)~~)

18 (b) \$48,401,000 of the multimodal transportation account—state  
19 appropriation is provided solely for grants to transit agencies to  
20 transport persons with special transportation needs. To receive a  
21 grant, the transit agency must, to the greatest extent practicable,  
22 have a maintenance of effort for special needs transportation that is  
23 no less than the previous year's maintenance of effort for special  
24 needs transportation. Grants for transit agencies must be prorated  
25 based on the amount expended for demand response service and route  
26 deviated service in calendar year 2017 as reported in the "Summary of  
27 Public Transportation - 2017" published by the department of  
28 transportation. No transit agency may receive more than thirty  
29 percent of these distributions. (~~(If chapter 287 (Engrossed Second~~  
30 ~~Substitute House Bill No. 2042), Laws of 2019 (advancing green~~  
31 ~~transportation adoption) is not enacted by June 30, 2019, \$7,722,000~~  
32 ~~of the amount in this subsection lapses.)~~)

33 (2) \$32,223,000 of the rural mobility grant program account—state  
34 appropriation is provided solely for grants to aid small cities in  
35 rural areas as prescribed in RCW 47.66.100.

36 (3) (a) (~~(\$10,290,000)~~) \$10,539,000 of the multimodal  
37 transportation account—state appropriation is provided solely for a  
38 vanpool grant program for: (i) Public transit agencies to add  
39 vanpools or replace vans; and (ii) incentives for employers to



1 increase employee vanpool use. The grant program for public transit  
2 agencies will cover capital costs only; operating costs for public  
3 transit agencies are not eligible for funding under this grant  
4 program. Additional employees may not be hired from the funds  
5 provided in this section for the vanpool grant program, and  
6 supplanting of transit funds currently funding vanpools is not  
7 allowed. The department shall encourage grant applicants and  
8 recipients to leverage funds other than state funds.

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

11 (4) (~~(\$18,951,000)~~) \$27,483,000 of the regional mobility grant  
12 program account—state appropriation is reappropriated and provided  
13 solely for the regional mobility grant projects identified in LEAP  
14 Transportation Document ((~~2019-2~~)) 2020-2 ALL PROJECTS as developed  
15 ((~~April 27, 2019~~)) March 11, 2020, Program - Public Transportation  
16 Program (V).

17 (5) (a) (~~(\$77,679,000)~~) \$61,215,000 of the regional mobility grant  
18 program account—state appropriation is provided solely for the  
19 regional mobility grant projects identified in LEAP Transportation  
20 Document ((~~2019-2~~)) 2020-2 ALL PROJECTS as developed ((~~April 27,~~  
21 ~~2019~~)) March 11, 2020, Program - Public Transportation Program (V).  
22 The department shall review all projects receiving grant awards under  
23 this program at least semiannually to determine whether the projects  
24 are making satisfactory progress. Any project that has been awarded  
25 funds, but does not report activity on the project within one year of  
26 the grant award, must be reviewed by the department to determine  
27 whether the grant should be terminated. The department shall promptly  
28 close out grants when projects have been completed, and any remaining  
29 funds must be used only to fund projects identified in the LEAP  
30 transportation document referenced in this subsection. The department  
31 shall provide annual status reports on December 15, 2019, and  
32 December 15, 2020, to the office of financial management and the  
33 transportation committees of the legislature regarding the projects  
34 receiving the grants. It is the intent of the legislature to  
35 appropriate funds through the regional mobility grant program only  
36 for projects that will be completed on schedule. A grantee may not  
37 receive more than twenty-five percent of the amount appropriated in  
38 this subsection. Additionally, when allocating funding for the  
39 2021-2023 biennium, no more than thirty percent of the total grant  
40 program may directly benefit or support one grantee. The department

1 shall not approve any increases or changes to the scope of a project  
2 for the purpose of a grantee expending remaining funds on an awarded  
3 grant.

4 (b) In order to be eligible to receive a grant under (a) of this  
5 subsection during the 2019-2021 fiscal biennium, a transit agency  
6 must establish a process for private transportation providers to  
7 apply for the use of park and ride facilities. For purposes of this  
8 subsection, (i) "private transportation provider" means: An auto  
9 transportation company regulated under chapter 81.68 RCW; a passenger  
10 charter carrier regulated under chapter 81.70 RCW, except marked or  
11 unmarked stretch limousines and stretch sport utility vehicles as  
12 defined under department of licensing rules; a private nonprofit  
13 transportation provider regulated under chapter 81.66 RCW; or a  
14 private employer transportation service provider; and (ii) "private  
15 employer transportation service" means regularly scheduled, fixed-  
16 route transportation service that is offered by an employer for the  
17 benefit of its employees.

18 (6) Funds provided for the commute trip reduction (CTR) program  
19 may also be used for the growth and transportation efficiency center  
20 program.

21 (7) \$7,670,000 of the multimodal transportation account—state  
22 appropriation and \$784,000 of the state vehicle parking account—state  
23 appropriation are provided solely for CTR grants and activities. Of  
24 this amount:

25 (a) \$1,000,000 of the multimodal transportation account—state  
26 appropriation is provided solely for the department to continue a  
27 pilot transit pass incentive program. Businesses and nonprofit  
28 organizations located in a county adjacent to Puget Sound with a  
29 population of more than seven hundred thousand that have never  
30 offered transit subsidies to employees are eligible to apply to the  
31 program for a fifty percent rebate on the cost of employee transit  
32 subsidies provided through the regional ORCA fare collection system.  
33 No single business or nonprofit organization may receive more than  
34 ten thousand dollars from the program.

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

1 (ii) The department shall update the transportation committees of  
2 the legislature on the impact of the program by January 31, 2020, and  
3 may adopt rules to administer the program.

4 (b) \$30,000 of the state vehicle parking account—state  
5 appropriation is provided solely for the STAR pass program for state  
6 employees residing in Mason and Grays Harbor Counties. Use of the  
7 pass is for public transportation between Mason County and Thurston  
8 County, and Grays Harbor and Thurston County. The pass may also be  
9 used within Grays Harbor County. The STAR pass commute trip reduction  
10 program is open to any state employee who expresses intent to commute  
11 to his or her assigned state worksite using a public transit system  
12 currently participating in the STAR pass program.

13 (c) \$1,000,000 of the multimodal transportation account—state  
14 appropriation is provided solely for a first mile/last mile  
15 connections grant program. Eligible grant recipients include cities,  
16 businesses, nonprofits, and transportation network companies with  
17 first mile/last mile solution proposals. Transit agencies are not  
18 eligible. The commute trip reduction board shall develop grant  
19 parameters, evaluation criteria, and evaluate grant proposals. The  
20 commute trip reduction board shall provide the transportation  
21 committees of the legislature a report on the effectiveness of this  
22 grant program and best practices for continuing the program.

23 (8) Except as provided otherwise in this subsection,  
24 (~~(\$28,048,000)~~) \$33,370,000 of the multimodal transportation account—  
25 state appropriation is provided solely for connecting Washington  
26 transit projects identified in LEAP Transportation Document  
27 (~~(2019-2)~~) 2020-2 ALL PROJECTS as developed (~~(April 27, 2019)~~) March  
28 11, 2020. It is the intent of the legislature that entities  
29 identified to receive funding in the LEAP document referenced in this  
30 subsection receive the amounts specified in the time frame specified  
31 in that LEAP document. If an entity has already completed a project  
32 in the LEAP document referenced in this subsection before the time  
33 frame identified, the entity may substitute another transit project  
34 or projects that cost a similar or lesser amount.

35 (9) (~~(\$2,000,000)~~) \$1,000,000 of the multimodal transportation  
36 account—state appropriation is provided solely for transit  
37 coordination grants.

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

1 (11)(a) For projects funded as part of the 2015 connecting  
2 Washington transportation package listed on the LEAP transportation  
3 document identified in subsection (4) of this section, if the  
4 department expects to have substantial reappropriations for the  
5 2021-2023 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 one or more of the  
8 following projects:

9 (i) King County Metro - RapidRide Expansion, Burien-Delridge  
10 (G2000031);

11 (ii) King County Metro - Route 40 Northgate to Downtown  
12 (G2000032);

13 (iii) Mason Transit Park & Ride Development (G2000042); or

14 (iv) Pierce Transit - SR 7 Express Service (~~(G2000046)~~)  
15 (G2000045).

16 (b) At least ten business days before advancing a project  
17 pursuant to this subsection, the department must notify the office of  
18 financial management and the transportation committees of the  
19 legislature. The advancement of a project may not hinder the delivery  
20 of the projects for which the reappropriations are necessary for the  
21 2021-2023 fiscal biennium.

22 (c) To the extent practicable, the department shall use the  
23 flexibility and authority granted in this section to minimize the  
24 amount of reappropriations needed each biennium.

25 (12) \$750,000 of the multimodal transportation account—state  
26 appropriation is provided solely for Intercity Transit for the Dash  
27 shuttle program.

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

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

36 (ii) Providing administrative support to other interested school  
37 districts in King county to prepare for implementing similar programs  
38 for their students.

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

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

5 (ii) Available ridership data;

6 (iii) A cost estimate, including a detailed description of the  
7 various expenses leading to the cost estimate, and any other factors  
8 relevant to expanding the program to other King county school  
9 districts;

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

14 (v) Opportunities for subsidized ORCA cards or local grant or  
15 matching funds; and

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

18 (14) \$12,000,000 of the multimodal transportation account—state  
19 appropriation is provided solely for the green transportation capital  
20 grant program established in chapter 287 (~~((Engrossed—Second  
21 Substitute House Bill No. 2042))~~), Laws of 2019 (advancing green  
22 transportation adoption). (~~((If—chapter—287—(Engrossed—Second  
23 Substitute House Bill No. 2042), Laws of 2019 is not enacted by June  
24 30, 2019, the amount provided in this subsection lapses.))~~)

25 (15) \$555,000 of the multimodal transportation account—state  
26 appropriation is provided solely for an interagency transfer to the  
27 Washington State University extension energy program to establish and  
28 administer a technical assistance and education program for public  
29 agencies on the use of alternative fuel vehicles. (~~((If—chapter—287  
30 (Engrossed—Second—Substitute—House—Bill—No.—2042), Laws of 2019  
31 (advancing green transportation adoption) is not enacted by June 30,  
32 2019, \$375,000 of the amount provided in this subsection lapses.))~~)

33 (16) As a short-term solution, appropriation authority for the  
34 public transportation program in this section is reduced to reflect  
35 anticipated underruns in this program, based on historical  
36 reappropriation levels. It is the intent of the legislature that no  
37 public transportation grants or projects be eliminated or  
38 substantially delayed as a result of revenue reductions.

39 (17) The appropriations in this section include savings due to  
40 anticipated project underruns; however, it is unknown which projects

1 will provide savings. The legislature intends to provide sufficient  
2 flexibility for the department to manage to this savings target. To  
3 provide this flexibility, the office of financial management may  
4 authorize, through an allotment modification, reductions in the  
5 appropriated amounts that are provided solely for a particular  
6 purpose within this section subject to the following conditions and  
7 limitations:

8 (a) No allotment modifications may be made to amounts provided  
9 solely for the special needs transportation grant program;

10 (b) The department must confirm that any modification requested  
11 under this subsection of amounts provided solely for a specific  
12 purpose are not expected to be used for that purpose in this  
13 biennium;

14 (c) Allotment modifications authorized under this subsection may  
15 not result in increased funding for any project beyond the amount  
16 provided for that project in the 2019-2021 fiscal biennium in LEAP  
17 Transportation Document 2020-2 ALL PROJECTS as developed March 11,  
18 2020;

19 (d) Allotment modifications authorized under this subsection  
20 apply only to amounts appropriated in this section from the  
21 multimodal transportation account—state; and

22 (e) By December 1, 2020, the department must submit a report to  
23 the transportation committees of the legislature regarding the  
24 actions taken under this subsection.

25 (18)(a) The Washington state department of transportation public  
26 transportation division, working with the Thurston regional planning  
27 council, shall provide state agency management, the office of  
28 financial management, and the transportation committees of the  
29 legislature with results of their regional mobility grant program  
30 demonstration project I-5/US 101 Practical Solutions: State Capitol  
31 Campus Transportation Demand Management - Mobile Work. This includes  
32 reporting after the 2020 legislative session on the measurable  
33 results of an early pilot initiative, "Telework Tuesday," beginning  
34 in January 2020.

35 (b) Capitol campus state agency management is directed to fully  
36 participate in this work, which aims to reduce greenhouse gases,  
37 require less office space and parking investments; provide low cost  
38 congestion relief on I-5 during peak periods, US 101, and the local  
39 transportation network; and improve retention and recruitment of  
40 public employees. The agencies should actively: Encourage employees

1 qualified to telework to participate in this program and increase the  
2 number of employees who qualify for mobile work and schedule shifts.

3 (c) If measurable success is achieved, the capitol campus state  
4 agencies shall provide options to expand the project to other  
5 jurisdictions concentrated with large employers. Expansion and  
6 encouragement of telework will help reduce demand on the  
7 transportation system, reduce traffic during peak hours, and reduce  
8 greenhouse gas emissions.

9 **Sec. 221.** 2019 c 416 s 221 (uncodified) is amended to read as  
10 follows:

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

12	Motor Vehicle Account—State Appropriation. . . . .	\$250,000
13	Puget Sound Ferry Operations Account—State	
14	Appropriation . . . . .	(( <del>\$540,746,000</del> ))
15		<u>\$545,997,000</u>
16	Puget Sound Ferry Operations Account—Federal	
17	Appropriation . . . . .	\$7,932,000
18	Puget Sound Ferry Operations Account—Private/Local	
19	Appropriation . . . . .	\$121,000
20	TOTAL APPROPRIATION. . . . .	(( <del>\$549,049,000</del> ))
21		<u>\$554,300,000</u>

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

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

33 (2) For the 2019-2021 fiscal biennium, the department may enter  
34 into a distributor controlled fuel hedging program and other methods  
35 of hedging approved by the fuel hedging committee, which must include  
36 a representative of the department of enterprise services.

37 (3) ((~~\$76,261,000~~)) \$73,161,000 of the Puget Sound ferry  
38 operations account—state appropriation is provided solely for auto

1 ferry vessel operating fuel in the 2019-2021 fiscal biennium, which  
2 reflect cost savings from a reduced biodiesel fuel requirement and,  
3 therefore, is contingent upon the enactment of section 703 (~~of this~~  
4 ~~act~~), chapter 416, Laws of 2019. The amount provided in this  
5 subsection represents the fuel budget for the purposes of calculating  
6 any ferry fare fuel surcharge. The department shall review future use  
7 of alternative fuels and dual fuel configurations, including  
8 hydrogen.

9 (4) \$650,000 of the Puget sound ferry operations account—state  
10 appropriation is provided solely for increased staffing at Washington  
11 ferry terminals to meet increased workload and customer expectations.  
12 Within the amount provided in this subsection, the department shall  
13 contract with uniformed officers for additional traffic control  
14 assistance at the Kingston ferry terminal during peak ferry travel  
15 times, with a particular focus on Sundays and holiday weekends.  
16 Traffic control methods should include, but not be limited to,  
17 holding traffic on the shoulder at Lindvog Road until space opens for  
18 cars at the tollbooths and dock, and management of traffic on Highway  
19 104 in order to ensure Kingston residents and business owners have  
20 access to businesses, roads, and driveways.

21 (5) \$254,000 of the Puget Sound ferry operations account—state  
22 appropriation is provided solely for a dedicated inventory logistics  
23 manager on a one-time basis.

24 (6) \$500,000 of the Puget Sound ferry operations account—state  
25 appropriation is provided solely for operating costs related to  
26 moving vessels for emergency capital repairs. Funds may only be spent  
27 after approval by the office of financial management.

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

35 (8) \$160,000 of the Puget Sound ferry operations account—state  
36 appropriation is provided solely for a ferry fleet baseline noise  
37 study, conducted by a consultant, for the purpose of establishing  
38 plans and data-driven goals to reduce ferry noise when Southern  
39 resident orca whales are present. In addition, the study must



1 establish prioritized strategies to address vessels serving routes  
2 with the greatest exposure to orca whale movements.

3 (9) (a) \$250,000 of the motor vehicle account—state appropriation  
4 is provided solely for the department, in consultation with the  
5 Washington state transportation center, to develop a plan for service  
6 on the triangle route with a goal of providing maximum sailings  
7 moving the most passengers to all stops in the least travel time,  
8 including waits between sailings, within budget and resource  
9 constraints.

10 (b) The Washington state transportation center must use new  
11 traffic management models and scheduling tools to examine proposed  
12 improvements for the triangle route. The department shall report to  
13 the standing transportation committees of the legislature by January  
14 15, 2021. The report must include:

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

19 (ii) Recommendations for emergency boat allocations, regular  
20 schedule policies, and emergency schedule policies based on all  
21 customers alternative travel options to ensure that any dock with no  
22 road access is prioritized in scheduling and scheduled service is  
23 provided based on population size, demographics, and local medical  
24 services;

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

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

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

37 ~~((c) If at least \$50,000,000 is not made available, by means of~~  
38 ~~transfer, deposit, appropriation, or other similar conveyance, to the~~  
39 ~~motor vehicle account for stormwater-related activities through the~~  
40 ~~enactment of chapter 422 (Engrossed Substitute Senate Bill No. 5993),~~

1 ~~Laws of 2019 (model toxics control program reform) by June 30, 2019,~~  
2 ~~the amount provided in this subsection (9) lapses.)~~

3 (10) \$15,139,000 of the Puget Sound ferry operations account—  
4 state appropriation is provided solely for training. Of the amount  
5 provided in this subsection:

6 (a) \$2,500,000 is for training for new employees.

7 (b) \$160,000 is for electronic chart display and information  
8 system training.

9 (c) \$379,000 is for marine evacuation slide training.

10 (11) \$1,600,000 of the Puget Sound ferry operations account—state  
11 appropriation is provided solely for naval architecture staff support  
12 for the marine maintenance program.

13 (12) \$336,000 of the Puget Sound ferry operations account—state  
14 appropriation is provided solely for inspections of fall restraint  
15 systems.

16 (13) \$4,361,000 of the Puget Sound ferry operations account—state  
17 appropriation is provided solely for overtime expenses incurred by  
18 engine and deck crew members.

19 (14) \$1,200,000 of the Puget Sound ferry operations account—state  
20 appropriation is provided solely for familiarization for new  
21 assignments of engine crew and terminal staff.

22 (15) \$100,000 of the Puget Sound ferry operations account—state  
23 appropriation is provided solely to develop a plan for upgrading a  
24 second vessel to meet the international convention for the safety of  
25 life at sea standards. The plan must identify the option with the  
26 lowest impacts to sailing schedules.

27 **Sec. 222.** 2019 c 416 s 222 (uncodified) is amended to read as  
28 follows:

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

30 Multimodal Transportation Account—State

31 Appropriation . . . . . ((\$75,576,000))  
32 \$70,244,000

33 Multimodal Transportation Account—Private/Local

34 Appropriation . . . . . \$717,000

35 Multimodal Transportation Account—Federal

36 Appropriation . . . . . \$500,000

37 TOTAL APPROPRIATION. . . . . ((\$76,793,000))

38 \$71,461,000

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

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

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

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

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

16 (i) Development of proposed corridor governance, general powers,  
17 operating structure, legal instruments, and contracting requirements,  
18 in the context of the roles of relevant jurisdictions, including  
19 federal, state, provincial, and local governments;

20 ~~((An assessment of current laws in state and provincial~~  
21 ~~jurisdictions and identification of any proposed changes to laws,~~  
22 ~~regulations, and/or agreements that are needed to proceed with~~  
23 ~~development))~~ Development of a long-term funding and financing  
24 strategy for project initiation, development, construction, and  
25 program administration of the high-speed corridor, building on the  
26 funding and financing chapter of the 2019 business case analysis and  
27 aligned with the recommendations of (b) (i) of this subsection; and

28 (iii) Development of ~~((general recommendations for the~~  
29 ~~authorization needed to advance the development of the corridor))~~  
30 recommendations for a department-led ultra-high speed corridor  
31 engagement plan for policy leadership from elected officials.

32 (c) This study must build on the results of the 2018 Washington  
33 state ultra high-speed ground transportation business case analysis  
34 and the 2019 Washington state ultra high-speed ground transportation  
35 study findings report. The department shall consult with the  
36 transportation committees of the legislature regarding all issues  
37 related to proposed corridor governance.

38 ~~((e))~~ (d) The development work referenced in (b) of this  
39 subsection is intended to identify and make recommendations related

1 to specific entities, including interjurisdictional entities,  
2 policies, and processes required for the purposes of furthering  
3 preliminary analysis efforts for the ultra high-speed ground  
4 transportation corridor. This development work is not intended to  
5 authorize one or more entities to assume decision making authority  
6 for the design, construction, or operation of an ultra high-speed  
7 rail corridor.

8 ~~((d))~~ (e) By December 1, 2020, the department shall provide to  
9 the governor and the transportation committees of the legislature a  
10 report of the study's findings regarding the three elements noted in  
11 this subsection. As applicable, the report should also be sent to the  
12 executive and legislative branches of government in the state of  
13 Oregon and appropriate government bodies in the province of British  
14 Columbia.

15 (2) The department is directed to continue to pursue efforts to  
16 reduce costs, increase ridership, and review Amtrak Cascades fares  
17 and fare schedules. Within thirty days of each annual cost/revenue  
18 reconciliation under the Amtrak service contract, the department  
19 shall report annual credits to the office of financial management and  
20 the legislative transportation committees. Annual credits from Amtrak  
21 to the department including, but not limited to, credits due to  
22 higher ridership, reduced level of service, and fare or fare schedule  
23 adjustments, must be used to offset corresponding amounts of the  
24 multimodal transportation account—state appropriation, which must be  
25 placed in reserve.

26 **Sec. 223.** 2019 c 416 s 223 (uncodified) is amended to read as  
27 follows:

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

30 Motor Vehicle Account—State Appropriation . . . . .	<del>(((\$12,190,000))</del>
	<u>\$12,187,000</u>
32 Motor Vehicle Account—Federal Appropriation . . . . .	\$2,567,000
33 Multiuse Roadway Safety Account—State Appropriation . .	<del>(((\$132,000))</del>
34	<u>\$450,000</u>
35 Multimodal Transportation Account—State	
36 Appropriation . . . . .	\$350,000
37 TOTAL APPROPRIATION. . . . .	<del>(((\$15,239,000))</del>
38	<u>\$15,554,000</u>

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

3 (1) \$350,000 of the multimodal transportation account—state  
4 appropriation is provided solely for a study by the Puget Sound  
5 regional council of new passenger ferry service to better connect  
6 communities throughout the twelve county Puget Sound region. The  
7 study must assess potential new routes, identify future terminal  
8 locations, and provide recommendations to accelerate the  
9 electrification of the ferry fleet. The study must identify future  
10 passenger only demand throughout Western Washington, analyze  
11 potential routes and terminal locations on Puget Sound, Lake  
12 Washington, and Lake Union with an emphasis on preserving waterfront  
13 opportunities in public ownership and opportunities for partnership.  
14 The study must determine whether and when the passenger ferry service  
15 achieves a net reduction in carbon emissions including an analysis of  
16 the emissions of modes that passengers would otherwise have used. The  
17 study must estimate capital and operating costs for routes and  
18 terminals. The study must include early and continuous outreach with  
19 all interested stakeholders and a report to the legislature and all  
20 interested parties by January 31, 2021.

21 (2) \$1,142,000 of the motor vehicle account—state appropriation  
22 is provided solely for the department, from amounts set aside out of  
23 statewide fuel taxes distributed to counties according to RCW  
24 46.68.120(3), to contract with the Washington state association of  
25 counties to:

26 (a) In coordination with stakeholders, identify county-owned fish  
27 passage barriers, with priority given to barriers that share the same  
28 stream system as state-owned fish passage barriers. The study must  
29 identify, map, and provide a preliminary assessment of county-owned  
30 barriers that need correction, and provide, where possible,  
31 preliminary costs estimates for each barrier correction. The study  
32 must provide recommendations on:

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

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

1 (b) Update the local agency guidelines manual, including  
2 exploring alternatives within the local agency guidelines manual on  
3 county priorities;

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

7 (3) The entire multiuse roadway safety account—state  
8 appropriation is provided solely for grants under RCW 46.09.540,  
9 subject to the following limitations:

10 (a) Twenty-five percent of the amounts provided are reserved for  
11 counties that each have a population of fifteen thousand persons or  
12 less;

13 (b) (i) Seventy-five percent of the amounts provided are reserved  
14 for counties that each have a population exceeding fifteen thousand  
15 persons; and

16 (ii) No county that receives a grant or grants under (b) of this  
17 subsection may receive more than sixty thousand dollars in total  
18 grants.

19 **TRANSPORTATION AGENCIES—CAPITAL**

20 **Sec. 301.** 2019 c 416 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 . . . . .	(( <del>\$18,094,000</del> ))
25		<u>\$23,015,000</u>
26	<u>Highway Safety Account—State Appropriation. . . . .</u>	<u>\$81,000</u>
27	<u>Motor Vehicle Account—State Appropriation. . . . .</u>	<u>\$4,907,000</u>
28	Freight Mobility Multimodal Account—State	
29	Appropriation . . . . .	(( <del>\$21,220,000</del> ))
30		<u>\$4,992,000</u>
31	Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$2,250,000</del> ))
32		<u>\$1,899,000</u>
33	Freight Mobility Multimodal Account—Private/Local	
34	Appropriation . . . . .	(( <del>\$1,320,000</del> ))
35		<u>\$1,250,000</u>
36	TOTAL APPROPRIATION. . . . .	(( <del>\$42,884,000</del> ))
37		<u>\$36,144,000</u>

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

3 (1) Except as otherwise provided in this section, the entire  
4 appropriations in this section are provided solely for the projects  
5 by amount, as listed in the LEAP Transportation Document (~~(2019-3 as~~  
6 ~~developed April 27, 2019,)) 2020-3 as developed March 11, 2020,~~

7 Conference FMSIB Project List.

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

12 (3) It is the intent of the legislature that no capital projects  
13 be eliminated or substantially delayed as a result of revenue  
14 reductions, but that as a short-term solution appropriation authority  
15 for the freight mobility strategic investment board's capital grant  
16 programs is reduced to reflect anticipated underruns in this program,  
17 based on historical reappropriation levels.

18 (4) It is the intent of the legislature to continue to make  
19 strategic investments in a statewide freight mobility transportation  
20 system with the help of the freight mobility strategic investment  
21 board, including projects that mitigate the impact of freight  
22 movement on local communities.

23 **Sec. 302.** 2019 c 416 s 303 (uncodified) is amended to read as  
24 follows:

25 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

Rural Arterial Trust Account—State Appropriation . . . . .	(\$65,996,000)
	<u>\$62,884,000</u>
Motor Vehicle Account—State Appropriation . . . . .	\$1,456,000
County Arterial Preservation Account—State	
Appropriation . . . . .	\$39,590,000
TOTAL APPROPRIATION. . . . .	(\$107,042,000)
	<u>\$103,930,000</u>

33 The appropriations in this section are subject to the following  
34 conditions and limitations: It is the intent of the legislature that  
35 no capital projects be eliminated or substantially delayed as a  
36 result of revenue reductions, but that as a short-term solution  
37 appropriation authority for the county road administration board's

1 capital grant programs is reduced to reflect anticipated underruns in  
2 this program, based on historical reappropriation levels.

3 **Sec. 303.** 2019 c 416 s 304 (uncodified) is amended to read as  
4 follows:

5 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

6 Small City Pavement and Sidewalk Account—State	
7 Appropriation . . . . .	\$5,890,000
8 Transportation Improvement Account—State	
9 Appropriation . . . . .	<del>(\$228,510,000)</del>
10	<u>\$224,568,000</u>
11 Complete Streets Grant Program Account—State	
12 Appropriation . . . . .	<del>(\$14,670,000)</del>
13	<u>\$10,200,000</u>
14 TOTAL APPROPRIATION. . . . .	<del>(\$249,070,000)</del>
15	<u>\$240,658,000</u>

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

18 (1) \$9,315,000 of the transportation improvement account—state  
19 appropriation is provided solely for the Relight Washington Program.  
20 The transportation improvement board shall conduct a survey of all  
21 cities that are not currently eligible for the Relight Washington  
22 Program to determine demand for the program regardless of the current  
23 eligibility criteria. The transportation improvement board shall  
24 report the results of the survey to the governor and the  
25 transportation committees of the legislature by August 1, 2020.

26 (2) It is the intent of the legislature that no capital projects  
27 be eliminated or substantially delayed as a result of revenue  
28 reductions, but that as a short-term solution appropriation authority  
29 for the transportation improvement board's capital grant programs is  
30 reduced to reflect anticipated underruns in this program, based on  
31 historical reappropriation levels.

32 **Sec. 304.** 2019 c 416 s 305 (uncodified) is amended to read as  
33 follows:

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

36 Motor Vehicle Account—State Appropriation . . . . .	<del>(\$50,990,000)</del>
37	<u>\$51,187,000</u>



1 Connecting Washington Account—State Appropriation . . . (~~(\$42,497,000)~~)  
 2 \$51,523,000  
 3 TOTAL APPROPRIATION. . . . . (~~(\$93,487,000)~~)  
 4 \$102,710,000

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

7 (1) (~~(\$42,497,000)~~) \$51,523,000 of the connecting Washington  
 8 account—state appropriation is provided solely for a new Olympic  
 9 region maintenance and administration facility to be located on the  
 10 department-owned site at the intersection of Marvin Road and 32nd  
 11 Avenue in Lacey, Washington.

12 (2) (a) (~~(\$43,100,000)~~) \$43,297,000 of the motor vehicle account—  
 13 state appropriation is provided solely for the department facility  
 14 located at 15700 Dayton Ave N in Shoreline. This appropriation is  
 15 contingent upon the department of ecology signing a not less than  
 16 twenty-year agreement to pay a share of any financing contract issued  
 17 pursuant to chapter 39.94 RCW.

18 (b) Payments from the department of ecology as described in this  
 19 subsection shall be deposited into the motor vehicle account.

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

21 (3) \$1,565,000 from the motor vehicle account—state appropriation  
 22 is provided solely for furniture for the renovated Northwest Region  
 23 Headquarters at Dayton Avenue. The department must efficiently  
 24 furnish the renovated building. (~~(The amount provided in this~~  
 25 ~~subsection is the maximum the department may spend on furniture for~~  
 26 ~~this facility.)~~)

27 **Sec. 305.** 2019 c 416 s 306 (uncodified) is amended to read as  
 28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**  
 30 (~~(High Occupancy Toll Lanes Operations~~  
 31 ~~Account—State Appropriation. . . . . \$7,000,000)~~)  
 32 Transportation Partnership Account—State  
 33 Appropriation . . . . . (~~(\$325,275,000)~~)  
 34 \$385,619,000  
 35 Motor Vehicle Account—State Appropriation . . . . . (~~(\$92,504,000)~~)  
 36 \$102,543,000  
 37 Motor Vehicle Account—Federal Appropriation . . . . . (~~(\$154,337,000)~~)  
 38 \$151,857,000

1	Motor Vehicle Account—Private/Local Appropriation . . .	(( <del>\$26,839,000</del> ))
2		<u>\$70,404,000</u>
3	Connecting Washington Account—State	
4	Appropriation . . . . .	(( <del>\$2,137,381,000</del> ))
5		<u>\$2,355,205,000</u>
6	Special Category C Account—State Appropriation . . .	(( <del>\$81,000,000</del> ))
7		<u>\$36,134,000</u>
8	Multimodal Transportation Account—State	
9	Appropriation . . . . .	(( <del>\$5,408,000</del> ))
10		<u>\$3,853,000</u>
11	Alaskan Way Viaduct Replacement Project Account—State	
12	Appropriation . . . . .	\$77,956,000
13	Transportation 2003 Account (Nickel Account)—State	
14	Appropriation . . . . .	(( <del>\$21,819,000</del> ))
15		<u>\$10,429,000</u>
16	Interstate 405 <u>and State Route Number 167</u> Express	
17	Toll Lanes ( <del>(Operations)</del> ) Account—State	
18	Appropriation . . . . .	(( <del>\$48,036,000</del> ))
19		<u>\$90,027,000</u>
20	TOTAL APPROPRIATION. . . . .	(( <del>\$2,977,555,000</del> ))
21		<u>\$3,284,027,000</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 ((~~2019-1~~)) 2020-1 as  
29 developed ((~~April 27, 2019~~)) March 11, 2020, Program - Highway  
30 Improvements Program (I). However, limited transfers of specific  
31 line-item project appropriations may occur between projects for those  
32 amounts listed subject to the conditions and limitations in section  
33 601 of this act.

34 (2) Except as provided otherwise in this section, the entire  
35 motor vehicle account—state appropriation and motor vehicle account—  
36 federal appropriation are provided solely for the projects and  
37 activities listed in LEAP Transportation Document ((~~2019-2~~)) 2020-2  
38 ALL PROJECTS as developed ((~~April 27, 2019~~)) March 11, 2020, Program  
39 - Highway Improvements Program (I). Any federal funds gained through

1 efficiencies, adjustments to the federal funds forecast, additional  
2 congressional action not related to a specific project or purpose, or  
3 the federal funds redistribution process must then be applied to  
4 highway and bridge preservation activities or fish passage barrier  
5 corrections (0BI4001).

6 (3) Within the motor vehicle account—state appropriation and  
7 motor vehicle account—federal appropriation, the department may  
8 transfer funds between programs I and P, except for funds that are  
9 otherwise restricted in this act. Ten days prior to any transfer, the  
10 department must submit its request to the office of financial  
11 management and the transportation committees of the legislature and  
12 consider any concerns raised. The department shall submit a report on  
13 fiscal year funds transferred in the prior fiscal year using this  
14 subsection as part of the department's annual budget submittal.

15 (4) The connecting Washington account—state appropriation  
16 includes up to (~~(\$1,519,899,000)~~) \$1,835,325,000 in proceeds from the  
17 sale of bonds authorized in RCW 47.10.889.

18 (5) The special category C account—state appropriation includes  
19 up to (~~(\$75,274,000)~~) \$24,910,000 in proceeds from the sale of bonds  
20 authorized in RCW (~~(47.10.861)~~) 47.10.812.

21 (6) The transportation partnership account—state appropriation  
22 includes up to (~~(\$150,232,000)~~) \$162,658,000 in proceeds from the  
23 sale of bonds authorized in RCW (~~(47.10.812)~~) 47.10.873.

24 (7) The Alaskan Way viaduct replacement project account—state  
25 appropriation includes up to \$77,956,000 in proceeds from the sale of  
26 bonds authorized in RCW 47.10.873.

27 (~~(8) (The multimodal transportation account—state appropriation~~  
28 ~~includes up to \$5,408,000 in proceeds from the sale of bonds~~  
29 ~~authorized in RCW 47.10.867.~~

30 ~~(9) \$90,464,000)~~ \$168,757,000 of the transportation partnership  
31 account—state appropriation, (~~(\$7,006,000)~~) \$19,790,000 of the motor  
32 vehicle account—private/local appropriation, (~~(\$3,383,000)~~)  
33 \$3,384,000 of the transportation 2003 account (nickel account)—state  
34 appropriation, \$77,956,000 of the Alaskan Way viaduct replacement  
35 project account—state appropriation, and \$1,838,000 of the multimodal  
36 transportation account—state appropriation are provided solely for  
37 the SR 99/Alaskan Way Viaduct Replacement project (809936Z). It is  
38 the intent of the legislature that the \$25,000,000 increase in  
39 funding provided in the 2021-2023 fiscal biennium be covered by any

1 legal damages paid to the state as a result of a lawsuit related to  
2 contractual provisions for construction and delivery of the Alaskan  
3 Way viaduct replacement project. The legislature intends that the  
4 \$25,000,000 of the transportation partnership account—state funds be  
5 repaid when those damages are recovered.

6 ~~((10))~~ (9) \$3,000,000 of the multimodal transportation account—  
7 state appropriation is provided solely for transit mitigation for the  
8 SR 99/Viaduct Project - Construction Mitigation project (809940B).

9 ~~((11)—\$164,000,000))~~ (10) \$168,655,000 of the connecting  
10 Washington account—state appropriation ~~((is))~~, \$1,052,000 of the  
11 special category C account—state appropriation, and \$738,000 of the  
12 motor vehicle account—private/local appropriation are provided solely  
13 for the US 395 North Spokane Corridor project (M00800R).

14 ~~((12)(a) \$22,195,000 of the transportation partnership account—~~  
15 ~~state appropriation, \$12,805,000 of the transportation 2003 account~~  
16 ~~(nickel account) state appropriation, and \$48,000,000))~~ (11)  
17 \$82,991,000 of the Interstate 405 and state route number 167 express  
18 toll lanes ~~((operations))~~ account—state appropriation ~~((are))~~ is  
19 provided solely for the I-405/SR 522 to I-5 Capacity Improvements  
20 project (L2000234) for activities related to adding capacity on  
21 Interstate 405 between state route number 522 and Interstate 5, with  
22 the goals of increasing vehicle throughput and aligning project  
23 completion with the implementation of bus rapid transit in the  
24 vicinity of the project. ~~((The transportation partnership account—~~  
25 ~~state appropriation and transportation 2003 account (nickel account)—~~  
26 ~~state appropriation are a transfer or a reappropriation of a transfer~~  
27 ~~from the I-405/Kirkland Vicinity Stage 2 - Widening project (8BI1002)~~  
28 ~~due to savings and will fund right-of-way and construction for an~~  
29 ~~additional phase of this I-405 project.~~

30 ~~(b) If sufficient bonding authority to complete this project is~~  
31 ~~not provided within chapter 421 (Engrossed Substitute Senate Bill No.~~  
32 ~~5825), Laws of 2019 (addressing tolling) or chapter 421 (House Bill~~  
33 ~~No. 2132), Laws of 2019 (addressing tolling), or within a bond~~  
34 ~~authorization act referencing chapter . . . (Engrossed Substitute~~  
35 ~~Senate Bill No. 5825), Laws of 2019 or chapter . . . (House Bill No.~~  
36 ~~2132), Laws of 2019, by June 30, 2019, \$21,000,000 of the Interstate~~  
37 ~~405 express toll lanes operations account state appropriation~~  
38 ~~provided in this subsection lapses, and it is the intent of the~~  
39 ~~legislature to reduce the Interstate 405 express toll lanes~~

1 ~~operations account state appropriation in the 2021-2023 biennium to~~  
2 ~~\$5,000,000, and in the 2023-2025 biennium to \$0 on the list~~  
3 ~~referenced in subsection (2) of this section.~~

4 ~~(13))~~ (12) (a) ~~(((\$395,822,000))~~ \$422,099,000 of the connecting  
5 Washington account—state appropriation ~~((, \$60,000 of the motor~~  
6 ~~vehicle account state appropriation,))~~ and ~~(((\$342,000))~~ \$456,000 of  
7 the motor vehicle account—private/local appropriation are provided  
8 solely for the SR 520 Seattle Corridor Improvements - West End  
9 project (M00400R).

10 (b) Recognizing that the department of transportation requires  
11 full possession of parcel number 1-23190 to complete the Montlake  
12 Phase of the West End project, the department is directed to:

13 (i) Work with the operator of the Montlake boulevard market  
14 located on parcel number 1-23190 to negotiate a lease allowing  
15 continued operations up to January 1, 2020. After that time, the  
16 department shall identify an area in the vicinity of the Montlake  
17 property for a temporary market or other food service to be provided  
18 during the period of project construction. Should the current  
19 operator elect not to participate in providing that temporary  
20 service, the department shall then develop an outreach plan with the  
21 city to solicit community input on the food services provided, and  
22 then advertise the opportunity to other potential vendors. Further,  
23 the department shall work with the city of Seattle and existing  
24 permit processes to facilitate vendor access to and use of the area  
25 in the vicinity of the Montlake property.

26 (ii) Upon completion of the Montlake Phase of the West End  
27 project (current anticipated contract completion of 2023), WSDOT  
28 shall sell that portion of the property not used for permanent  
29 transportation improvements and initiate a process to convey that  
30 surplus property to a subsequent owner.

31 (c) \$60,000 of the motor vehicle account—state appropriation is  
32 provided solely for grants to nonprofit organizations located in a  
33 city with a population exceeding six hundred thousand persons and  
34 that empower artists through equitable access to vital expertise,  
35 opportunities, and business services. Funds may be used only for the  
36 purpose of preserving, commemorating, and sharing the history of the  
37 city of Seattle's freeway protests and making the history of activism  
38 around the promotion of more integrated transportation and land use

1 planning accessible to current and future generations through the  
2 preservation of Bent 2 of the R. H. Thompson freeway ramp.

3 ~~((14))~~ (13) It is the intent of the legislature that for the  
4 I-5 JBLM Corridor Improvements project (M00100R), the department  
5 shall actively pursue \$50,000,000 in federal funds to pay for this  
6 project to supplant state funds in the future. \$50,000,000 in  
7 connecting Washington account funding must be held in unallotted  
8 status during the 2021-2023 fiscal biennium. These funds may only be  
9 used after the department has provided notice to the office of  
10 financial management that it has exhausted all efforts to secure  
11 federal funds from the federal highway administration and the  
12 department of defense.

13 ~~((15) — \$265,100,000))~~ (14) \$310,469,000 of the connecting  
14 Washington account—state appropriation is provided solely for the SR  
15 167/SR 509 Puget Sound Gateway project (M00600R).

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

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

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

32 (d) It is the legislature's intent that the department shall  
33 construct a full single-point urban interchange at the junction of  
34 state route number 161 (Meridian avenue) and state route number 167  
35 and a full single-point urban interchange at the junction of state  
36 route number 509 and 188th Street. If the department receives  
37 additional funds from an outside source for this project after the  
38 base project is fully funded, the funds must first be applied toward  
39 the completion of these two full single-point urban interchanges.

1 (e) In designing the state route number 509/state route number  
2 516 interchange component of the SR 167/SR 509 Puget Sound Gateway  
3 project (M00600R), the department shall make every effort to utilize  
4 the preferred "4B" design.

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

10 (g) If sufficient bonding authority to complete this project is  
11 not provided within chapter 421 (~~((Engrossed Substitute Senate Bill  
12 No. 5825))~~), Laws of 2019 (addressing tolling) (~~(or chapter . . .  
13 (House Bill No. 2132), Laws of 2019 (addressing tolling))~~), or within  
14 a bond authorization act referencing chapter 421 (~~((Engrossed  
15 Substitute Senate Bill No. 5825))~~), Laws of 2019 (~~(or chapter . . .  
16 (House Bill No. 2132), Laws of 2019,~~) by June 30, 2019, it is the  
17 intent of the legislature to return the Puget Sound Gateway project  
18 (M00600R) to its previously identified construction schedule by  
19 moving \$128,900,000 in connecting Washington account—state  
20 appropriation back to the 2027-2029 biennium from the 2023-2025  
21 biennium on the list referenced in subsection (2) of this section. If  
22 sufficient bonding authority is provided, it is the intent of the  
23 legislature to advance the project to allow for earlier completion  
24 and inflationary savings.

25 (~~((16))~~) (15) It is the intent of the legislature that, for the  
26 I-5/North Lewis County Interchange project (L2000204), the department  
27 develop and design the project with the objective of significantly  
28 improving access to the industrially zoned properties in north Lewis  
29 county. The design must consider the county's process of  
30 investigating alternatives to improve such access from Interstate 5  
31 that began in March 2015.

32 (~~((18) — \$950,000))~~ (16) \$1,029,000 of the transportation  
33 partnership account—state appropriation is provided solely for the  
34 U.S. 2 Trestle IJR project (L1000158).

35 (~~((19))~~) (17) The department shall itemize all future requests  
36 for the construction of buildings on a project list and submit them  
37 through the transportation executive information system as part of  
38 the department's annual budget submittal. It is the intent of the  
39 legislature that new facility construction must be transparent and  
40 not appropriated within larger highway construction projects.

1       ~~((20))~~ (18) Any advisory group that the department convenes  
2 during the 2019-2021 fiscal biennium must consider the interests of  
3 the entire state of Washington.

4       ~~((21))~~ (19) The legislature finds that there are sixteen  
5 companies involved in wood preserving in the state that employ four  
6 hundred workers and have an annual payroll of fifteen million  
7 dollars. Before the department's switch to steel guardrails, ninety  
8 percent of the twenty-five hundred mile guardrail system was  
9 constructed of preserved wood and one hundred ten thousand wood  
10 guardrail posts were produced annually for state use. Moreover, the  
11 policy of using steel posts requires the state to use imported steel.  
12 Given these findings, where practicable, and until June 30, 2021, the  
13 department shall include the design option to use wood guardrail  
14 posts, in addition to steel posts, in new guardrail installations.  
15 The selection of posts must be consistent with the agency design  
16 manual policy that existed before December 2009.

17       ~~((22))~~ (20) (a) ~~((For projects funded as part of the 2015  
18 connecting Washington transportation package listed on the LEAP  
19 transportation document identified in subsection (1) of this section,  
20 if the department expects to have substantial reappropriations for  
21 the 2021-2023 fiscal biennium, the department may, on a pilot basis,  
22 apply funding from a project in this section with an appropriation  
23 that cannot be used for the current fiscal biennium to advance one or  
24 more of the following projects:~~

25       ~~(i) I-82 Yakima - Union Gap Economic Development Improvements  
26 (T21100R);~~

27       ~~(ii) I-5 Federal Way - Triangle Vicinity Improvements (T20400R);~~  
28 ~~or~~

29       ~~(iii) SR 522/Paradise Lk Rd Interchange & Widening on SR 522  
30 (Design/Engineering) (NPARADI).~~

31       ~~(b) At least ten business days before advancing a project  
32 pursuant to this subsection, the department must notify the office of  
33 financial management and the transportation committees of the  
34 legislature. The advancement of a project may not hinder the delivery  
35 of the projects for which the reappropriations are necessary for the  
36 2021-2023 fiscal biennium.~~

37       ~~(e))~~ For connecting Washington projects that have already begun  
38 and are eligible for the authority granted in section 601 of this  
39 act, the department shall prioritize advancing the following projects  
40 if expected reappropriations become available:



- 1 (i) SR 14/I-205 to SE 164th Ave - Auxiliary Lanes (L2000102);  
2 (ii) SR 305 Construction - Safety Improvements (N30500R);  
3 (iii) SR 14/Bingen Underpass (L2220062);  
4 (iv) I-405/NE 132nd Interchange - Totem Lake (L1000110);  
5 (v) US Hwy 2 Safety (N00200R);  
6 (vi) US-12/Walla Walla Corridor Improvements (T20900R);  
7 (vii) I-5 JBLM Corridor Improvements (M00100R);  
8 (viii) I-5/Slater Road Interchange - Improvements (L1000099);  
9 (ix) SR 510/Yelm Loop Phase 2 (T32700R); or  
10 (x) SR 520/124th St Interchange (Design and Right of Way)  
11 (L1000098).

12 ~~((d))~~ (b) To the extent practicable, the department shall use  
13 the flexibility and authority granted in this section and in section  
14 601 of this act to minimize the amount of reappropriations needed  
15 each biennium.

16 (c) The advancement of a project may not hinder the delivery of  
17 the projects for which the reappropriations are necessary for the  
18 2021-2023 fiscal biennium.

19 ~~((23))~~ (21) The legislature continues to prioritize the  
20 replacement of the state's aging infrastructure and recognizes the  
21 importance of reusing and recycling construction aggregate and  
22 recycled concrete materials in our transportation system. To  
23 accomplish Washington state's sustainability goals in transportation  
24 and in accordance with RCW 70.95.805, the legislature reaffirms its  
25 determination that recycled concrete aggregate and other  
26 transportation building materials are natural resource construction  
27 materials that are too valuable to be wasted and landfilled, and are  
28 a commodity as defined in WAC 173-350-100.

29 Further, the legislature determines construction aggregate and  
30 recycled concrete materials substantially meet widely recognized  
31 international, national, and local standards and specifications  
32 referenced in American society for testing and materials, American  
33 concrete institute, Washington state department of transportation,  
34 Seattle department of transportation, American public works  
35 association, federal aviation administration, and federal highway  
36 administration specifications, and are described as necessary and  
37 desirable products for recycling and reuse by state and federal  
38 agencies.

39 As these recyclable materials have well established markets, are  
40 substantially a primary or secondary product of necessary

1 construction processes and production, and are managed as an item of  
2 commercial value, construction aggregate and recycled concrete  
3 materials are exempt from chapter 173-350 WAC.

4 ~~((24))~~ (22) (a) \$17,500,000 of the motor vehicle account—state  
5 appropriation is provided solely for staffing of a project office to  
6 replace the Interstate 5 bridge across the Columbia river (G2000088).  
7 If at least a \$9,000,000 transfer is not authorized in section  
8 406(29) ~~((of this act))~~, chapter 416, Laws of 2019, then \$9,000,000  
9 of the motor vehicle account—state appropriation lapses.

10 (b) Of the amount provided in this subsection, \$7,780,000 of the  
11 motor vehicle account—state appropriation must be placed in  
12 unallotted status by the office of financial management until the  
13 department develops a detailed plan for the work of this project  
14 office in consultation with the chairs and ranking members of the  
15 transportation committees of the legislature. The director of the  
16 office of financial management shall consult with the chairs and  
17 ranking members of the transportation committees of the legislature  
18 prior to making a decision to allot these funds.

19 (c) The work of this project office includes, but is not limited  
20 to, the reevaluation of the purpose and need identified for the  
21 project previously known as the Columbia river crossing, the  
22 reevaluation of permits and development of a finance plan, the  
23 reengagement of key stakeholders and the public, and the reevaluation  
24 of scope, schedule, and budget for a reinvigorated bistate effort for  
25 replacement of the Interstate 5 Columbia river bridge. When  
26 reevaluating the finance plan for the project, the department shall  
27 assume that some costs of the new facility may be covered by tolls.  
28 The project office must also study the possible different governance  
29 structures for a bridge authority that would provide for the joint  
30 administration of the bridges over the Columbia river between Oregon  
31 and Washington. As part of this study, the project office must  
32 examine the feasibility and necessity of an interstate compact in  
33 conjunction with the national center for interstate compacts.

34 (d) Within the amount provided in this subsection, the department  
35 must implement chapter 137 ~~((Engrossed Substitute House Bill No.  
36 1994))~~, Laws of 2019 (projects of statewide significance).

37 (e) The department shall have as a goal to:

38 (i) Reengage project stakeholders and reevaluate the purpose and  
39 need and environmental permits by July 1, 2020;

1 (ii) Develop a finance plan by December 1, 2020; and  
2 (iii) Have made significant progress toward beginning the  
3 supplemental environmental impact statement process by June 30, 2021.  
4 The department shall aim to provide a progress report on these  
5 activities to the governor and the transportation committees of the  
6 legislature by December 1, 2019, and a final report to the governor  
7 and the transportation committees of the legislature by December 1,  
8 2020.

9 ~~((25))~~ (23) \$17,500,000 of the motor vehicle account—state  
10 appropriation is provided solely to begin the pre-design phase on the  
11 I-5/Columbia River Bridge project (G2000088) ~~(; however, if at least~~  
12 ~~\$50,000,000 is not made available, by means of transfer, deposit,~~  
13 ~~appropriation, or other similar conveyance, to the motor vehicle~~  
14 ~~account for stormwater-related activities through the enactment of~~  
15 ~~chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019~~  
16 ~~(model toxics control program reform) by June 30, 2019, the amount~~  
17 ~~provided in this subsection lapses)).~~

18 ~~((26))~~ (24) (a) ~~(\$36,500,000)~~ \$191,360,000 of the connecting  
19 Washington account—state appropriation, ~~(\$44,961,000)~~ \$47,655,000  
20 of the motor vehicle account—federal appropriation, \$11,179,000 of  
21 the motor vehicle account—private/local appropriation, \$6,100,000 of  
22 the motor vehicle account—state appropriation, and ~~(\$18,539,000)~~  
23 \$18,706,000 of the transportation partnership account—state  
24 appropriation are provided solely for the Fish Passage Barrier  
25 project (OBI4001) with the intent of fully complying with the court  
26 injunction by 2030.

27 (b) Of the amounts provided in this subsection, \$320,000 of the  
28 connecting Washington account—state appropriation is provided solely  
29 to remove the fish passage barrier on state route number 6 that  
30 interfaces with Boistfort Valley water utilities near milepost 46.6.

31 (c) The department shall coordinate with the Brian Abbott fish  
32 passage barrier removal board to use a watershed approach to maximize  
33 habitat gain by replacing both state and local culverts. The  
34 department shall deliver high habitat value fish passage barrier  
35 corrections that it has identified, guided by the following factors:  
36 Opportunity to bundle projects, ability to leverage investments by  
37 others, presence of other barriers, project readiness, other  
38 transportation projects in the area, and transportation impacts.

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

4 (e) It is the intent of the legislature that for the amount  
5 listed for the 2021-2023 biennium for the Fish Passage Barrier  
6 project (0BI4001) on the LEAP list referenced in subsection (1) of  
7 this section, that accrued practical design savings deposited in the  
8 transportation future funding program account be used to help fund  
9 the cost of fully complying with the court injunction by 2030.

10 ~~((27) \$14,750,000))~~ (25) (a) The Washington state department of  
11 transportation is directed to pursue compliance with the U.S. v.  
12 Washington permanent injunction by delivering culvert corrections  
13 within the injunction area guided by the principle of providing the  
14 greatest fisheries habitat gain at the earliest time and considering  
15 the following factors: Opportunity to bundle projects, tribal  
16 priorities, ability to leverage investments by others, presence of  
17 other barriers, project readiness, culvert condition, other  
18 transportation projects in the area, and transportation impacts.

19 (b) The department and Brian Abbott fish barrier removal board,  
20 while providing the opportunity for stakeholders, tribes, and  
21 government agencies to give input on a statewide culvert remediation  
22 plan, must provide updates on the development of the statewide  
23 culvert remediation plan to the capital budget, ways and means, and  
24 transportation committees of the legislature by November 1, 2020, and  
25 March 15, 2021. The first update must include a project timeline and  
26 plan to ensure that all state agencies with culvert correction  
27 programs are involved in the creation of the comprehensive plan.

28 (26) \$16,649,000 of the connecting Washington account—state  
29 appropriation, \$373,000 of the motor vehicle account—state  
30 appropriation, and \$6,000,000 of the motor vehicle account—private/  
31 local appropriation are provided solely for the I-90/Barker to  
32 Harvard - Improve Interchanges & Local Roads project (L2000122). The  
33 connecting Washington account appropriation for the improvements that  
34 fall within the city of Liberty Lake may only be expended if the city  
35 of Liberty Lake agrees to cover any project costs within the city of  
36 Liberty Lake above the \$20,900,000 of state appropriation provided  
37 for the total project in LEAP Transportation Document ((2019-1))  
38 2020-1 as developed ((April 27, 2019)) March 11, 2020, Program -  
39 Highway Improvements (I).

1        ~~((28))~~ (27) (a) ~~((7,060,000))~~ \$6,799,000 of the motor vehicle  
2 account—federal appropriation, ~~((72,000))~~ \$31,000 of the motor  
3 vehicle account—state appropriation, ~~((3,580,000))~~ \$3,812,000 of the  
4 transportation partnership account—state appropriation, and  
5 \$7,000,000 of the ~~((high occupancy))~~ Interstate 405 and state route  
6 number 167 express toll lanes ~~((operations))~~ account—state  
7 appropriation are provided solely for the SR 167/SR 410 to SR 18 -  
8 Congestion Management project (316706C).

9        (b) If sufficient bonding authority to complete this project is  
10 not provided within chapter 421 ~~((Engrossed Substitute Senate Bill~~  
11 ~~No. 5825))~~, Laws of 2019 (addressing tolling) ~~((or chapter . . .~~  
12 ~~(House Bill No. 2132), Laws of 2019 (addressing tolling))~~, or within  
13 a bond authorization act referencing chapter 421 ~~((Engrossed~~  
14 ~~Substitute Senate Bill No. 5825))~~, Laws of 2019 ~~((or chapter . . .~~  
15 ~~(House Bill No. 2132), Laws of 2019,))~~ by June 30, 2019, it is the  
16 intent of the legislature to remove the \$100,000,000 in toll funding  
17 from this project on the list referenced in subsection (2) of this  
18 section.

19        ~~((29))~~ (28) For the I-405/North 8th Street Direct Access Ramp  
20 in Renton project (L1000280), if sufficient bonding authority to  
21 begin this project is not provided within chapter 421 ~~((Engrossed~~  
22 ~~Substitute Senate Bill No. 5825))~~, Laws of 2019 (addressing tolling)  
23 ~~((or chapter . . . (House Bill No. 2132), Laws of 2019 (addressing~~  
24 ~~tolling))~~, or within a bond authorization act referencing chapter  
25 421 ~~((Engrossed Substitute Senate Bill No. 5825))~~, Laws of 2019  
26 ~~((or chapter . . . (House Bill No. 2132), Laws of 2019, by June 30,~~  
27 ~~2019))~~, it is the intent of the legislature to remove the project  
28 from the list referenced in subsection (2) of this section.

29        ~~((30—\$7,900,000))~~ (29) \$7,985,000 of the Special Category C  
30 account—state appropriation and \$1,000,000 of the motor vehicle  
31 account—private/local appropriation are provided solely for the SR 18  
32 Widening - Issaquah/Hobart Rd to Raging River project (L1000199) for  
33 improving and widening state route number 18 to four lanes from  
34 Issaquah-Hobart Road to Raging River.

35        ~~((31))~~ (30) \$2,250,000 of the motor vehicle account—state  
36 appropriation is provided solely for the I-5 Corridor from Mounts  
37 Road to Tumwater project (L1000231) for completing a National and  
38 State Environmental Policy Act (NEPA/SEPA) analysis to identify mid-

1 and long-term environmental impacts associated with future  
2 improvements along the I-5 corridor from Tumwater to DuPont.

3 ~~((32) \$1,290,000))~~ (31) \$622,000 of the motor vehicle account—  
4 state appropriation is provided solely for the US 101/East Sequim  
5 Corridor Improvements project (L2000343) ~~((; however, if at least  
6 \$50,000,000 is not made available, by means of transfer, deposit,  
7 appropriation, or other similar conveyance, to the motor vehicle  
8 account for stormwater-related activities through the enactment of  
9 chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019  
10 (model toxics control program reform) by June 30, 2019, the amount  
11 provided in this subsection lapses))~~.

12 ~~((33) \$12,800,000))~~ (32) \$12,916,000 of the motor vehicle  
13 account—state appropriation is provided solely for the SR 522/  
14 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)  
15 project (NPARADI) ~~((; however, if at least \$50,000,000 is not made  
16 available, by means of transfer, deposit, appropriation, or other  
17 similar conveyance, to the motor vehicle account for stormwater-  
18 related activities through the enactment of chapter 422 (Engrossed  
19 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control  
20 program reform) by June 30, 2019, the amount provided in this  
21 subsection lapses))~~.

22 ~~((34))~~ (33) \$1,000,000 of the motor vehicle account—state  
23 appropriation is provided solely for the US 101/Morse Creek Safety  
24 Barrier project (L1000247) ~~((; however, if at least \$50,000,000 is not  
25 made available, by means of transfer, deposit, appropriation, or  
26 other similar conveyance, to the motor vehicle account for  
27 stormwater-related activities through the enactment of chapter 422  
28 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model  
29 toxics control program reform) by June 30, 2019, the amount provided  
30 in this subsection lapses))~~.

31 ~~((35))~~ (34) \$1,000,000 of the motor vehicle account—state  
32 appropriation is provided solely for the SR 162/410 Interchange  
33 Design and Right of Way project (L1000276) ~~((; however, if at least  
34 \$50,000,000 is not made available, by means of transfer, deposit,  
35 appropriation, or other similar conveyance, to the motor vehicle  
36 account for stormwater-related activities through the enactment of  
37 chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019  
38 (model toxics control program reform) by June 30, 2019, the amount  
39 provided in this subsection lapses))~~.

1       ~~((36) \$1,000,000 of the motor vehicle account state~~  
2 ~~appropriation is provided solely for the I-5/Rush Road Interchange~~  
3 ~~Improvements project (L1000223); however, if at least \$50,000,000 is~~  
4 ~~not made available, by means of transfer, deposit, appropriation, or~~  
5 ~~other similar conveyance, to the motor vehicle account for~~  
6 ~~stormwater-related activities through the enactment of chapter 422~~  
7 ~~(Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model~~  
8 ~~toxics control program reform) by June 30, 2019, the amount provided~~  
9 ~~in this subsection lapses.))~~

10       (35) It is the intent of the legislature that no capital projects  
11 be eliminated or substantially delayed as a result of revenue  
12 reductions, but that as a short-term solution appropriation authority  
13 for this program is reduced to reflect anticipated underruns in this  
14 program, based on historical reappropriation levels.

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

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

28       (b) Allotment modifications authorized under this subsection may  
29 not result in increased funding for any project beyond the amount  
30 provided for that project in the 2019-2021 fiscal biennium in LEAP  
31 Transportation Document 2020-2 ALL PROJECTS as developed March 11,  
32 2020;

33       (c) Allotment modifications authorized under this subsection  
34 apply only to amounts appropriated in this section from the following  
35 accounts: Multimodal transportation account—state, transportation  
36 partnership account—state, connecting Washington account—state, and  
37 special category C account—state; and

1 (d) By December 1, 2020, the department must submit a report to  
2 the transportation committees of the legislature regarding the  
3 actions taken under this subsection.

4 **Sec. 306.** 2019 c 416 s 307 (uncodified) is amended to read as  
5 follows:

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

7	Recreational Vehicle Account—State Appropriation . . . . .	(( <del>\$1,744,000</del> ))
8		<u>\$2,971,000</u>
9	Transportation Partnership Account—State	
10	Appropriation . . . . .	(( <del>\$23,706,000</del> ))
11		<u>\$20,248,000</u>
12	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$74,885,000</del> ))
13		<u>\$82,447,000</u>
14	Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$454,758,000</del> ))
15		<u>\$490,744,000</u>
16	Motor Vehicle Account—Private/Local	
17	Appropriation . . . . .	(( <del>\$5,159,000</del> ))
18		<u>\$7,408,000</u>
19	State Route Number 520 Corridor Account—State	
20	Appropriation . . . . .	(( <del>\$544,000</del> ))
21		<u>\$326,000</u>
22	Connecting Washington Account—State Appropriation . . . . .	(( <del>\$189,771,000</del> ))
23		<u>\$204,630,000</u>
24	Tacoma Narrows Toll Bridge Account—State	
25	Appropriation . . . . .	(( <del>\$7,906,000</del> ))
26		<u>\$8,350,000</u>
27	Alaskan Way Viaduct Replacement Project Account—State	
28	Appropriation . . . . .	\$10,000
29	<u>Interstate 405 and State Route Number 167 Express</u>	
30	<u>Toll Lanes Account—State Appropriation . . . . .</u>	<u>\$3,018,000</u>
31	Transportation 2003 Account (Nickel Account)—State	
32	Appropriation . . . . .	(( <del>\$9,617,000</del> ))
33		<u>\$17,892,000</u>
34	TOTAL APPROPRIATION . . . . .	(( <del>\$768,100,000</del> ))
35		<u>\$838,044,000</u>

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



1 (1) Except as provided otherwise in this section, the entire  
2 connecting Washington account—state appropriation and the entire  
3 transportation partnership account—state appropriation are provided  
4 solely for the projects and activities as listed by fund, project,  
5 and amount in LEAP Transportation Document ((2019-1)) 2020-1  
6 developed ((April 27, 2019)) March 11, 2020, Program - Highway  
7 Preservation Program (P). However, limited transfers of specific  
8 line-item project appropriations may occur between projects for those  
9 amounts listed subject to the conditions and limitations in section  
10 601 of this act.

11 (2) Except as provided otherwise in this section, the entire  
12 motor vehicle account—state appropriation and motor vehicle account—  
13 federal appropriation are provided solely for the projects and  
14 activities listed in LEAP Transportation Document ((2019-2)) 2020-2  
15 ALL PROJECTS as developed ((April 27, 2019)) March 11, 2020, Program  
16 - Highway Preservation Program (P). Any federal funds gained through  
17 efficiencies, adjustments to the federal funds forecast, additional  
18 congressional action not related to a specific project or purpose, or  
19 the federal funds redistribution process must then be applied to  
20 highway and bridge preservation activities or fish passage barrier  
21 corrections (0BI4001).

22 (3) Within the motor vehicle account—state appropriation and  
23 motor vehicle account—federal appropriation, the department may  
24 transfer funds between programs I and P, except for funds that are  
25 otherwise restricted in this act. Ten days prior to any transfer, the  
26 department must submit its request to the office of financial  
27 management and the transportation committees of the legislature and  
28 consider any concerns raised. The department shall submit a report on  
29 fiscal year funds transferred in the prior fiscal year using this  
30 subsection as part of the department's annual budget submittal.

31 (4) ((~~\$25,036,000~~)) \$26,683,000 of the connecting Washington  
32 account—state appropriation is provided solely for the land mobile  
33 radio upgrade (G2000055) and is subject to the conditions,  
34 limitations, and review provided in section 701 of this act. The land  
35 mobile radio project is subject to technical oversight by the office  
36 of the chief information officer. The department, in collaboration  
37 with the office of the chief information officer, shall identify  
38 where existing or proposed mobile radio technology investments should  
39 be consolidated, identify when existing or proposed mobile radio

1 technology investments can be reused or leveraged to meet multiagency  
2 needs, increase mobile radio interoperability between agencies, and  
3 identify how redundant investments can be reduced over time. The  
4 department shall also provide quarterly reports to the technology  
5 services board on project progress.

6 (5) (~~(\$2,500,000)~~) \$4,000,000 of the motor vehicle account—state  
7 appropriation is provided solely for extraordinary costs incurred  
8 from litigation awards, settlements, or dispute mitigation activities  
9 not eligible for funding from the self-insurance fund. The amount  
10 provided in this subsection must be held in unallotted status until  
11 the department submits a request to the office of financial  
12 management that includes documentation detailing litigation-related  
13 expenses. The office of financial management may release the funds  
14 only when it determines that all other funds designated for  
15 litigation awards, settlements, and dispute mitigation activities  
16 have been exhausted. No funds provided in this subsection may be  
17 expended on any legal fees related to the SR 99/Alaskan Way viaduct  
18 replacement project (809936Z).

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

23 (7) (~~(\$22,729,000)~~) \$21,289,000 of the motor vehicle account—  
24 federal appropriation and (~~(\$553,000)~~) \$840,000 of the motor vehicle  
25 account—state appropriation are provided solely for the preservation  
26 of structurally deficient bridges or bridges that are at risk of  
27 becoming structurally deficient (L1000068). These funds must be used  
28 widely around the state of Washington. When practicable, the  
29 department shall pursue design-build contracts for these bridge  
30 projects to expedite delivery. The department shall provide a report  
31 that identifies the progress of each project funded in this  
32 subsection as part of its annual agency budget request.

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

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

5 ~~(10) ((a) For projects funded as part of the 2015 connecting  
6 Washington transportation package listed on the LEAP transportation  
7 document identified in subsection (1) of this section, if the  
8 department expects to have substantial reappropriations for the  
9 2021-2023 fiscal biennium, the department may, on a pilot basis,  
10 apply funding from a project in this section with an appropriation  
11 that cannot be used for the current fiscal biennium to advance the SR  
12 4/Abernathy Creek Br - Replace Bridge project (400411A).~~

13 ~~(b) At least ten business days before advancing the project  
14 pursuant to this subsection, the department must notify the office of  
15 financial management and the transportation committees of the  
16 legislature. The advancement of the project may not hinder the  
17 delivery of the projects for which the reappropriations are necessary  
18 for the 2021-2023 fiscal biennium.~~

19 ~~(c) To the extent practicable, the department shall use the  
20 flexibility and authority granted in this section and in section 601  
21 of this act to minimize the amount of reappropriations needed each  
22 biennium.~~

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

31 **Sec. 307.** 2019 c 416 s 308 (uncodified) is amended to read as  
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**  
34 **CAPITAL**

35 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$7,311,000</del> ))
	<u>\$7,746,000</u>
37 Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$5,331,000</del> ))
	<u>\$6,137,000</u>

1	Motor Vehicle Account—Private/Local Appropriation . . . . .	(( <del>\$500,000</del> ))
2		<u>\$579,000</u>
3	<u>Interstate 405 and State Route Number 167 Express</u>	
4	<u>Toll Lanes Account—State Appropriation. . . . .</u>	\$100,000
5	TOTAL APPROPRIATION. . . . .	(( <del>\$13,142,000</del> ))
6		<u>\$14,562,000</u>

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

9 (1) \$700,000 of the motor vehicle account—state appropriation is  
10 provided solely for the SR 99 Aurora Bridge ITS project (L2000338) (~~not~~  
11 however, if at least \$50,000,000 is not made available, by means of  
12 transfer, deposit, appropriation, or other similar conveyance, to the  
13 motor vehicle account for stormwater-related activities through the  
14 enactment of chapter 422 (Engrossed Substitute Senate Bill No. 5993),  
15 Laws of 2019 (model toxics control program reform) by June 30, 2019,  
16 the amount provided in this subsection lapses)).

17 (2) It is the intent of the legislature that no capital projects  
18 be eliminated or substantially delayed as a result of revenue  
19 reductions, but that as a short-term solution appropriation authority  
20 for this program is reduced to reflect anticipated underruns in this  
21 program, based on historical reappropriation levels.

22 **Sec. 308.** 2019 c 416 s 309 (uncodified) is amended to read as  
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**  
25 **CONSTRUCTION—PROGRAM W**

26	Puget Sound Capital Construction Account—State	
27	Appropriation . . . . .	(( <del>\$111,076,000</del> ))
28		<u>\$116,253,000</u>
29	Puget Sound Capital Construction Account—Federal	
30	Appropriation . . . . .	(( <del>\$141,750,000</del> ))
31		<u>\$198,688,000</u>
32	Puget Sound Capital Construction Account—Private/Local	
33	Appropriation . . . . .	(( <del>\$350,000</del> ))
34		<u>\$4,779,000</u>
35	Transportation Partnership Account—State	
36	Appropriation . . . . .	(( <del>\$4,936,000</del> ))
37		<u>\$6,582,000</u>
38	Connecting Washington Account—State Appropriation . . . . .	(( <del>\$92,766,000</del> ))

1		<u>\$112,426,000</u>
2	Capital Vessel Replacement Account—State	
3	Appropriation. . . . .	(( <del>\$99,000,000</del> ))
4		<u>\$96,030,000</u>
5	<u>Transportation 2003 Account (Nickel Account)—State</u>	
6	<u>Appropriation. . . . .</u>	<u>\$986,000</u>
7	TOTAL APPROPRIATION. . . . .	(( <del>\$449,878,000</del> ))
8		<u>\$535,744,000</u>

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

11       (1) Except as provided otherwise in this section, the entire  
12 appropriations in this section are provided solely for the projects  
13 and activities as listed in LEAP Transportation Document ((2019-2))  
14 2020-2 ALL PROJECTS as developed ((~~April 27, 2019~~)) March 11, 2020,  
15 Program - Washington State Ferries Capital Program (W).

16       (2) ((~~\$1,461,000~~)) \$2,857,000 of the Puget Sound capital  
17 construction account—state appropriation, ((~~\$59,650,000~~)) \$17,832,000  
18 of the Puget Sound capital construction account—federal  
19 appropriation, and \$63,789,000 of the connecting Washington account—  
20 state appropriation, are provided solely for the Mukilteo ferry  
21 terminal (952515P). To the extent practicable, the department shall  
22 avoid the closure of, or disruption to, any existing public access  
23 walkways in the vicinity of the terminal project during construction.

24       (3) ((~~\$73,089,000~~)) \$102,641,000 of the Puget Sound capital  
25 construction account—federal appropriation, ((~~\$33,089,000~~))  
26 \$47,819,000 of the connecting Washington account—state appropriation,  
27 and ((~~\$8,778,000~~)) \$4,355,000 of the Puget Sound capital construction  
28 account—((~~state~~)) local appropriation are provided solely for the  
29 Seattle Terminal Replacement project (900010L).

30       (4) ((~~\$5,000,000~~)) \$5,357,000 of the Puget Sound capital  
31 construction account—state appropriation is provided solely for  
32 emergency capital repair costs (999910K). Funds may only be spent  
33 after approval by the office of financial management.

34       (5) \$2,300,000 of the Puget Sound capital construction account—  
35 state appropriation is provided solely for the ORCA acceptance  
36 project (L2000300). The ferry system shall work with Washington  
37 technology solutions and the tolling division on the development of a  
38 new, interoperable ticketing system.

1 (6) \$495,000 of the Puget Sound capital construction account—  
2 state appropriation is provided solely for an electric ferry planning  
3 team (G2000087) to develop ten-year and twenty-year implementation  
4 plans to efficiently deploy hybrid-electric vessels, including a  
5 cost-benefit analysis of construction and operation of hybrid-  
6 electric vessels with and without charging infrastructure. The plan  
7 includes, but is not limited to, vessel technology and feasibility,  
8 vessel and terminal deployment schedules, project financing, and  
9 workforce requirements. The plan shall be submitted to the office of  
10 financial management and the transportation committees of the  
11 legislature by June 30, 2020.

12 (7) \$35,000,000 of the Puget Sound capital construction account—  
13 state appropriation and (~~(\$6,500,000)~~) \$8,000,000 of the Puget Sound  
14 capital construction account—federal appropriation are provided  
15 solely for the conversion of up to two Jumbo Mark II vessels to  
16 electric hybrid propulsion (G2000084). The department shall seek  
17 additional funds for the purposes of this subsection. The department  
18 may spend from the Puget Sound capital construction account—state  
19 appropriation in this section only as much as the department receives  
20 in Volkswagen settlement funds for the purposes of this subsection.

21 (8) \$400,000 of the Puget Sound capital construction account—  
22 state appropriation is provided solely for a request for proposals  
23 for a new maintenance management system (project L2000301) and is  
24 subject to the conditions, limitations, and review provided in  
25 section 701 of this act.

26 (9) (~~(\$99,000,000)~~) \$96,030,000 of the capital vessel replacement  
27 account—state appropriation is provided solely for the acquisition of  
28 a 144-car hybrid-electric vessel. The vendor must present to the  
29 joint transportation committee and the office of financial  
30 management, by September 15, 2019, a list of options that will result  
31 in significant cost savings changes in terms of construction or the  
32 long-term maintenance and operations of the vessel. The vendor must  
33 allow for exercising the options without a penalty. It is the intent  
34 of the legislature to provide an additional \$88,000,000 in funding in  
35 the 2021-23 biennium. (~~(Unless (a) chapter 431 (Engrossed Substitute~~  
36 ~~House Bill No. 2161), Laws of 2019 (capital surcharge) or~~  
37 ~~chapter . . . (Substitute Senate Bill No. 5992), Laws of 2019~~  
38 ~~(capital surcharge) is enacted by June 30, 2019, and (b) chapter 417~~  
39 ~~(Engrossed House Bill No. 1789), Laws of 2019 (service fees) or~~

1 chapter . . . . (Substitute Senate Bill No. 5419), Laws of 2019  
2 (service fees) is enacted by June 30, 2019, the amount provided in  
3 this subsection lapses.) The reduction provided in this subsection  
4 is an assumed underrun pursuant to subsection (11) of this section.  
5 The commencement of construction of new vessels for the ferry system  
6 is important not only for safety reasons, but also to keep skilled  
7 marine construction jobs in the Puget Sound region and to sustain the  
8 capacity of the region to meet the ongoing construction and  
9 preservation needs of the ferry system fleet of vessels. The  
10 legislature has determined that the current vessel procurement  
11 process must move forward with all due speed, balancing the interests  
12 of both the taxpayers and shipyards. To accomplish construction of  
13 vessels in accordance with RCW 47.60.810, the prevailing shipbuilder,  
14 for vessels initially funded after July 1, 2020, is encouraged to  
15 follow the historical practice of subcontracting the construction of  
16 ferry superstructures to a separate nonaffiliated contractor located  
17 within the Puget Sound region, that is qualified in accordance with  
18 RCW 47.60.690.

19 (10) The capital vessel replacement account—state appropriation  
20 includes up to (~~(\$99,000,000)~~) \$96,030,000 in proceeds from the sale  
21 of bonds authorized in RCW 47.10.873.

22 (11) It is the intent of the legislature that no capital projects  
23 be eliminated or substantially delayed as a result of revenue  
24 reductions, but that as a short-term solution appropriation authority  
25 for this program is reduced to reflect anticipated underruns in this  
26 program, based on historical reappropriation levels.

27 (12) The appropriations in this section include savings due to  
28 anticipated project underruns; however, it is unknown which projects  
29 will provide savings. The legislature intends to provide sufficient  
30 flexibility for the department to manage to this savings target. To  
31 provide this flexibility, the office of financial management may  
32 authorize, through an allotment modification, reductions in the  
33 appropriated amounts that are provided solely for a particular  
34 purpose within this section subject to the following conditions and  
35 limitations:

36 (a) The department must confirm that any modification requested  
37 under this subsection of amounts provided solely for a specific  
38 purpose are not expected to be used for that purpose in this  
39 biennium;

1 (b) Allotment modifications authorized under this subsection may  
2 not result in increased funding for any project beyond the amount  
3 provided for that project in the 2019-2021 fiscal biennium in LEAP  
4 Transportation Document 2020-2 ALL PROJECTS as developed March 11,  
5 2020;

6 (c) Allotment modifications authorized under this subsection  
7 apply only to amounts appropriated in this section from the following  
8 accounts: Puget Sound capital construction account—state,  
9 transportation partnership account—state, and capital vessel  
10 replacement account—state; and

11 (d) By December 1, 2020, the department must submit a report to  
12 the transportation committees of the legislature regarding the  
13 actions taken under this subsection.

14 **Sec. 309.** 2019 c 416 s 310 (uncodified) is amended to read as  
15 follows:

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

17	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$1,750,000</del> ))
18		<u>\$3,300,000</u>
19	Essential Rail Assistance Account—State Appropriation . . . . .	(( <del>\$500,000</del> ))
20		<u>\$851,000</u>
21	Transportation Infrastructure Account—State	
22	Appropriation . . . . .	\$7,554,000
23	Multimodal Transportation Account—State	
24	Appropriation . . . . .	(( <del>\$85,441,000</del> ))
25		<u>\$74,876,000</u>
26	Multimodal Transportation Account—Federal	
27	Appropriation . . . . .	(( <del>\$8,302,000</del> ))
28		<u>\$8,601,000</u>
29	Multimodal Transportation Account—Local	
30	Appropriation . . . . .	\$336,000
31	TOTAL APPROPRIATION. . . . .	(( <del>\$103,883,000</del> ))
32		<u>\$95,518,000</u>

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

35 (1) Except as provided otherwise in this section, the entire  
36 appropriations in this section are provided solely for the projects  
37 and activities as listed by project and amount in LEAP Transportation



1 Document ((2019-2)) 2020-2 ALL PROJECTS as developed ((April-27,  
2 2019)) March 11, 2020, Program - Rail Program (Y).

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

12 (3) ((~~\$8,112,000~~)) \$7,782,000 of the multimodal transportation  
13 account—state appropriation, \$51,000 of the transportation  
14 infrastructure account—state appropriation, and \$135,000 of the  
15 essential rail assistance account—state appropriation are provided  
16 solely for new statewide emergent freight rail assistance projects  
17 identified in the LEAP transportation document referenced in  
18 subsection (1) of this section.

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

36 (5) (a) ((~~\$365,000~~)) \$716,000 of the essential rail assistance  
37 account—state appropriation ((~~is~~)) and \$82,000 of the multimodal  
38 transportation account—state appropriation are provided solely for

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

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

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

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

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

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

21 (7) \$10,000,000 of the multimodal transportation account—state  
22 appropriation is provided solely as expenditure authority for any  
23 insurance proceeds received by the state for Passenger Rail Equipment  
24 Replacement (project 700010C.) The department must use this  
25 expenditure authority only to purchase (~~new train sets~~) replacement  
26 equipment that (~~have~~) has been competitively procured and for  
27 service recovery needs and corrective actions related to the December  
28 2017 derailment.

29 (8) (~~(\$600,000)~~) \$898,000 of the multimodal transportation  
30 account—federal appropriation and (~~(\$6,000)~~) \$8,000 of the multimodal  
31 transportation account—state appropriation are provided solely for  
32 the Ridgefield Rail Overpass (project 725910A). Total costs for this  
33 project may not exceed \$909,000 across fiscal biennia.

34 (9) (a) For projects funded as part of the 2015 connecting  
35 Washington transportation package listed on the LEAP transportation  
36 document identified in subsection (1) of this section, if the  
37 department expects to have substantial reappropriations for the  
38 2021-2023 fiscal biennium, the department may, on a pilot basis,  
39 apply funding from a project in this section with an appropriation

1 that cannot be used for the current fiscal biennium to advance the  
2 South Kelso Railroad Crossing project (L1000147).

3 (b) At least ten business days before advancing the 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 the project may not hinder the  
7 delivery of the projects for which the reappropriations are necessary  
8 for the 2021-2023 fiscal biennium.

9 (c) To the extent practicable, the department shall use the  
10 flexibility and authority granted in this section to minimize the  
11 amount of reappropriations needed each biennium.

12 (10) The multimodal transportation account—state appropriation  
13 includes up to (~~(\$19,592,000)~~) \$25,000,000 in proceeds from the sale  
14 of bonds authorized in RCW 47.10.867.

15 (11) The department must report to the joint transportation  
16 committee on the progress made on freight rail investment bank  
17 projects and freight rail assistance projects funded during this  
18 biennium by January 1, 2020.

19 (12) \$1,500,000 of the multimodal transportation account—state  
20 appropriation is provided solely for the Chelatchie Prairie railroad  
21 roadbed rehabilitation project (L1000233).

22 (13) \$250,000 of the multimodal transportation account—state  
23 appropriation is provided solely for the Port of Moses Lake Northern  
24 Columbia Basin railroad feasibility study (L1000235).

25 (14) \$500,000 of the multimodal transportation account—state  
26 appropriation is provided solely for the Spokane airport transload  
27 facility project (L1000242).

28 (15) \$1,000,000 of the motor vehicle account—state appropriation  
29 is provided solely for the grade separation at Bell road project  
30 (L1000239) (~~(; however, if at least \$50,000,000 is not made available,~~  
31 ~~by means of transfer, deposit, appropriation, or other similar~~  
32 ~~conveyance, to the motor vehicle account for stormwater-related~~  
33 ~~activities through the enactment of chapter 422 (Engrossed Substitute~~  
34 ~~Senate Bill No. 5993), Laws of 2019 (model toxics control program~~  
35 ~~reform) by June 30, 2019, the amount provided in this subsection~~  
36 ~~lapses)).~~

37 (16) \$750,000 of the motor vehicle account—state appropriation  
38 (~~(is)~~) and \$399,000 of the multimodal transportation account—state  
39 appropriation are provided solely for the rail crossing improvements

1 at 6th Ave. and South 19th St. project (L2000289) (~~(; however, if at~~  
2 ~~least \$50,000,000 is not made available, by means of transfer,~~  
3 ~~deposit, appropriation, or other similar conveyance, to the motor~~  
4 ~~vehicle account for stormwater-related activities through the~~  
5 ~~enactment of chapter 422 (Engrossed Substitute Senate Bill No. 5993),~~  
6 ~~Laws of 2019 (model toxics control program reform) by June 30, 2019,~~  
7 ~~the amount provided in this subsection lapses)).~~

8 (17) It is the intent of the legislature that no capital projects  
9 be eliminated or substantially delayed as a result of revenue  
10 reductions, but that as a short-term solution appropriation authority  
11 for this program is reduced to reflect anticipated underruns in this  
12 program, based on historical reappropriation levels.

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

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

26 (b) Allotment modifications authorized under this subsection may  
27 not result in increased funding for any project beyond the amount  
28 provided for that project in the 2019-2021 fiscal biennium in LEAP  
29 Transportation Document 2020-2 ALL PROJECTS as developed March 11,  
30 2020;

31 (c) Allotment modifications authorized under this subsection  
32 apply only to amounts appropriated in this section from the  
33 multimodal transportation account—state; and

34 (d) By December 1, 2020, the department must submit a report to  
35 the transportation committees of the legislature regarding the  
36 actions taken under this subsection.

37 **Sec. 310.** 2019 c 416 s 311 (uncodified) is amended to read as  
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**

2 **CAPITAL**

3	Highway Infrastructure Account—State Appropriation . . .	(( <del>\$793,000</del> ))
4		<u>\$1,276,000</u>
5	Highway Infrastructure Account—Federal Appropriation . .	(( <del>\$981,000</del> ))
6		<u>\$1,337,000</u>
7	Transportation Partnership Account—State	
8	Appropriation . . . . .	(( <del>\$750,000</del> ))
9		<u>\$2,380,000</u>
10	Highway Safety Account—State Appropriation . . . . .	(( <del>\$800,000</del> ))
11		<u>\$1,314,000</u>
12	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$30,878,000</del> ))
13		<u>\$35,607,000</u>
14	Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$33,813,000</del> ))
15		<u>\$41,420,000</u>
16	Motor Vehicle Account—Private/Local Appropriation . .	(( <del>\$21,500,000</del> ))
17		<u>\$24,600,000</u>
18	Connecting Washington Account—State Appropriation .	(( <del>\$172,454,000</del> ))
19		<u>\$155,550,000</u>
20	Multimodal Transportation Account—State	
21	Appropriation . . . . .	(( <del>\$72,269,000</del> ))
22		<u>\$77,469,000</u>
23	TOTAL APPROPRIATION. . . . .	(( <del>\$334,238,000</del> ))
24		<u>\$340,953,000</u>

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

27 (1) Except as provided otherwise in this section, the entire  
28 appropriations in this section are provided solely for the projects  
29 and activities as listed by project and amount in LEAP Transportation  
30 Document ((2019-2)) 2020-2 ALL PROJECTS as developed ((April 27,  
31 2019)) March 11, 2020, Program - Local Programs Program (Z).

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

35 (a) \$18,380,000 of the multimodal transportation account—state  
36 appropriation is provided solely for newly selected pedestrian and  
37 bicycle safety program projects. ((~~\$5,940,000~~)) \$18,577,000 of the  
38 multimodal transportation account—state appropriation and  
39 ((~~\$750,000~~)) \$1,380,000 of the transportation partnership account—

1 state appropriation are reappropriated for pedestrian and bicycle  
2 safety program projects selected in the previous biennia (L2000188).

3 (b) \$11,400,000 of the motor vehicle account—federal  
4 appropriation and \$7,750,000 of the multimodal transportation account  
5 —state appropriation are provided solely for newly selected safe  
6 routes to school projects. (~~(\$6,690,000)~~) \$11,354,000 of the motor  
7 vehicle account—federal appropriation, (~~(\$2,320,000)~~) \$4,640,000 of  
8 the multimodal transportation account—state appropriation, and  
9 (~~(\$800,000)~~) \$1,314,000 of the highway safety account—state  
10 appropriation are reappropriated for safe routes to school projects  
11 selected in the previous biennia (L2000189). The department may  
12 consider the special situations facing high-need areas, as defined by  
13 schools or project areas in which the percentage of the children  
14 eligible to receive free and reduced-price meals under the national  
15 school lunch program is equal to, or greater than, the state average  
16 as determined by the department, when evaluating project proposals  
17 against established funding criteria while ensuring continued  
18 compliance with federal eligibility requirements.

19 (3) The department shall submit a report to the transportation  
20 committees of the legislature by December 1, 2019, and December 1,  
21 2020, on the status of projects funded as part of the pedestrian  
22 safety/safe routes to school grant program. The report must include,  
23 but is not limited to, a list of projects selected and a brief  
24 description of each project's status.

25 (4) (~~(\$28,319,000)~~) \$37,537,000 of the multimodal transportation  
26 account—state appropriation is provided solely for bicycle and  
27 pedestrian projects listed in the LEAP transportation document  
28 referenced in subsection (1) of this section.

29 (5) (~~(\$19,160,000)~~) \$23,926,000 of the connecting Washington  
30 account—state appropriation is provided solely for the Covington  
31 Connector (L2000104). The amounts described in the LEAP  
32 transportation document referenced in subsection (1) of this section  
33 are not a commitment by future legislatures, but it is the  
34 legislature's intent that future legislatures will work to approve  
35 appropriations in the 2019-2021 fiscal biennium to reimburse the city  
36 of Covington for approved work completed on the project up to the  
37 full \$24,000,000 cost of this project.

38 (6) (a) For projects funded as part of the 2015 connecting  
39 Washington transportation package listed on the LEAP transportation

1 document identified in subsection (1) of this section, if the  
2 department expects to have substantial reappropriations for the  
3 2021-2023 fiscal biennium, the department may, on a pilot basis,  
4 apply funding from a project in this section with an appropriation  
5 that cannot be used for the current fiscal biennium to advance one or  
6 more of the following projects:

7 ~~(i) ((East-West Corridor Overpass and Bridge (L2000067));~~

8 ~~(ii) 41st Street Rucker Avenue Freight Corridor Phase 2~~  
9 ~~(L2000134);~~

10 ~~(iii) Mottman Rd Pedestrian & Street Improvements (L1000089);~~

11 ~~(iv)) I-5/Port of Tacoma Road Interchange (L1000087);~~

12 ~~((v) Complete SR 522 Improvements-Kenmore (T10600R);~~

13 ~~(vi))~~ (ii) SR 99 Revitalization in Edmonds (NEDMOND); or

14 ~~((vii))~~ (iii) SR 523 145th Street (L1000148);

15 (b) At least ten business days before advancing a project  
16 pursuant to this subsection, the department must notify the office of  
17 financial management and the transportation committees of the  
18 legislature. The advancement of a project may not hinder the delivery  
19 of the projects for which the reappropriations are necessary for the  
20 2021-2023 fiscal biennium.

21 (c) To the extent practicable, the department shall use the  
22 flexibility and authority granted in this section to minimize the  
23 amount of reappropriations needed each biennium.

24 (7) It is the expectation of the legislature that the department  
25 will be administering a local railroad crossing safety grant program  
26 for \$7,000,000 in federal funds during the 2019-2021 fiscal biennium.

27 (8) (a) \$15,213,000 of the motor vehicle account—federal  
28 appropriation is provided solely for national highway freight network  
29 projects identified on the project list submitted in accordance with  
30 section 218(4) (b), chapter 14, Laws of 2016 on October 31, 2016.

31 ~~(b) ((In advance of the expiration of the fixing America's~~  
32 ~~surface transportation (FAST) act in 2020, the department must work~~  
33 ~~with the Washington state freight advisory committee to agree on a~~  
34 ~~framework for allocation of any new national highway freight funding~~  
35 ~~that may be approved in a new federal surface transportation~~  
36 ~~reauthorization act. The department and representatives of the~~  
37 ~~advisory committee must report to the joint transportation committee~~  
38 ~~by October 1, 2020, on the status of planning for allocating new~~  
39 ~~funds for this program.))~~ The department shall convene a stakeholder  
40 group for the purpose of developing a recommendation for a Washington

1 freight advisory committee. The recommendations must include, but are  
2 not limited to, defining the committee's purpose and goals, roles and  
3 responsibilities, reporting structure, and proposed activities.  
4 Stakeholders must include representation from, but not limited to,  
5 the trucking industry, the maritime industry, the rail industry,  
6 cities, tribal governments, counties, ports, and representatives from  
7 key industrial associations important to the state's economic  
8 vitality and other relevant public and private interests. In  
9 developing the recommendation, the stakeholder group must review  
10 practices used by other states. The proposed committee must conform  
11 with requirements of the fixing America's surface transportation act  
12 and other relevant federal legislation. The recommendations must  
13 include how the committee can address improving freight mobility  
14 including, but not limited to, addressing insufficient truck parking  
15 in Washington state, examining the link between preservation  
16 investments and freight mobility, and enhancing freight logistics  
17 through the application of technology. The stakeholder group shall  
18 make recommendations to the governor and the transportation  
19 committees of the legislature by December 1, 2020.

20 (9) \$1,000,000 of the motor vehicle account—state appropriation  
21 is provided solely for the Beech Street Extension project (L1000222)  
22 ( ~~(; however, if at least \$50,000,000 is not made available, by means~~  
23 ~~of transfer, deposit, appropriation, or other similar conveyance, to~~  
24 ~~the motor vehicle account for stormwater-related activities through~~  
25 ~~the enactment of chapter 422 (Engrossed Substitute Senate Bill No.~~  
26 ~~5993), Laws of 2019 (model toxics control program reform) by June 30,~~  
27 ~~2019, the amount provided in this subsection lapses)).~~

28 (10) \$3,900,000 of the motor vehicle account—state appropriation  
29 is provided solely for the Dupont-Steilacoom road improvements  
30 project (L1000224) ( ~~(; however, if at least \$50,000,000 is not made~~  
31 ~~available, by means of transfer, deposit, appropriation, or other~~  
32 ~~similar conveyance, to the motor vehicle account for stormwater-~~  
33 ~~related activities through the enactment of chapter 422 (Engrossed~~  
34 ~~Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control~~  
35 ~~program reform) by June 30, 2019, the amount provided in this~~  
36 ~~subsection lapses)).~~

37 (11) \$650,000 of the motor vehicle account—state appropriation is  
38 provided solely for the SR 104/40th place northeast roundabout  
39 project (L1000244) ( ~~(; however, if at least \$50,000,000 is not made~~



1 available, by means of transfer, deposit, appropriation, or other  
2 similar conveyance, to the motor vehicle account for stormwater-  
3 related activities through the enactment of chapter 422 (Engrossed  
4 Substitute Senate Bill No. 5993), Laws of 2019 (model toxics control  
5 program reform) by June 30, 2019, the amount provided in this  
6 subsection lapses).

7 (12) \$860,000 of the multimodal transportation account—state  
8 appropriation is provided solely for the Clinton to Ken's corner  
9 trail project (L1000249).

10 (13) \$210,000 of the motor vehicle account—state appropriation is  
11 provided solely for the I-405/44th gateway signage and green-scaping  
12 improvements project (L1000250) (~~;~~ however, if at least \$50,000,000  
13 is not made available, by means of transfer, deposit, appropriation,  
14 or other similar conveyance, to the motor vehicle account for  
15 stormwater-related activities through the enactment of chapter 422  
16 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model  
17 toxics control program reform) by June 30, 2019, the amount provided  
18 in this subsection lapses).

19 (14) (~~(\$750,000 of the multimodal transportation account—state~~  
20 ~~appropriation is provided solely for the Edmonds waterfront connector~~  
21 ~~project (L1000252).~~

22 ~~(15))~~ \$650,000 of the motor vehicle account—state appropriation  
23 is provided solely for the Wallace Kneeland and Shelton springs road  
24 intersection improvements project (L1000260) (~~;~~ however, if at least  
25 \$50,000,000 is not made available, by means of transfer, deposit,  
26 appropriation, or other similar conveyance, to the motor vehicle  
27 account for stormwater-related activities through the enactment of  
28 chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019  
29 (model toxics control program reform) by June 30, 2019, the amount  
30 provided in this subsection lapses).

31 (~~(16))~~) (15) \$1,000,000 of the motor vehicle account—state  
32 appropriation and \$500,000 of the multimodal transportation account—  
33 state appropriation are provided solely for the complete 224th Phase  
34 two project (L1000270) (~~;~~ however, if at least \$50,000,000 is not  
35 made available, by means of transfer, deposit, appropriation, or  
36 other similar conveyance, to the motor vehicle account for  
37 stormwater-related activities through the enactment of chapter 422  
38 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model  
39 toxics control program reform) by June 30, 2019, the amount in this

1 ~~subsection provided from the motor vehicle account state~~  
2 ~~appropriation lapses).~~

3 ~~((17))~~ (16) \$60,000 of the multimodal transportation account—  
4 state appropriation is provided solely for the installation of an  
5 updated meteorological station at the Colville airport (L1000279).

6 ~~((18))~~ (17)(a) \$700,000 of the motor vehicle account—state  
7 appropriation is provided solely for the Ballard-Interbay Regional  
8 Transportation system plan project (L1000281) ~~(; however, if at least~~  
9 ~~\$50,000,000 is not made available, by means of transfer, deposit,~~  
10 ~~appropriation, or other similar conveyance, to the motor vehicle~~  
11 ~~account for stormwater-related activities through the enactment of~~  
12 ~~chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019~~  
13 ~~(model toxics control program reform) by June 30, 2019, the amount~~  
14 ~~provided in this subsection lapses).~~

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

33 ~~((19))~~ (18) \$750,000 of the motor vehicle account—state  
34 appropriation is provided solely for the Mickelson Parkway project  
35 (L1000282) ~~(; however, if at least \$50,000,000 is not made available,~~  
36 ~~by means of transfer, deposit, appropriation, or other similar~~  
37 ~~conveyance, to the motor vehicle account for stormwater-related~~  
38 ~~activities through the enactment of chapter 422 (Engrossed Substitute~~  
39 ~~Senate Bill No. 5993), Laws of 2019 (model toxics control program~~

1 reform) by June 30, 2019, the amount provided in this subsection  
2 lapses)).

3 ~~((20))~~ (19) \$300,000 of the motor vehicle account—state  
4 appropriation is provided solely for the South 314th Street  
5 Improvements project (L1000283) ~~((; however, if at least \$50,000,000  
6 is not made available, by means of transfer, deposit, appropriation,  
7 or other similar conveyance, to the motor vehicle account for  
8 stormwater-related activities through the enactment of chapter 422  
9 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model  
10 toxics control program reform) by June 30, 2019, the amount provided  
11 in this subsection lapses)).~~

12 ~~((21))~~ (20) \$250,000 of the motor vehicle account—state  
13 appropriation is provided solely for the Ridgefield South I-5 Access  
14 Planning project (L1000284) ~~((; however, if at least \$50,000,000 is  
15 not made available, by means of transfer, deposit, appropriation, or  
16 other similar conveyance, to the motor vehicle account for  
17 stormwater-related activities through the enactment of chapter 422  
18 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model  
19 toxics control program reform) by June 30, 2019, the amount provided  
20 in this subsection lapses)).~~

21 ~~((22))~~ (21) \$300,000 of the motor vehicle account—state  
22 appropriation is provided solely for the Washougal 32nd Street  
23 Underpass Design and Permitting project (L1000285) ~~((; however, if at  
24 least \$50,000,000 is not made available, by means of transfer,  
25 deposit, appropriation, or other similar conveyance, to the motor  
26 vehicle account for stormwater-related activities through the  
27 enactment of chapter 422 (Engrossed Substitute Senate Bill No. 5993),  
28 Laws of 2019 (model toxics control program reform) by June 30, 2019,  
29 the amount provided in this subsection lapses)).~~

30 ~~((23))~~ (22) \$600,000 of the connecting Washington account—state  
31 appropriation, \$150,000 of the motor vehicle account—state  
32 appropriation, and ~~((50,000))~~ \$267,000 of the multimodal  
33 transportation account—state appropriation are provided solely for  
34 the Bingen Walnut Creek and Maple Railroad Crossing (L2000328) ~~((;~~  
35 however, if at least \$50,000,000 is not made available, by means of  
36 transfer, deposit, appropriation, or other similar conveyance, to the  
37 motor vehicle account for stormwater-related activities through the  
38 enactment of chapter 422 (Engrossed Substitute Senate Bill No. 5993),  
39 Laws of 2019 (model toxics control program reform) by June 30, 2019,

1 ~~the amount in this subsection provided from the motor vehicle account~~  
2 ~~—state appropriation lapses)).~~

3 ~~((+24))~~ (23) \$1,500,000 of the motor vehicle account—state  
4 appropriation is provided solely for the SR 303 Warren Avenue Bridge  
5 Pedestrian Improvements project (L2000339) ~~((; however, if at least~~  
6 ~~\$50,000,000 is not made available, by means of transfer, deposit,~~  
7 ~~appropriation, or other similar conveyance, to the motor vehicle~~  
8 ~~account for stormwater-related activities through the enactment of~~  
9 ~~chapter 422 (Engrossed Substitute Senate Bill No. 5993), Laws of 2019~~  
10 ~~(model toxics control program reform) by June 30, 2019, the amount~~  
11 ~~provided in this subsection lapses)).~~

12 ~~((+25))~~ (24) \$1,000,000 of the motor vehicle account—state  
13 appropriation is provided solely for the 72nd/Washington Improvements  
14 in Yakima project (L2000341) ~~((; however, if at least \$50,000,000 is~~  
15 ~~not made available, by means of transfer, deposit, appropriation, or~~  
16 ~~other similar conveyance, to the motor vehicle account for~~  
17 ~~stormwater-related activities through the enactment of chapter 422~~  
18 ~~(Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model~~  
19 ~~toxics control program reform) by June 30, 2019, the amount provided~~  
20 ~~in this subsection lapses)).~~

21 ~~((+26))~~ (25) \$650,000 of the motor vehicle account—state  
22 appropriation is provided solely for the 48th/Washington Improvements  
23 in Yakima project (L2000342) ~~((; however, if at least \$50,000,000 is~~  
24 ~~not made available, by means of transfer, deposit, appropriation, or~~  
25 ~~other similar conveyance, to the motor vehicle account for~~  
26 ~~stormwater-related activities through the enactment of chapter 422~~  
27 ~~(Engrossed Substitute Senate Bill No. 5993), Laws of 2019 (model~~  
28 ~~toxics control program reform) by June 30, 2019, the amount provided~~  
29 ~~in this subsection lapses)).~~

30 (26) It is the intent of the legislature that no capital projects  
31 will be eliminated or substantially delayed as a result of revenue  
32 reductions, but that as a short-term solution appropriation authority  
33 for this program is reduced to reflect anticipated underruns in this  
34 program, based on historical reappropriation levels.

35 (27) The appropriations in this section include savings due to  
36 anticipated project underruns; however, it is unknown which projects  
37 will provide savings. The legislature intends to provide sufficient  
38 flexibility for the department to manage to this savings target. To  
39 provide this flexibility, the office of financial management may

1 authorize, through an allotment modification, reductions in the  
2 appropriated amounts that are provided solely for a particular  
3 purpose within this section subject to the following conditions and  
4 limitations:

5 (a) The department must confirm that any modification requested  
6 under this subsection of amounts provided solely for a specific  
7 purpose are not expected to be used for that purpose in this  
8 biennium;

9 (b) Allotment modifications authorized under this subsection may  
10 not result in increased funding for any project beyond the amount  
11 provided for that project in the 2019-2021 fiscal biennium in LEAP  
12 Transportation Document 2020-2 ALL PROJECTS as developed March 11,  
13 2020;

14 (c) Allotment modifications authorized under this subsection  
15 apply only to amounts appropriated in this section from the following  
16 accounts: Connecting Washington account—state and multimodal  
17 transportation account—state; and

18 (d) By December 1, 2020, the department must submit a report to  
19 the transportation committees of the legislature regarding the  
20 actions taken under this subsection.

21 **Sec. 311.** 2019 c 416 s 313 (uncodified) is amended to read as  
22 follows:

23 **QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM**

24 On a quarterly basis, the department of transportation shall  
25 provide to the office of financial management and the legislative  
26 transportation committees the following reports for all capital  
27 programs:

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

29 (a) A TEIS version containing actual capital expenditures for all  
30 projects consistent with the structure of the most recently enacted  
31 budget;

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

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

38 (d) Projected costs and schedule for individual projects that are  
39 funded at a programmatic level for projects relating to bridge rail,

1 guard rail, fish passage barrier removal, roadside safety projects,  
2 and seismic bridges. Projects within this programmatic level funding  
3 must be completed on a priority basis and scoped to be completed  
4 within the current programmatic budget;

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

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

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

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

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

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

18 (b) Provide a list of nickel (~~and~~), TPA, and connecting  
19 Washington projects charging to the nickel/TPA/CWA environmental  
20 mitigation reserve (OBI4ENV) and the amount each project is charging.

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

22 (a) Identify the estimated advertisement date for all projects  
23 consistent with the structure of the most recently enacted  
24 transportation budget that are going to advertisement during the  
25 current fiscal biennium;

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

30 (c) Identify the estimated cost of completion for all projects  
31 consistent with the structure of the most recently enacted  
32 transportation budget that are going to advertisement during the  
33 current fiscal biennium.

#### 34 TRANSFERS AND DISTRIBUTIONS

35 **Sec. 401.** 2019 c 416 s 401 (uncodified) is amended to read as  
36 follows:

37 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
38 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**

1	<b>DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND</b>	
2	<b>REVENUE</b>	
3	Special Category C Account—State Appropriation. . . . .	(( <del>\$376,000</del> ))
4		<u>\$105,000</u>
5	Multimodal Transportation Account—State Appropriation. . . . .	\$125,000
6	Transportation Partnership Account—State Appropriation (( <del>\$1,636,000</del> ))	
7		<u>\$1,407,000</u>
8	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$7,599,000</del> ))
9		<u>\$7,723,000</u>
10	Highway Bond Retirement Account—State	
11	Appropriation. . . . .	(( <del>\$1,327,766,000</del> ))
12		<u>\$1,378,835,000</u>
13	Ferry Bond Retirement Account—State Appropriation. . . . .	(( <del>\$25,077,000</del> ))
14		<u>\$25,078,000</u>
15	Transportation Improvement Board Bond Retirement	
16	Account—State Appropriation. . . . .	(( <del>\$12,684,000</del> ))
17		<u>\$12,452,000</u>
18	Nondebt-Limit Reimbursable Bond Retirement	
19	Account—State Appropriation. . . . .	(( <del>\$29,594,000</del> ))
20		<u>\$31,253,000</u>
21	Toll Facility Bond Retirement Account—State	
22	Appropriation. . . . .	(( <del>\$86,493,000</del> ))
23		<u>\$86,483,000</u>
24	TOTAL APPROPRIATION. . . . .	(( <del>\$1,491,340,000</del> ))
25		<u>\$1,543,461,000</u>

26       **Sec. 402.** 2019 c 416 s 402 (uncodified) is amended to read as  
27 follows:

28 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
29 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**  
30 **FISCAL AGENT CHARGES**

31	Multimodal Transportation Account—State Appropriation. . . . .	\$25,000
32	Transportation Partnership Account—State	
33	Appropriation. . . . .	(( <del>\$327,000</del> ))
34		<u>\$281,000</u>
35	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$1,520,000</del> ))
36		<u>\$1,599,000</u>
37	Special Category C Account—State Appropriation. . . . .	(( <del>\$75,000</del> ))

1 \$21,000  
2 TOTAL APPROPRIATION. . . . . ((~~\$1,947,000~~))  
3 \$1,926,000

4 **Sec. 403.** 2019 c 416 s 403 (uncodified) is amended to read as  
5 follows:

6 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**  
7 Motor Vehicle Account—State Appropriation:  
8 For motor vehicle fuel tax distributions to  
9 cities and counties. . . . . ((~~\$518,198,000~~))  
10 \$508,276,000

11 **Sec. 404.** 2019 c 416 s 404 (uncodified) is amended to read as  
12 follows:

13 **FOR THE STATE TREASURER—TRANSFERS**  
14 Motor Vehicle Account—State Appropriation:  
15 For motor vehicle fuel tax refunds and  
16 statutory transfers. . . . . ((~~\$2,188,945,000~~))  
17 \$2,146,790,000

18 **Sec. 405.** 2019 c 416 s 405 (uncodified) is amended to read as  
19 follows:

20 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**  
21 Motor Vehicle Account—State Appropriation:  
22 For motor vehicle fuel tax refunds and  
23 transfers. . . . . ((~~\$220,426,000~~))  
24 \$235,788,000

25 **Sec. 406.** 2019 c 416 s 406 (uncodified) is amended to read as  
26 follows:

27 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**  
28 (1) Highway Safety Account—State Appropriation:  
29 For transfer to the Multimodal Transportation  
30 Account—State. . . . . ((~~\$10,000,000~~))  
31 \$54,000,000

32 (2) Transportation Partnership Account—State  
33 Appropriation: For transfer to the Motor Vehicle  
34 Account—State. . . . . ((~~\$50,000,000~~))



1 \$45,000,000  
 2       (3) Motor Vehicle Account—State Appropriation:  
 3 For transfer to the State Patrol Highway  
 4 Account—State. . . . . (~~(\$7,000,000)~~)  
 5 \$57,000,000  
 6       (4) Motor Vehicle Account—State Appropriation:  
 7 For transfer to the Freight Mobility Investment  
 8 Account—State. . . . . (~~(\$8,511,000)~~)  
 9 \$8,070,000  
 10       (5) Motor Vehicle Account—State Appropriation:  
 11 For transfer to the Rural Arterial Trust  
 12 Account—State. . . . . (~~(\$4,844,000)~~)  
 13 \$1,732,000  
 14       (6) Motor Vehicle Account—State Appropriation:  
 15 For transfer to the Transportation Improvement  
 16 Account—State. . . . . (~~(\$9,688,000)~~)  
 17 \$5,067,000  
 18       ~~(7) ((Highway Safety Account—State Appropriation:~~  
 19 ~~For transfer to the State Patrol Highway~~  
 20 ~~Account—State. . . . . \$44,000,000~~  
 21       ~~(8))~~ (8) Motor Vehicle Account—State Appropriation: For transfer to  
 22 the Puget Sound Capital Construction Account—State. . . . \$52,000,000  
 23       (8) Motor Vehicle Account—State Appropriation: For transfer to  
 24 the Puget Sound Ferry Operations Account—State. . . . . \$55,000,000  
 25       (9) Rural Mobility Grant Program Account—State  
 26 Appropriation: For transfer to the Multimodal  
 27 Transportation Account—State. . . . . \$3,000,000  
 28       ~~((9))~~ (10) State Route Number 520 Civil Penalties  
 29 Account—State Appropriation: For transfer to  
 30 the State Route Number 520 Corridor  
 31 Account—State. . . . . \$1,434,000  
 32       ~~((10))~~ (11) Capital Vessel Replacement Account—State  
 33 Appropriation: For transfer to the Connecting  
 34 Washington Account—State. . . . . (~~(\$50,000,000)~~)  
 35 \$60,000,000  
 36       ~~((11) Multimodal Transportation Account—State~~  
 37 ~~Appropriation: For transfer to the Freight~~  
 38 ~~Mobility Multimodal Account—State. . . . . \$8,511,000))~~  
 39       (12) ~~((Multimodal Transportation Account—State~~

1 ~~Appropriation: For transfer to the Puget Sound~~  
2 ~~Capital Construction Account—State. . . . . \$15,000,000~~  
3 ~~(13) Multimodal Transportation Account—State~~  
4 ~~Appropriation: For transfer to the Puget Sound~~  
5 ~~Ferry Operations Account—State. . . . . \$45,000,000~~  
6 ~~(14)) Multimodal Transportation Account—State~~  
7 Appropriation: For transfer to the Regional  
8 Mobility Grant Program Account—State. . . . . ((~~\$27,679,000~~))  
9 \$11,215,000  
10 ((~~15~~)) (13) Multimodal Transportation Account—State  
11 Appropriation: For transfer to the Rural  
12 Mobility Grant Program Account—State. . . . . \$15,223,000  
13 ((~~16~~)) (14) Transportation 2003 Account (Nickel Account)—  
14 State Appropriation: For transfer to the Puget  
15 Sound Capital Construction Account—State. . . . . ((~~\$20,000,000~~))  
16 \$15,000,000  
17 ((~~17~~)) (15)(a) Alaskan Way Viaduct Replacement Project  
18 Account—State Appropriation: For transfer to the  
19 Motor Vehicle Account—State. . . . . \$9,992,000  
20 (b) The transfer identified in this subsection is provided solely  
21 to repay in full the motor vehicle account—state appropriation loan  
22 from section 1005(21) (~~of this act~~), chapter 416, Laws of 2019.  
23 ((~~18~~)) (16)(a) Transportation Partnership Account—State  
24 Appropriation: For transfer to the Alaskan Way Viaduct  
25 Replacement Project Account—State. . . . . ((~~\$77,951,000~~))  
26 \$77,956,000  
27 (b) The amount transferred in this subsection represents that  
28 portion of the up to \$200,000,000 in proceeds from the sale of bonds  
29 authorized in RCW 47.10.873, intended to be sold through the  
30 2021-2023 fiscal biennium, used only for construction of the SR 99/  
31 Alaskan Way Viaduct Replacement project (809936Z), and that must be  
32 repaid from the Alaskan Way viaduct replacement project account  
33 consistent with RCW 47.56.864.  
34 ((~~19~~)) (17) Motor Vehicle Account—State Appropriation:  
35 For transfer to the County Arterial Preservation  
36 Account—State. . . . . ((~~\$4,844,000~~))  
37 \$4,829,000  
38 ((~~20~~)) (18)(a) General Fund Account—State Appropriation:  
39 For transfer to the State Patrol Highway

1 Account—State. . . . . \$625,000

2 (b) The state treasurer shall transfer the funds only after

3 receiving notification from the Washington state patrol under section

4 207(7) (~~(of this act)~~), chapter 416, Laws of 2019.

5 (~~(21)~~) (19) Capital Vessel Replacement Account—State

6 Appropriation: For transfer to the Transportation

7 Partnership Account—State. . . . . (~~(\$3,293,000)~~)

8 \$2,312,000

9 (~~(22)~~) (20)(a) Alaskan Way Viaduct Replacement Project

10 Account—State Appropriation: For transfer to the

11 Transportation Partnership Account—State. . . . . (~~(\$19,262,000)~~)

12 \$15,858,000

13 (b) The amount transferred in this subsection represents

14 repayment of debt service incurred for the construction of the SR 99/

15 Alaskan Way Viaduct Replacement project (809936Z).

16 (~~(23)~~) (21) Tacoma Narrows Toll Bridge Account—State

17 Appropriation: For transfer to the Motor

18 Vehicle Account—State. . . . . \$950,000

19 (~~(24)~~) (22)(a) Tacoma Narrows Toll Bridge Account—State

20 Appropriation:

21 For transfer to the Motor Vehicle

22 Account—State. . . . . \$5,000,000

23 (b) A transfer in the amount of \$5,000,000 was made from the

24 Motor Vehicle Account to the Tacoma Narrows Toll Bridge Account in

25 April 2019. It is the intent of the legislature that this transfer

26 was to be temporary, for the purpose of minimizing the impact of toll

27 increases, and this is an equivalent reimbursing transfer to occur in

28 November 2019.

29 (~~(25)~~) (23)(a) Transportation 2003 Account (Nickel Account)

30 —State Appropriation: For transfer to the Tacoma

31 Narrows Toll Bridge Account—State. . . . . \$12,543,000

32 (b) It is the intent of the legislature that this transfer is

33 temporary, for the purpose of minimizing the impact of toll

34 increases, and an equivalent reimbursing transfer is to occur after

35 the debt service and deferred sales tax on the Tacoma Narrows bridge

36 construction costs are fully repaid in accordance with chapter 195,

37 Laws of 2018.

38 (~~(26)~~) (24) Transportation Infrastructure Account—State

39 Appropriation: For transfer to the multimodal



1 Account—State. . . . . \$115,000,000

2 **Sec. 407.** 2019 c 416 s 407 (uncodified) is amended to read as  
3 follows:

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

5	Multimodal Transportation Account—State	
6	Appropriation: For distribution to cities and	
7	counties. . . . .	\$26,786,000
8	Motor Vehicle Account—State Appropriation: For	
9	distribution to cities and counties. . . . .	\$23,438,000
10	TOTAL APPROPRIATION. . . . .	\$50,224,000

11 **Sec. 408.** 2019 c 416 s 408 (uncodified) is amended to read as  
12 follows:

13 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
14 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**  
15 **STATUTORILY PRESCRIBED REVENUE**

16	Toll Facility Bond Retirement Account—Federal	
17	Appropriation . . . . .	\$199,522,000
18	Toll Facility Bond Retirement Account—State	
19	Appropriation . . . . .	\$25,372,000
20	TOTAL APPROPRIATION. . . . .	(( <del>\$225,273,000</del> ))
21		<u>\$224,894,000</u>

22 **COMPENSATION**

23 NEW SECTION. **Sec. 501.** A new section is added to 2019 c 416  
24 (uncodified) to read as follows:

25 **COLLECTIVE BARGAINING AGREEMENTS**

26 Sections 502 and 503 of this act represent the results of the  
27 negotiations for fiscal year 2021 collective bargaining agreement  
28 changes, permitted under chapter 47.64 RCW. Provisions of the  
29 collective bargaining agreements contained in sections 502 and 503 of  
30 this act are described in general terms. Only major economic terms  
31 are included in the descriptions. These descriptions do not contain  
32 the complete contents of the agreements. The collective bargaining  
33 agreements contained in sections 502 and 503 of this act may also be  
34 funded by expenditures from nonappropriated accounts. If positions  
35 are funded with lidded grants or dedicated fund sources with

1 insufficient revenue, additional funding from other sources is not  
2 provided.

3 NEW SECTION. **Sec. 502.** A new section is added to 2019 c 416  
4 (uncodified) to read as follows:

5 **DEPARTMENT OF TRANSPORTATION MARINE DIVISION COLLECTIVE BARGAINING**  
6 **AGREEMENTS—MEBA-UL**

7 An agreement has been reached between the governor and the marine  
8 engineers' beneficial association unlicensed engine room employees  
9 pursuant to chapter 47.64 RCW for the 2021 fiscal year. Funding is  
10 provided to ensure training opportunities are available to all  
11 bargaining unit employees.

12 NEW SECTION. **Sec. 503.** A new section is added to 2019 c 416  
13 (uncodified) to read as follows:

14 **DEPARTMENT OF TRANSPORTATION MARINE DIVISION COLLECTIVE BARGAINING**  
15 **AGREEMENTS—MEBA-L**

16 An agreement has been reached between the governor and the marine  
17 engineers' beneficial association licensed engineer officers pursuant  
18 to chapter 47.64 RCW for the 2021 fiscal year. Funding is provided to  
19 ensure training opportunities are available to all bargaining unit  
20 employees.

21 NEW SECTION. **Sec. 504.** A new section is added to 2019 c 416  
22 (uncodified) to read as follows:

23 **GENERAL STATE EMPLOYEE COMPENSATION ADJUSTMENTS**

24 Except as otherwise provided in sections 501 through 503 of this  
25 act, state employee compensation adjustments will be provided in  
26 accordance with funding adjustments provided in the 2020 supplemental  
27 omnibus appropriations act.

28 **IMPLEMENTING PROVISIONS**

29 **Sec. 601.** 2019 c 416 s 601 (uncodified) is amended to read as  
30 follows:

31 **FUND TRANSFERS**

32 (1) The 2005 transportation partnership projects or improvements  
33 and 2015 connecting Washington projects or improvements are listed in  
34 the LEAP Transportation Document (~~(2019-1)~~) 2020-1 as developed  
35 (~~(April 27, 2019)~~) March 11, 2020, which consists of a list of

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

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

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

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

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

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

28 (f) Transfers to a project may not be made with funds designated  
29 as attributable to practical design savings as described in RCW  
30 47.01.480;

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

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

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

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

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

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

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

32 **Sec. 602.** 2019 c 416 s 606 (uncodified) is amended to read as  
33 follows:

34 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

35 (1) By November 15th of each year, the department of  
36 transportation must report on amounts expended to benefit transit,  
37 bicycle, or pedestrian elements within all connecting Washington  
38 projects in programs I, P, and Z identified in LEAP Transportation  
39 Document ((2019-2)) 2020-2 ALL PROJECTS as developed ((April-27,



1 2019)) March 11, 2020. The report must address each modal category  
2 separately and identify if eighteenth amendment protected funds have  
3 been used and, if not, the source of funding.

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

8 **MISCELLANEOUS 2019-2021 FISCAL BIENNIUM**

9 **Sec. 701.** 2019 c 416 s 701 (uncodified) is amended to read as  
10 follows:

11 **INFORMATION TECHNOLOGY OVERSIGHT**

12 (1) Agencies must apply to the office of financial management and  
13 the office of the state chief information officer for approval before  
14 beginning a project or proceeding with each discreet stage of a  
15 project subject to this section. At each stage, the office of the  
16 state chief information officer must certify that the project has an  
17 approved technology budget and investment plan, complies with state  
18 information technology and security requirements, and other policies  
19 defined by the office of the state chief information officer. The  
20 office of financial management must notify the fiscal committees of  
21 the legislature of the receipt of each application and may not  
22 approve a funding request for ten business days from the date of  
23 notification.

24 (2) (a) Each project must have a technology budget. The technology  
25 budget must use a method similar to the state capital budget,  
26 identifying project costs, each fund source, and anticipated  
27 deliverables through each stage of the entire project investment and  
28 across fiscal periods and biennia from project onset through  
29 implementation and close out.

30 (b) As part of the development of a technology budget and at each  
31 request for funding, the agency shall submit detailed financial  
32 information to the office of financial management and the office of  
33 the state chief information officer. The technology budget must  
34 describe the total cost of the project by fiscal month to include and  
35 identify:

36 (i) Fund sources;

37 (ii) Full-time equivalent staffing level to include job  
38 classification assumptions;

1 (iii) A discreet appropriation index and program index;

2 (iv) Object and subobject codes of expenditures; and

3 (v) Anticipated deliverables.

4 (c) If a project technology budget changes and a revised  
5 technology budget is completed, a comparison of the revised  
6 technology budget to the last approved technology budget must be  
7 posted to the dashboard, to include a narrative rationale on what  
8 changed, why, and how that impacts the project in scope, budget, and  
9 schedule.

10 (3) (a) Each project must have an investment plan that includes:

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

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

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

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

21 (v) Ongoing maintenance and operations cost of the project post  
22 implementation and close out delineated by agency staffing,  
23 contracted staffing, and service level agreements; and

24 (vi) Financial budget coding to include at least discrete program  
25 index and subobject codes.

26 (4) Projects with estimated costs greater than one hundred  
27 million dollars from initiation to completion and implementation may  
28 be divided into discrete subprojects as determined by the office of  
29 the state chief information officer. Each subproject must have a  
30 technology budget and investment plan as provided in this section.

31 (5) (a) The office of the state chief information officer shall  
32 maintain an information technology project dashboard that provides  
33 updated information each fiscal month on projects subject to this  
34 section. This includes, at least:

35 (i) Project changes each fiscal month;

36 (ii) Noting if the project has a completed market requirements  
37 document;

38 (iii) Financial status of information technology projects under  
39 oversight; (~~and~~)

40 (iv) Coordination with agencies;

1 (v) Monthly quality assurance reports, if applicable;

2 (vi) Monthly office of the state chief information officer status  
3 reports;

4 (vii) Historical project budget and expenditures through fiscal  
5 year 2019;

6 (viii) Budget and expenditures each fiscal month; and

7 (ix) Estimated annual maintenance and operations costs by fiscal  
8 year.

9 (b) The dashboard must retain a roll up of the entire project  
10 cost, including all subprojects, that can be displayed the subproject  
11 detail.

12 (6) If the project affects more than one agency:

13 (a) A separate technology budget and investment plan must be  
14 prepared for each agency; and

15 (b) The dashboard must contain a statewide project technology  
16 budget roll up that includes each affected agency at the subproject  
17 level.

18 (7) For any project that exceeds two million dollars in total  
19 funds to complete, requires more than one biennium to complete, or is  
20 financed through financial contracts, bonds, or other indebtedness:

21 (a) Quality assurance for the project must report independently  
22 the office of the chief information officer;

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

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

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

34 (e) The agency must consult with the contracting division of the  
35 department of enterprise services for a review of all contracts and  
36 agreements related to the project's information technology  
37 procurements.

38 (8) The office of the state chief information officer must  
39 evaluate the project at each stage and certify whether the project is

1 planned, managed, and meeting deliverable targets as defined in the  
2 project's approved technology budget and investment plan.

3 (9) The office of the state chief information officer may suspend  
4 or terminate a project at any time if it determines that the project  
5 is not meeting or not expected to meet anticipated performance and  
6 technology outcomes. Once suspension or termination occurs, the  
7 agency shall unallot any unused funding and shall not make any  
8 expenditure for the project without the approval of the office of  
9 financial management. The office of the state chief information  
10 officer must report on July 1st and December 1st each calendar year,  
11 beginning July 1, 2020, any suspension or termination of a project in  
12 the previous six month period to legislative fiscal committees.

13 (10) The office of the state chief information officer, in  
14 consultation with the office of financial management, may identify  
15 additional projects to be subject to this section, including projects  
16 that are not separately identified within an agency budget. The  
17 office of the state chief information officer must report on July 1st  
18 and December 1st each calendar year, beginning July 1, 2020, any  
19 additional projects to be subjected to this section that were  
20 identified in the previous six month period to legislative fiscal  
21 committees.

22 (11) The following department of transportation projects are  
23 subject to the conditions, limitations, and review provided in this  
24 section: Labor System Replacement, New Ferry Division Dispatch  
25 System, Maintenance Management System, Land Mobile Radio System  
26 Replacement, and New CSC System and Operator.

27 **Sec. 702.** RCW 46.68.310 and 2013 c 104 s 4 are each amended to  
28 read as follows:

29 The freight mobility multimodal account is created in the state  
30 treasury. Money in the account may be spent only after appropriation.  
31 Expenditures from the account may be used only for freight mobility  
32 projects that have been approved by the freight mobility strategic  
33 investment board in RCW 47.06A.020 and may include any principal and  
34 interest on bonds authorized for the projects or improvements.  
35 However, during the 2019-2021 fiscal biennium, the legislature may  
36 direct the state treasurer to make transfers of moneys in the freight  
37 mobility multimodal account to the multimodal transportation account.

1       **Sec. 703.** RCW 82.32.385 and 2015 3rd sp.s. c 44 s 420 are each  
2 amended to read as follows:

3       (1) Beginning September 2019 and ending (~~June 2021~~) December  
4 2019, by the last day of September(~~(7)~~) and December(~~(7, March, and~~  
5 ~~June of each year)~~), the state treasurer must transfer from the  
6 general fund to the connecting Washington account created in RCW  
7 46.68.395 thirteen million six hundred eighty thousand dollars.

8       (2) Beginning March 2020 and ending June 2021, by the last day of  
9 September, December, March, and June of each year, the state  
10 treasurer must transfer from the general fund to the multimodal  
11 transportation account created in RCW 47.66.070 thirteen million six  
12 hundred eighty thousand dollars.

13       (3) Beginning September 2021 and ending June 2023, by the last  
14 day of September, December, March, and June of each year, the state  
15 treasurer must transfer from the general fund to the connecting  
16 Washington account created in RCW 46.68.395 thirteen million eight  
17 hundred five thousand dollars.

18       (~~(3)~~) (4) Beginning September 2023 and ending June 2025, by the  
19 last day of September, December, March, and June of each year, the  
20 state treasurer must transfer from the general fund to the connecting  
21 Washington account created in RCW 46.68.395 thirteen million nine  
22 hundred eighty-seven thousand dollars.

23       (~~(4)~~) (5) Beginning September 2025 and ending June 2027, by the  
24 last day of September, December, March, and June of each year, the  
25 state treasurer must transfer from the general fund to the connecting  
26 Washington account created in RCW 46.68.395 eleven million six  
27 hundred fifty-eight thousand dollars.

28       (~~(5)~~) (6) Beginning September 2027 and ending June 2029, by the  
29 last day of September, December, March, and June of each year, the  
30 state treasurer must transfer from the general fund to the connecting  
31 Washington account created in RCW 46.68.395 seven million five  
32 hundred sixty-four thousand dollars.

33       (~~(6)~~) (7) Beginning September 2029 and ending June 2031, by the  
34 last day of September, December, March, and June of each year, the  
35 state treasurer must transfer from the general fund to the connecting  
36 Washington account created in RCW 46.68.395 four million fifty-six  
37 thousand dollars.

38       **Sec. 704.** RCW 47.66.110 and 2015 3rd sp.s. c 11 s 4 are each  
39 amended to read as follows:

1 (1) The transit coordination grant program is created in the  
2 department. The purpose of the transit coordination grant program is  
3 to encourage joint planning and coordination on the part of central  
4 Puget Sound transit systems in order to improve the user experience,  
5 increase ridership, and make the most effective use of tax dollars.  
6 The department shall oversee, manage, score, select, and evaluate  
7 transit coordination grant program project applications, and shall  
8 select transit coordination grant recipients annually. A transit  
9 agency located in a county or counties with a population of seven  
10 hundred thousand or more that border Puget Sound is eligible to apply  
11 to the department for transit coordination grants.

12 (2) Projects eligible for transit coordination grants include,  
13 but are not limited to, projects that:

14 (a) Integrate marketing efforts;

15 (b) Align fare structures;

16 (c) Integrate service planning;

17 (d) Coordinate long-range planning, including capital projects  
18 planning and implementation;

19 (e) Integrate other administrative functions and internal  
20 business processes as appropriate; and

21 (f) Integrate certain customer-focused tools and initiatives.

22 (3) Transit coordination grants must, at a minimum, be proposed  
23 jointly by two or more eligible transit agencies and must include a  
24 description of the:

25 (a) Issue or problem to be addressed;

26 (b) Specific solution and measurable outcomes;

27 (c) Benefits such as cost savings, travel time improvements,  
28 improved coordination, and improved customer experience; and

29 (d) Performance measurements and an evaluation plan that includes  
30 the identification of milestones towards successful completion of the  
31 project.

32 (4) Transit coordination grant applications must include  
33 measurable outcomes for the project including, but not limited to,  
34 the following:

35 (a) Impacts on service, such as increased service, improved  
36 service delivery, and improved transfers and coordination across  
37 transit service;

38 (b) Impacts on customer service, such as: Improved reliability;  
39 improved outreach and coordination with customers, employers, and

1 communities; improvements in customer service functions, such as  
2 customer response time and web-based and other communications; and

3 (c) Impacts on administration, such as improved marketing and  
4 outreach efforts, integrated customer-focused tools, and improved  
5 cross-agency communications.

6 (5) Transit coordination grant applications must also include:

7 (a) Project budget and cost details; and

8 (b) A commitment and description of local matching funding of at  
9 least ten percent of the project cost.

10 (6) Upon completion of the project, transit coordination grant  
11 recipients must provide a report to the department that includes an  
12 overview of the project, how the grant funds were spent, and the  
13 extent to which the identified project outcomes were met. In  
14 addition, such reports must include a description of best practices  
15 that could be transferred to other transit agencies faced with  
16 similar issues to those addressed by the transit coordination grant  
17 recipient. The department must report annually to the transportation  
18 committees of the legislature on the transit coordination grants that  
19 were awarded, and the report must include data to determine if  
20 completed transit coordination grant projects produced the  
21 anticipated outcomes included in the grant applications.

22 (7) This section expires (~~(July 1, 2020)~~) June 30, 2021.

23 **Sec. 705.** RCW 46.68.290 and 2019 c 416 s 707 are each amended to  
24 read as follows:

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

33 (2) The legislature finds that:

34 (a) Citizens demand and deserve accountability of transportation-  
35 related programs and expenditures. Transportation-related programs  
36 must continuously improve in quality, efficiency, and effectiveness  
37 in order to increase public trust;

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

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

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

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

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

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

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

36 (6) The audits may include:

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



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

4 (c) Analysis of gaps and overlaps in programs and services and  
5 recommendations for improving, dropping, blending, or separating  
6 functions to correct gaps or overlaps;

7 (d) Analysis and recommendations for pooling information  
8 technology systems used within the transportation-related agency, and  
9 evaluation of information processing and telecommunications policy,  
10 organization, and management;

11 (e) Analysis of the roles and functions of the transportation-  
12 related agency, its programs, and its services and their compliance  
13 with statutory authority and recommendations for eliminating or  
14 changing those roles and functions and ensuring compliance with  
15 statutory authority;

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

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

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

25 (i) Identification and recognition of best practices;

26 (j) Evaluation of planning, budgeting, and program evaluation  
27 policies and practices;

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

29 (l) Evaluation of purchasing operations and management policies  
30 and practices;

31 (m) Evaluation of organizational structure and staffing levels,  
32 particularly in terms of the ratio of managers and supervisors to  
33 nonmanagement personnel; and

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

37 (7) Within the authorities and duties under chapter 43.09 RCW,  
38 the state auditor must provide the preliminary performance audit  
39 reports to the audited state agency for comment. The auditor also may  
40 seek input on the preliminary report from other appropriate

1 officials. Comments must be received within thirty days after receipt  
2 of the preliminary performance audit report unless a different time  
3 period is approved by the state auditor. The final performance audit  
4 report shall include the objectives, scope, and methodology; the  
5 audit results, including findings and recommendations; the agency's  
6 response and conclusions; and identification of best practices.

7 (8) The state auditor shall provide final performance audit  
8 reports to the citizens of Washington, the governor, the joint  
9 legislative audit and review committee, the appropriate legislative  
10 committees, and other appropriate officials. Final performance audit  
11 reports shall be posted on the internet.

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

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

29 The auditor may request status reports on specific audits or  
30 findings.

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

35 (11) During the 2015-2017 fiscal biennium, the legislature may  
36 transfer from the transportation partnership account to the  
37 connecting Washington account such amounts as reflect the excess fund  
38 balance of the transportation partnership account.

39 (12) During the 2017-2019 and the 2019-2021 fiscal biennia, the  
40 legislature may direct the state treasurer to make transfers of

1 moneys in the transportation partnership account to the connecting  
2 Washington account (~~and~~), the motor vehicle fund, and the capital  
3 vessel replacement account.

4 **Sec. 706.** RCW 82.44.135 and 2006 c 318 s 9 are each amended to  
5 read as follows:

6 (1) Before a local government subject to this chapter may impose  
7 a motor vehicle excise tax, the local government must contract with  
8 the department for the collection of the tax. The department may  
9 charge a reasonable amount, not to exceed one percent of tax  
10 collections, or two and one-half percent during the 2019-2021  
11 biennium, for the administration and collection of the tax.

12 (2) For fiscal year 2021, the department shall charge a minimum  
13 of seven million eight hundred two thousand dollars, which is the  
14 reasonable amount aimed at achieving full cost recovery for the  
15 administration and collection of a motor vehicle excise tax. The  
16 amount of the full reimbursement for the administration and  
17 collection of the motor vehicle excise tax must be deducted before  
18 distributing any revenues to a regional transit authority. Any  
19 reimbursement to ensure full cost recovery beyond the amount  
20 specified in this subsection may be negotiated between the department  
21 and the regional transit authority if full cost recovery has not been  
22 achieved, or if based on emergent issues.

23 **Sec. 707.** RCW 46.68.395 and 2015 3rd sp.s. c 44 s 106 are each  
24 amended to read as follows:

25 (1) The connecting Washington account is created in the motor  
26 vehicle fund. Moneys in the account may be spent only after  
27 appropriation. Expenditures from the account must be used only for  
28 projects or improvements identified as connecting Washington projects  
29 or improvements in a transportation appropriations act, including any  
30 principal and interest on bonds authorized for the projects or  
31 improvements.

32 (2) Moneys in the connecting Washington account may not be  
33 expended on the state route number 99 Alaskan Way viaduct replacement  
34 project.

35 (3) During the 2019-2021 fiscal biennium, the legislature may  
36 direct the state treasurer to make transfers of moneys in the  
37 connecting Washington account to the motor vehicle fund.

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 801.** 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. 802.** 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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