

SSB 5165 - H AMD
By Representative

ADOPTED AND ENGROSSED 04/02/2021

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

3 **"2021-2023 FISCAL BIENNIUM**

4 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state
5 is hereby adopted and, subject to the provisions set forth, the
6 several amounts specified, or as much thereof as may be necessary to
7 accomplish the purposes designated, are hereby appropriated from the
8 several accounts and funds named to the designated state agencies and
9 offices for employee compensation and other expenses, for capital
10 projects, and for other specified purposes, including the payment of
11 any final judgments arising out of such activities, for the period
12 ending June 30, 2023.

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

15 (a) "Fiscal year 2022" or "FY 2022" means the fiscal year ending
16 June 30, 2022.

17 (b) "Fiscal year 2023" or "FY 2023" means the fiscal year ending
18 June 30, 2023.

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

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

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

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

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

GENERAL GOVERNMENT AGENCIES—OPERATING

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

Motor Vehicle Account—State Appropriation \$546,000

NEW SECTION. **Sec. 102. FOR THE UTILITIES AND TRANSPORTATION COMMISSION**

Grade Crossing Protective Account—State Appropriation . . . \$504,000

Pilotage Account—State Appropriation. \$150,000

Multimodal Transportation Account—State Appropriation. . . \$1,832,000

TOTAL APPROPRIATION. \$2,486,000

The appropriations in this section are subject to the following conditions and limitations: \$1,832,000 of the multimodal transportation account—state appropriation is provided solely for the implementation of chapter . . . (Engrossed Substitute House Bill No. 1418), Laws of 2021 (enhancing rail safety governance). If chapter . . . (Engrossed Substitute House Bill No. 1418), Laws of 2021 is not enacted by June 30, 2021, the multimodal transportation account—state appropriation of \$1,832,000 provided in this section lapses.

NEW SECTION. **Sec. 103. FOR THE OFFICE OF FINANCIAL MANAGEMENT**

Motor Vehicle Account—State Appropriation \$1,441,000

Puget Sound Ferry Operations Account—State Appropriation . . \$126,000

TOTAL APPROPRIATION. \$1,567,000

NEW SECTION. **Sec. 104. FOR THE STATE PARKS AND RECREATION COMMISSION**

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

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

NEW SECTION. **Sec. 105. FOR THE DEPARTMENT OF AGRICULTURE**

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

2 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
3 **ACCOUNTABILITY PROGRAM COMMITTEE**

4 Motor Vehicle Account—State Appropriation \$668,000

5 NEW SECTION. **Sec. 107. FOR THE OFFICE OF MINORITY AND WOMEN'S**
6 **BUSINESS ENTERPRISES**

7 Motor Vehicle Account—State Appropriation \$2,000,000

8 The appropriation in this section is subject to the following
9 conditions and limitations: The entire appropriation in this section
10 is provided solely for increasing the number of certified women and
11 minority-owned contractors outside of the Puget Sound area in the
12 transportation sector and supporting these contractors to
13 successfully compete and earn more transportation contracting
14 opportunities. This shall be done through various programs including
15 but not limited to: (1) Outreach to women and minority business
16 communities and individuals; (2) technical assistance as needed in
17 areas such as financing, accounting, contracting, procurement, and
18 resolution of disputes and grievances; (3) language access programs
19 for those with limited English proficiency; and (4) other programs
20 that aim to increase the number of women and minority contractors
21 that are successful in obtaining contracts in the transportation
22 sector either directly with state agencies such as the department,
23 with local jurisdictions, or as subcontractors for prime contractors.

24 NEW SECTION. **Sec. 108. FOR THE WASHINGTON STATE INSTITUTE FOR**
25 **PUBLIC POLICY**

26 Motor Vehicle Account—State Appropriation \$150,000

27 The appropriation in this section is subject to the following
28 conditions and limitations: The total appropriation in this section
29 is provided solely for the Washington state institute for public
30 policy to conduct a cost-benefit analysis for an exclusive or partial
31 American steel requirement for future transportation contracts and
32 subcontracts authorized in the transportation budget. This cost-
33 benefit analysis must, to the extent feasible, (1) compare existing
34 types and uses of steel to made in America steel alternatives
35 including evaluation of quality, (2) examine benefits to Washington
36 workers and the Washington economy, (3) examine lifecycle and

1 embodied carbon greenhouse gas emissions, (4) identify requirements
2 for purchasing American steel that minimize costs and maximize
3 benefits, and (5) evaluate American steel requirements or preferences
4 in other states. The Washington state institute for public policy may
5 solicit input for the analysis from representatives of interested
6 parties to include, but not be limited to, the construction and
7 manufacturing sectors, organized labor in the construction and
8 manufacturing sectors, cities, counties, American steel manufacturing
9 companies, environmental advocacy organizations, and appropriate
10 state agencies. A final report is due to the legislature by December
11 1, 2021.

12 NEW SECTION. **Sec. 109. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

13 Pilotage Account—State Appropriation \$5,776,000

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

16 (1) \$2,926,000 of the pilotage account—state appropriation is
17 provided solely for self-insurance liability premium expenditures;
18 however, this appropriation is contingent upon the board:

19 (a) Annually depositing the first one hundred fifty thousand
20 dollars collected through Puget Sound pilotage district pilotage
21 tariffs into the pilotage account; and

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

25 (2) The board of pilotage commissioners shall file the annual
26 report to the governor and chairs of the transportation committees
27 required under RCW 88.16.035(1)(f) by September 1, 2021, and annually
28 thereafter. The report must include the continuation of policies and
29 procedures necessary to increase the diversity of pilots, trainees,
30 and applicants, including a diversity action plan. The diversity
31 action plan must articulate a comprehensive vision of the board's
32 diversity goals and the steps it will take to reach those goals.

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

34 Motor Vehicle Account—State Appropriation \$3,210,000

35 NEW SECTION. **Sec. 111. FOR THE SENATE**

36 Motor Vehicle Account—State Appropriation \$3,085,000

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

3 (1) The Washington traffic safety commission may oversee a
4 demonstration project in one county, coordinating with a public
5 transportation benefit area (PTBA) and the department of
6 transportation, to test the feasibility and accuracy of the use of
7 automated enforcement technology for high occupancy vehicle (HOV)
8 lane passenger compliance. All costs associated with the
9 demonstration project must be borne by the participating public
10 transportation benefit area. Any photograph, microphotograph, or
11 electronic images of a driver or passengers are for the exclusive use
12 of the PTBA in the determination of whether an HOV passenger
13 violation has occurred to test the feasibility and accuracy of
14 automated enforcement under this subsection and are not open to the
15 public and may not be used in a court in a pending action or
16 proceeding. All photographs, microphotographs, and electronic images
17 must be destroyed after determining a passenger count and no later
18 than the completion of the demonstration project. No warnings or
19 notices of infraction may be issued under the demonstration project.

20 For purposes of the demonstration project, an automated
21 enforcement technology device may record an image of a driver and
22 passenger of a motor vehicle. The county and PTBA must erect signs
23 marking the locations where the automated enforcement for HOV
24 passenger requirements is occurring.

25 The PTBA, in consultation with the Washington traffic safety
26 commission, must provide a report to the transportation committees of
27 the legislature with the number of violations detected during the
28 demonstration project, whether the technology used was accurate and
29 any recommendations for future use of automated enforcement
30 technology for HOV lane enforcement by June 30, 2022.

31 (2) The Washington traffic safety commission shall coordinate
32 with each city that implements a pilot program as authorized in RCW
33 46.63.170, chapter 224, Laws of 2020 to provide the transportation
34 committees of the legislature with the following information by June
35 30, 2023:

36 (a) The number of warnings and infractions issued to first-time
37 violators under the pilot program;

1 (b) The number of warnings and infractions issued to the
2 registered owners of vehicles that are not registered with an address
3 located in the city conducting the pilot program; and

4 (c) The frequency with which warnings and infractions are issued
5 on weekdays versus weekend days.

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

10 (a) Any programs authorized by the commission must be authorized
11 by December 31, 2022.

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

17 (c) Any city administering a pilot program overseen by the
18 traffic safety commission shall use the following guidelines to
19 administer the program:

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

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

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

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

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

1 (vi) Notwithstanding any other provision of law, all photographs,
2 videos, microphotographs, audio recordings, or electronic images
3 prepared under this section are for the exclusive use of law
4 enforcement in the discharge of duties under this section and are not
5 open to the public and may not be used in a court in a pending action
6 or proceeding. No photograph, microphotograph, audio recording, or
7 electronic image may be used for any purpose other than the issuance
8 of warnings for violations under this section or retained longer than
9 necessary to issue a warning notice as required under this subsection
10 (3); and

11 (vii) By June 30, 2023, the participating cities shall provide a
12 report to the commission and appropriate committees of the
13 legislature regarding the use, public acceptance, outcomes, warnings
14 issued, data retention and use, and other relevant issues regarding
15 automated vehicle noise enforcement cameras demonstrated by the pilot
16 projects.

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

18 Rural Arterial Trust Account—State Appropriation	\$1,134,000
19 Motor Vehicle Account—State Appropriation	\$7,743,000
20 County Arterial Preservation Account—State	
21 Appropriation	\$1,669,000
22 TOTAL APPROPRIATION.	\$10,546,000

23 The appropriations in this section are subject to the following
24 conditions and limitations: \$5,000,000 of the motor vehicle account—
25 state appropriation is provided solely for deposit into the county
26 road administration board emergency loan account—state account.

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

28 Transportation Improvement Account—State	
29 Appropriation	\$4,495,000

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

31 Motor Vehicle Account—State Appropriation	\$2,660,000
32 Multimodal Transportation Account—State Appropriation.	\$770,000
33 TOTAL APPROPRIATION.	\$3,430,000

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

1 (1) \$220,000 of the multimodal transportation account—state
2 appropriation is provided solely for overseeing a consultant study to
3 provide recommendations related to the Washington state department of
4 transportation's role in broadband service expansion efforts as
5 directed in chapter . . . (Engrossed Substitute House Bill No. 1457),
6 Laws of 2021 (broadband and highway rights-of-way). If chapter . . .
7 (Engrossed Substitute House Bill No. 1457), Laws of 2021 (broadband
8 and highway rights-of-way) is not enacted by June 30, 2021, the
9 amount provided in this subsection lapses.

10 (2) \$250,000 of the motor vehicle account—state appropriation is
11 provided solely for the joint transportation committee to convene a
12 study on the impacts of current and historical city transportation
13 investments on designated populations, including communities of
14 color, low-income households, vulnerable populations, and displaced
15 communities. The study must identify and measure the true costs of
16 underinvestment of accessible transportation for designated
17 populations, including the secondary impacts to public health,
18 economic opportunity, educational access, and environmental risk
19 factors. The assessment must include specific approaches to
20 addressing existing inequities within cities, as well as
21 recommendations to develop best practices to improve, diversify, and
22 expand city transportation investments. A report must be provided to
23 the office of financial management and the transportation committees
24 of the legislature by December 20, 2022.

25 (3) \$400,000 of the motor vehicle account—state appropriation is
26 provided for the development of a workforce plan for the Washington
27 state ferries which addresses recruitment, retention, diversity,
28 training needs, leadership development, succession planning and other
29 elements needed to ensure sufficient and cost-effective crewing and
30 staffing of the ferry system. In developing the scope of work for the
31 plan and throughout plan development, the joint transportation
32 committee must solicit input from representatives of the Washington
33 state ferries division and the human resources division of the
34 Washington state department of transportation. Represented employee
35 groups must also be consulted as part of plan development. The plan
36 must include a roadmap for Washington state ferries to
37 comprehensively address persistent staffing challenges and
38 strategically position itself for its future workforce needs. The
39 joint transportation committee must issue an interim report

1 identifying short-term strategies to reduce reliance on overtime for
2 staffing day-to-day ferry service. The interim report is due to the
3 transportation committees of the legislature by January 1, 2022. The
4 final report is due to the transportation committees of the
5 legislature by December 20, 2022.

6 (4) \$250,000 of the motor vehicle account—state appropriation is
7 provided for the joint transportation committee to examine best
8 practices from other states for insuring highway facilities. The
9 joint transportation committee shall report to the legislature on
10 findings and include recommendations for best practices for
11 Washington state by December 15, 2021.

12 (5) \$150,000 of the multimodal transportation account—state
13 appropriation is for the joint transportation committee to update the
14 Washington State Short Line Rail Inventory and Needs Assessment,
15 prepared in 2015, and to facilitate a stakeholder process to assess
16 the effectiveness of state support for short line rail infrastructure
17 based on current and future short line rail infrastructure needs.
18 This assessment must include consideration of current state grant and
19 loan programs, including state investment in nonstate owned short
20 lines, the state's role and investments in the Palouse River and
21 Coulee City (PCC) rail system, and any other ongoing state activities
22 related to short line rail infrastructure. The joint transportation
23 committee must solicit input from all regions of the state from
24 representatives of: Short line rail infrastructure owners, short line
25 rail operators, short line rail customers from representative
26 industries, ports served by short line rail infrastructure, the
27 Washington state department of transportation, the utilities and
28 transportation commission, and other relevant stakeholders as
29 identified by the joint transportation committee. A report with
30 recommendations to enhance the state's support for short line rail
31 infrastructure is due to the transportation committees of the
32 legislature by January 1, 2022.

33 (6) (a) \$200,000 of the motor vehicle account—state appropriation
34 is for the joint transportation committee to develop a truck parking
35 action plan with recommendations for immediate next steps for near-
36 term and lasting change in the availability of truck parking for
37 short-haul and long-distance commercial vehicle drivers who require
38 reasonable accommodations for parking commercial motor vehicles,

1 obtaining adequate services, and complying with federal rest
2 requirements. For each opportunity identified, the action plan must:

3 (i) Assess the magnitude of potential impact;
4 (ii) Assess the potential difficulty level of implementation; and
5 (iii) Explain barriers to success and specific steps required to
6 overcome them.

7 (b) The action plan must focus on approaches that would be most
8 impactful and feasible and may include, but not be limited to:

9 (i) Specific cooperative private sector and government actions;
10 (ii) Legal and regulatory frameworks at the state level to drive
11 private and/or public-sector action;

12 (iii) Incentive-based government programs to spur private sector
13 innovation and investment; and

14 (iv) Direct government action at the state, regional, and/or
15 local level.

16 (c) The action plan must identify specific, promising projects
17 and approaches, and provide a clear roadmap to what is needed to
18 drive real, substantial improvements in truck parking.

19 (d) Outreach for action plan input, including on the feasibility
20 of each opportunity evaluated, must include outreach to
21 representatives of: The trucking industry; truck labor organizations;
22 the shipping industry; truck stop owners; commercial freight delivery
23 recipients, including warehouse and retail recipients; the
24 association of Washington cities; the Washington state association of
25 counties; the Washington state department of transportation; the
26 Washington state patrol; and an academic or research institution that
27 can provide input on technical components of the plan.

28 (e) A concise action plan with specific recommended next steps is
29 due to the transportation committees of the legislature by January 1,
30 2022.

31 (7) \$400,000 of the multimodal transportation account—state
32 appropriation is for the joint transportation committee to evaluate
33 options for providing connectivity in the Pacific Northwest region
34 from Portland, Oregon to Vancouver, British Columbia in light of new
35 trends impacting the transportation system to determine how updated
36 forecasts of future highway volumes and changes to future
37 transportation mobility needs impact earlier assessments of options
38 for facilitating mobility in the region, including ultra high speed
39 rail. The assessment must consider and update relevant information
40 provided in past Washington state department of transportation long

1 range plans for the Cascades corridor. A comparative assessment of
2 the potential benefits and costs of each option evaluated must be
3 included. A report is due to the legislature by December 1, 2022.

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

5	Motor Vehicle Account—State Appropriation	\$2,332,000
6	Interstate 405 and state Route Number 167 Express Toll Lanes	
7	Account—State Appropriation.	\$127,000
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	\$276,000
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation.	\$180,000
12	Alaskan Way Viaduct Replacement Project	
13	Account—State Appropriation.	\$172,000
14	TOTAL APPROPRIATION.	\$3,087,000

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

17 (1) \$127,000 of the Interstate 405 and state route number 167
18 express toll lanes account—state appropriation, \$276,000 of the state
19 route number 520 corridor account—state appropriation, \$180,000 of
20 the Tacoma Narrows toll bridge account—state appropriation, and
21 \$172,000 of the Alaskan Way viaduct replacement project account—state
22 appropriation are provided solely for the transportation commission's
23 proportional share of time spent supporting tolling operations for
24 the respective tolling facilities.

25 (2) The commission shall identify and measure how a road usage
26 charge could be adjusted so that vehicles of comparable efficiency
27 pay the same rate regardless of their means of propulsion and examine
28 options for indexing to stabilize revenue as vehicle fleets become
29 more efficient over time.

30 (3)(a) The transportation budget is currently reliant on vehicle
31 and driver related fees. Motor vehicle registrations, driver
32 licenses, tolls, and the motor vehicle fuel tax provide the primary
33 revenues for the transportation budget. These user revenues no longer
34 adequately support the transportation system's needs. Many of the
35 transportation modes have no or little ability to generate revenue,
36 yet are important elements of a functioning transportation network.
37 Providing transportation options that do not involve passenger
38 vehicles is critical. The tax burden in the transportation budget

1 falls on people that own and drive vehicles. It fails to provide the
2 money needed for the system quality that the people of Washington
3 want.

4 (b) Therefore, the commission is directed to evaluate, identify,
5 and consider agencies, programs, and activities that are currently
6 funded in the transportation budget that provide a public good that
7 might be paid for using other revenues. The commission is directed to
8 make recommendations for potential changes to funding sources for the
9 transportation system with the goal of providing funding to maintain
10 existing transportation assets in a state of good repair without
11 exclusively relying on vehicle owners or drivers as the revenue
12 source. Preliminary findings must be presented to the Joint
13 Transportation Committee by September 30, 2022, and a final report
14 issued to the appropriate committees of the legislature by December
15 1, 2022.

16 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
17 **INVESTMENT BOARD**

18 Freight Mobility Investment Account—State
19 Appropriation \$831,000

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

21 State Patrol Highway Account—State Appropriation \$523,697,000
22 State Patrol Highway Account—Federal Appropriation \$16,157,000
23 State Patrol Highway Account—Private/Local
24 Appropriation \$4,261,000
25 Highway Safety Account—State Appropriation \$1,224,000
26 Ignition Interlock Device Revolving Account—State
27 Appropriation \$5,053,000
28 Multimodal Transportation Account—State
29 Appropriation \$288,000
30 Interstate 405 and State Route Number 167 Express
31 Toll Lanes Account—State Appropriation. \$1,348,000
32 State Route Number 520 Corridor Account—State
33 Appropriation. \$433,000
34 Tacoma Narrows Toll Bridge Account—State Appropriation. . . . \$77,000
35 TOTAL APPROPRIATION. \$552,538,000

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

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

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

16 (3) \$16,099,000 of the state patrol highway account—state
17 appropriation is provided solely for the land mobile radio system
18 replacement, upgrade, and other related activities. Beginning January
19 1, 2022, the Washington state patrol must report semiannually to the
20 office of the state chief information officer on the progress related
21 to the projects and activities associated with the land mobile radio
22 system, including the governance structure, outcomes achieved in the
23 prior six-month time period, and how the activities are being managed
24 holistically as recommended by the office of the chief information
25 officer. At the time of submittal to the office of the state chief
26 information officer, this report shall be transmitted to the office
27 of financial management and the house and senate transportation
28 committees.

29 (4) \$493,000 of the state patrol highway account—state
30 appropriation is provided solely for aerial criminal investigation
31 tools, including software licensing and maintenance, and annual
32 certification, and is subject to the conditions, limitations, and
33 review requirements of section 701 of this act.

34 (5) \$786,000 of the state patrol highway account—state
35 appropriation is provided solely for one-time costs associated with
36 establishing the second toxicology laboratory and addressing the
37 backlog of toxicology cases from impaired driving and death
38 investigations.

1 (6) \$580,000 of the state patrol highway account—state
2 appropriation is provided solely for the operation of and
3 administrative support to the license investigation unit to enforce
4 vehicle registration laws in southwestern Washington. The Washington
5 state patrol, in consultation with the department of revenue, shall
6 maintain a running estimate of the additional vehicle registration
7 fees, sales and use taxes, and local vehicle fees remitted to the
8 state pursuant to activity conducted by the license investigation
9 unit. Beginning October 1, 2021, and quarterly thereafter, the
10 Washington state patrol shall submit a report detailing the
11 additional revenue amounts generated since January 1, 2021, to the
12 director of the office of financial management and the transportation
13 committees of the legislature. At the end of the calendar quarter in
14 which it is estimated that more than \$625,000 in state sales and use
15 taxes have been remitted to the state since January 1, 2021, the
16 Washington state patrol shall notify the state treasurer and the
17 state treasurer shall transfer funds pursuant to section 406(18) of
18 this act.

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

27 (8) \$4,180,000 of the state patrol highway account—state
28 appropriation is provided solely for an additional arming and trooper
29 basic training class. The cadet class is expected to graduate in June
30 2023.

31 (9) By December 1st of each year during the 2021-2023 biennium,
32 the Washington state patrol must report to the house and senate
33 transportation committees on the status of recruitment and retention
34 activities as follows:

- 35 (a) A summary of recruitment and retention strategies;
- 36 (b) The number of transportation funded staff vacancies by major
37 category;
- 38 (c) The number of applicants for each of the positions by these
39 categories;
- 40 (d) The composition of workforce; and

1 (e) Other relevant outcome measures with comparative information
2 with recent comparable months in prior years.

3 (10) \$1,348,000 of the Interstate 405 and state route number 167
4 express toll lanes account—state appropriation, \$433,000 of the state
5 route number 520 corridor account—state appropriation, and \$77,000 of
6 the Tacoma Narrows toll bridge account—state appropriation are
7 provided solely for the Washington state patrol's proportional share
8 of time spent supporting tolling operations and enforcement for the
9 respective tolling facilities.

10 (11) \$289,000 of the state patrol highway account—state
11 appropriation is provided solely for the replacement of 911
12 workstations.

13 (12) \$35,000 of the state patrol highway account—state
14 appropriation is provided solely for the replacement of bomb response
15 equipment.

16 (13) \$713,000 of the state patrol highway account—state
17 appropriation is provided solely for information technology
18 infrastructure maintenance.

19 (14) The Washington state patrol must provide a report to the
20 office of financial management and the house and senate
21 transportation committees on its plan for implementing a transition
22 to cloud computing and storage with its 2023-2025 budget submittal.

23 (15) \$945,000 of the state patrol highway account—state
24 appropriation is provided solely for implementation of chapter . . .
25 (Substitute House Bill No. 1223), Laws of 2021 (custodial
26 interrogations). If chapter . . . (Substitute House Bill No. 1223),
27 Laws of 2021 (custodial interrogations) is not enacted by June 30,
28 2021, the amount provided in this subsection lapses.

29 (16) \$92,000 of the state patrol highway account—state
30 appropriation is provided solely for implementation of chapter . . .
31 (Engrossed Substitute House Bill No. 1054), Laws of 2021 (peace
32 officer tactics). If chapter . . . (Engrossed Substitute House Bill
33 No. 1054), Laws of 2021 (peace officer tactics) is not enacted by
34 June 30, 2021, the amount provided in this subsection lapses.

35 (17) \$92,000 of the state patrol highway account—state
36 appropriation is provided solely for implementation of chapter . . .
37 (Second Substitute House Bill No. 1310), Laws of 2021 (use of force
38 by officers). If chapter . . . (Second Substitute House Bill No.

1 1310), Laws of 2021 (use of force by officers) is not enacted by June
2 30, 2021, the amount provided in this subsection lapses.

3 (18) (a) The Washington state patrol is directed to terminate its
4 "Agreement for Utility Connection and Reimbursement of Water
5 Extension Expenses" with the city of Shelton, executed on June 12,
6 2017, subject to the city of Shelton's consent to terminate the
7 agreement. The legislature finds that the water connection extension
8 constructed by the Washington state patrol from the city of Shelton's
9 water facilities to the Washington state patrol academy was necessary
10 to meet the water supply needs of the academy. The legislature also
11 finds that the water connection provides an ongoing water supply that
12 is necessary to the operation of the training facility, that the
13 state is making use of the water connection for these public
14 activities, and that any future incidental use of the municipal
15 infrastructure put in place to support these activities will not
16 impede the Washington state patrol's ongoing use of the water
17 connection extension.

18 (b) \$2,220,000 of the transfer from the waste tire removal
19 account—state appropriation to the motor vehicle account—state
20 appropriation in this act, as required under RCW 70A.205.425,
21 reimburses the motor vehicle account—state appropriation for the
22 portion of the water project costs assigned by the agreement to
23 properties, other than the Washington state patrol academy, that make
24 use of the water connection while the agreement remains in effect.
25 This reimbursement to the motor vehicle fund is intended to address
26 any possibility that the termination of this agreement could be
27 determined to result in the unconstitutional use of 18th amendment
28 designated funds for nonhighway purposes under the constitution of
29 the state of Washington; however, this transfer is not intended to
30 indicate that the incidental use of this infrastructure by these
31 properties necessarily requires such reimbursement under the state
32 Constitution.

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

34 Marine Fuel Tax Refund Account—State Appropriation	\$34,000
35 Motorcycle Safety Education Account—State	
36 Appropriation	\$4,928,000
37 Highway Safety Account—State Appropriation	\$242,488,000
38 Highway Safety Account—Federal Appropriation	\$1,294,000

1	Motor Vehicle Account—State Appropriation	\$79,421,000
2	Motor Vehicle Account—Federal Appropriation.	\$150,000
3	Ignition Interlock Device Revolving Account—State	
4	Appropriation	\$4,099,000
5	Department of Licensing Services Account—State	
6	Appropriation	\$8,189,000
7	License Plate Technology Account—State	
8	Appropriation	\$4,250,000
9	Abandoned Recreational Vehicle Account—State	
10	Appropriation.	\$3,074,000
11	Limousine Carriers Account—State Appropriation.	\$110,000
12	Electric Vehicle Account—State Appropriation.	\$417,000
13	DOL Technology Improvement & Data Management	
14	Account—State Appropriation.	\$816,000
15	Agency Financial Transaction Account—State	
16	Appropriation.	\$21,257,000
17	Limited Fish and Wildlife Account—State Appropriation.	\$916,000
18	TOTAL APPROPRIATION.	\$371,443,000

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

21 (1) \$12,000 of the motorcycle safety education account—state
22 appropriation, \$2,000 of the limited fish and wildlife account—state
23 appropriation, \$728,000 of the highway safety account—state
24 appropriation, \$238,000 of the motor vehicle account—state
25 appropriation, \$10,000 of the ignition interlock device revolving
26 account—state appropriation, and \$10,000 of the department of
27 licensing services account—state appropriation are provided solely
28 for the department to redesign and improve its online services and
29 website, and are subject to the conditions, limitations, and review
30 requirements of section 701 of this act.

31 (2) \$28,636,000 of the highway safety account—state appropriation
32 is provided solely for costs necessary to accommodate increased
33 demand for enhanced drivers' licenses and enhanced identicards. The
34 department shall report on a quarterly basis on the use of these
35 funds, associated workload, and information with comparative
36 information with recent comparable months in prior years. The report
37 must include detailed statewide and by licensing service office
38 information on staffing levels, average monthly wait times, the

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

9 (3) (a) The department must implement cost recovery mechanisms to
10 recoup at least a portion of credit card and other financial
11 transaction costs as part of charges imposed for driver and vehicle
12 fee transactions. The department must develop a method of tracking
13 the amount of credit card and other financial cost-recovery revenues.
14 The department must notify the state treasurer of these amounts and
15 the state treasurer must deposit these revenues in the agency
16 financial transaction account on a quarterly basis. If chapter . . .
17 (House Bill No. 1115), Laws of 2021 (cost recovery of state agency
18 credit card and transaction fees) is enacted by June 30, 2021, this
19 subsection (3) (a) lapses.

20 (b) The appropriations in this section assume implementation by
21 the department of cost recovery mechanisms to recoup at least
22 \$21,257,000 during the 2021-2023 biennium in credit card and other
23 financial transaction costs as part of charges imposed for driver and
24 vehicle fee transactions. During the 2021-2023 fiscal biennium, the
25 department must report any amounts recovered to the office of
26 financial management and appropriate committees of the legislature on
27 a quarterly basis.

28 (4) \$3,074,000 of the abandoned recreational vehicle disposal
29 account—state appropriation is provided solely for providing
30 reimbursements in accordance with the department's abandoned
31 recreational vehicle disposal reimbursement program. It is the intent
32 of the legislature that the department prioritize this funding for
33 allowable and approved reimbursements and not to build a reserve of
34 funds within the account. During the 2021-2023 fiscal biennium, the
35 department must report any amounts recovered to the office of
36 financial management and appropriate committees of the legislature on
37 a quarterly basis.

38 (5) \$1,550,000 of the highway safety account—state appropriation
39 is provided solely for the department to provide an interagency
40 transfer to the department of social and health services, children's

1 administration division for the purpose of providing driver's license
2 support to a larger population of foster youth than is already served
3 within existing resources. Support services include reimbursement of
4 driver's license issuance costs, fees for driver training education,
5 and motor vehicle liability insurance costs.

6 (6) \$500,000 of the highway safety account—state appropriation is
7 provided solely for communication and outreach activities necessary
8 to inform the public of federally acceptable identification options
9 including, but not limited to, enhanced drivers' licenses and
10 enhanced identicards. The department shall continue the outreach plan
11 that includes informational material that can be effectively
12 communicated to all communities and populations in Washington. To
13 accomplish this work, the department shall contract with an external
14 vendor with demonstrated experience and expertise in outreach and
15 marketing to underrepresented communities in a culturally responsive
16 fashion.

17 (7) \$23,000 of the highway safety account—state appropriation is
18 provided solely for the implementation of chapter . . . (Engrossed
19 Substitute House Bill No. 1078), Laws of 2021 (restoring voter
20 eligibility after felony conviction). If chapter . . . (Engrossed
21 Substitute House Bill No. 1078), Laws of 2021 (restoring voter
22 eligibility after felony conviction) is not enacted by June 30, 2021,
23 the amount provided in this subsection lapses.

24 (8) \$523,000 of the highway safety account—state appropriation is
25 provided solely for the implementation of chapter . . . (Substitute
26 House Bill No. 1207), Laws of 2021 (department of licensing issued
27 documents). If chapter . . . (Substitute House Bill No. 1207), Laws
28 of 2021 (department of licensing issued documents) is not enacted by
29 June 30, 2021, the amount provided in this subsection lapses.

30 (9) \$57,000 of the motor vehicle account—state appropriation is
31 provided solely for the implementation of chapter . . . (Substitute
32 House Bill No. 1322), Laws of 2021 (off-road vehicle enforcement). If
33 chapter . . . (Substitute House Bill No. 1322), Laws of 2021 (off-
34 road vehicle enforcement) is not enacted by June 30, 2021, the amount
35 provided in this subsection lapses.

36 (10)(a) \$54,000 of the motor vehicle account—state appropriation
37 is provided solely for the issuance of nonemergency medical
38 transportation vehicle decals to implement the high occupancy vehicle
39 lane access pilot program established elsewhere in this act. A for

1 hire nonemergency medical transportation vehicle is a vehicle that is
2 a "for hire vehicle" under RCW 46.04.190 that provides nonemergency
3 medical transportation, including for life-sustaining transportation
4 purposes, to meet the medical transportation needs of individuals
5 traveling to medical practices and clinics, cancer centers, dialysis
6 facilities, hospitals, and other care providers.

7 (b) As part of this pilot program, the owner of a for hire
8 nonemergency medical transportation vehicle may apply to the
9 department, county auditor or other agent, or subagent appointed by
10 the director, for a high occupancy vehicle exempt decal for a for
11 hire nonemergency medical transportation vehicle. The high occupancy
12 vehicle exempt decal allows the for hire nonemergency medical
13 transportation vehicle to use a high occupancy vehicle lane as
14 specified in RCW 46.61.165 and 47.52.025 during the 2021-2023 fiscal
15 biennium.

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

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

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

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

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

27 (i) The name and address of the person who is the owner of the
28 vehicle;

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

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

32 (iv) An attestation signed by the vehicle's owner or the owner's
33 representative that the vehicle's owner has a minimum of one contract
34 or service agreement to provide for hire transportation services for
35 medical purposes with one or more of the following entities: A health
36 insurance company; a hospital, clinic, dialysis center, or other
37 medical institution; a day care center, retirement home, or group
38 home; a federal, state, or local agency or jurisdiction; or a broker
39 who negotiates these services on behalf of one or more of these
40 entities; and

1 (v) Other information as required by the department upon
2 application.

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

6 (f) The department, county auditor or other agent, or subagent,
7 is required to collect a \$5 fee when issuing a decal under this
8 subsection, in addition to any other fees and taxes required by law.

9 (g) A high occupancy vehicle exempt decal may not be renewed and
10 expires upon the termination of the pilot program established
11 elsewhere in this act. The status as an exempt vehicle continues
12 until suspended or revoked for misuse, or when the vehicle is no
13 longer used as a for hire nonemergency medical transportation
14 vehicle, or when the pilot program established elsewhere in this act
15 is terminated.

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

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

24 (12) The department must work with any regional transit authority
25 pursuant to RCW 82.44.135 to determine cost allocations that are
26 based on actual costs and that would result in full cost recovery for
27 administration and collection of the taxes. The department must
28 report actual cost allocations to the transportation committees of
29 the legislature by January 1, 2022.

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

32	State Route Number 520 Corridor Account—State	
33	Appropriation	\$53,747,000
34	State Route Number 520 Civil Penalties Account—State	
35	Appropriation	\$4,150,000
36	Tacoma Narrows Toll Bridge Account—State	
37	Appropriation	\$29,809,000
38	Alaskan Way Viaduct Replacement Project Account—State	

1	Appropriation.	\$20,933,000
2	Interstate 405 and State Route Number 167 Express	
3	Toll Lanes Account—State Appropriation.	\$23,984,000
4	TOTAL APPROPRIATION.	\$132,623,000

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

7 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
8 appropriation and \$12,483,846 of the state route number 520 corridor
9 account—state appropriation are provided solely for the purposes of
10 addressing unforeseen operations and maintenance costs on the Tacoma
11 Narrows bridge and the state route number 520 bridge, respectively.
12 The office of financial management shall place the amounts provided
13 in this subsection, which represent a portion of the required minimum
14 fund balance under the policy of the state treasurer, in unallotted
15 status. The office may release the funds only when it determines that
16 all other funds designated for operations and maintenance purposes
17 have been exhausted.

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

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

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

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

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

13 (3) The department shall make detailed semiannual reports to the
14 transportation committees of the legislature and the public on the
15 department's website on the following:

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

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

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

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

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

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

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

37 (iv) Workload costs related to hearings;

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

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

1 (e) A summary of toll revenue by facility on all operating toll
2 facilities and express toll lane systems, and an itemized depiction
3 of the use of that revenue.

4 (4) During the 2021-2023 fiscal biennium, the department plans to
5 issue a request for proposals as the first stage of a competitive
6 procurement process that will replace the toll equipment and select a
7 new tolling operator for the Tacoma Narrows Bridge. The request for
8 proposals and subsequent competitive procurement must incorporate
9 elements that prioritize the overall goal of lowering costs per
10 transaction for the facility, such as incentives for innovative
11 approaches which result in lower transactional costs, requests for
12 efficiencies on the part of the bidder that lower operational costs,
13 and incorporation of technologies such as self-serve credit card
14 machines or other point-of-payment technologies that lower costs or
15 improve operational efficiencies.

16 (5) \$20,001,000 of the Alaskan Way viaduct replacement project
17 account—state appropriation is provided solely for the new state
18 route number 99 tunnel toll facility's expected share of collecting
19 toll revenues, operating customer services, and maintaining toll
20 collection systems. The legislature expects to see appropriate
21 reductions to the other toll facility accounts once tolling on the
22 new state route number 99 tunnel toll facility stabilizes and any
23 previously incurred costs for start-up of the new facility are
24 charged back to the Alaskan Way viaduct replacement project account.
25 The office of financial management shall closely monitor the
26 application of the cost allocation model and ensure that the new
27 state route number 99 tunnel toll facility is adequately sharing
28 costs and the other toll facility accounts are not being overspent or
29 subsidizing the new state route number 99 tunnel toll facility.

30 (6) (a) \$1,651,000 of the state route number 520 corridor account—
31 state appropriation, \$709,000 of the Tacoma Narrows toll bridge
32 account—state appropriation, \$932,000 of the Alaskan Way viaduct
33 replacement project account—state appropriation, and \$708,000 of the
34 Interstate 405 and state route number 167 express toll lanes account—
35 state appropriation are provided solely for the reappropriation of
36 unspent funds on the new tolling back office system from the
37 2019-2021 biennium, and are subject to the conditions, limitations,
38 and review provided in section 701 of this act.

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

9 (c) The office of financial management shall place the amounts
10 provided in this subsection in unallotted status until the department
11 submits a detailed progress report on the progress of the new tolling
12 back office system. The director of the office of financial
13 management or their designee shall consult with the chairs and
14 ranking members of the transportation committees of the legislature
15 prior to making a decision to allot these funds.

16 (7) Out of funding appropriated in this section, the department
17 shall contract with the state auditor's office for a performance
18 audit of the department's project to replace its electronic toll
19 collection system. The audit should include an evaluation of the
20 department's project planning, vendor procurement, contract
21 management and project oversight. The final report is to be issued by
22 December 31, 2022. The state auditor will transmit copies of the
23 report to the jurisdictional committees of the legislature and the
24 department.

25 (8) \$1,516,000 of the state route number 520 corridor account—
26 state appropriation is provided solely for the increased costs of
27 insurance for the state route number 520 floating bridge. The
28 department shall conduct an evaluation of the short and long-term
29 costs and benefits including risk mitigation of self-insurance as
30 compared to the commercial insurance option for the state route
31 number 520 floating bridge, as allowed under the terms of the state
32 route number 520 master bond resolution. By December 15, 2021, the
33 department shall report to the legislature on the results of this
34 evaluation.

35 (9) As part of the department's 2023-2025 biennial budget
36 request, the department shall update the cost allocation
37 recommendations that assign appropriate costs to each of the toll
38 funds for services provided by relevant Washington state department
39 of transportation programs, the Washington state patrol, and the
40 transportation commission. The recommendations shall be based on

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

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

5	Transportation Partnership Account—State Appropriation . . .	\$1,437,000
6	Motor Vehicle Account—State Appropriation	\$102,671,000
7	Puget Sound Ferry Operations Account—State	
8	Appropriation	\$263,000
9	Multimodal Transportation Account—State	
10	Appropriation	\$2,831,000
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	\$1,441,000
13	TOTAL APPROPRIATION.	\$108,643,000

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

16 (1) \$8,546,000 of the motor vehicle account—state appropriation
17 is provided solely for the department's cost related to the one
18 Washington project, and is subject to the conditions, limitations,
19 and review requirements of section 701 of this act.

20 (2) The capital systems replacement or modernization project is
21 subject to the conditions, limitations, and review requirements of
22 section 701 of this act.

23 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
24 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
25 **OPERATING**

26	Motor Vehicle Account—State Appropriation	\$35,771,000
27	State Route Number 520 Corridor Account—State	
28	Appropriation	\$34,000
29	TOTAL APPROPRIATION.	\$35,805,000

30 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
31 **AVIATION—PROGRAM F**

32	Aeronautics Account—State Appropriation	\$8,480,000
33	Aeronautics Account—Federal Appropriation	\$3,916,000
34	Aeronautics Account—Private/Local Appropriation	\$60,000
35	TOTAL APPROPRIATION.	\$12,456,000

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

3 (1) \$2,888,000 of the aeronautics account—state appropriation is
4 provided solely for the airport aid grant program, which provides
5 competitive grants to public use airports for pavement, safety,
6 maintenance, planning, and security.

7 (2) \$505,000 of the aeronautics account—state appropriation is
8 provided solely for the implementation of chapter . . . (House Bill
9 No. 1198), Laws of 2021 (aviation coordinating commission). If
10 chapter . . . (House Bill No. 1198), Laws of 2021 is not enacted by
11 June 30, 2021, the amount provided in this subsection lapses.

12 (3) \$280,000 of the aeronautics account—state appropriation is
13 provided solely for the implementation of chapter . . . (Substitute
14 House Bill No. 1379), Laws of 2021 (unpiloted aircraft system state
15 coordinator). If chapter . . . (Substitute House Bill No. 1379), Laws
16 of 2021 (unpiloted aircraft system state coordinator) is not enacted
17 by June 30, 2021, the amount provided in this subsection lapses.

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

20	Motor Vehicle Account—State Appropriation.	\$60,273,000
21	Motor Vehicle Account—Federal Appropriation	\$500,000
22	Multimodal Transportation Account—State Appropriation . . .	\$258,000
23	TOTAL APPROPRIATION.	\$61,031,000

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

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

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

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

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

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

28 (3) During the 2021-2023 biennium, if the department takes
29 possession of the property situated in the City of Edmonds for which
30 a purchase agreement was executed between Unocal and the department
31 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
32 confirms that the property is still no longer needed for
33 transportation purposes, the department shall provide the City of
34 Edmonds with the right of first purchase in accordance with RCW
35 47.12.063(3) for the city's intended use of the property to
36 rehabilitate near-shore habitat for salmon and related species.

37 (4) The department shall report to the transportation committees
38 of the legislature by December 1, 2021, on the status of its efforts
39 to consolidate franchises for broadband facilities across the state,

1 including plans for increasing the number of consolidated franchises
2 in the future.

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

5	Motor Vehicle Account—State Appropriation	\$675,000
6	Electric Vehicle Account—State Appropriation.	\$3,900,000
7	Multimodal Transportation Account—State Appropriation.	\$12,533,000
8	TOTAL APPROPRIATION.	\$17,108,000

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

11 (1) The public private partnerships program must continue to
12 explore retail partnerships at state-owned park and ride facilities,
13 as authorized in RCW 47.04.295.

14 (2) \$2,400,000 of the multimodal transportation account—state
15 appropriation is provided solely for the pilot program established
16 under RCW 47.04.355, to provide clean alternative fuel vehicle use
17 opportunities to underserved communities and low to moderate income
18 members of the workforce not readily served by transit or located in
19 transportation corridors with emissions that exceed federal or state
20 emissions standards.

21 (3) (a) (i) \$133,000 of the multimodal transportation account—state
22 appropriation is provided solely for the purpose of conducting an
23 assessment of options for the development, including potential
24 features and costs, for a publicly available mapping and forecasting
25 tool that provides locations and essential information of charging
26 and refueling infrastructure to support forecasted levels of electric
27 vehicle adoption, travel, and usage across Washington state as
28 described in chapter . . . (Engrossed Substitute House Bill No.
29 1287), Laws of 2021 (preparedness for a zero emissions transportation
30 future).

31 (ii) The assessment must include a review of existing
32 infrastructure needs assessments, mapping and forecasting tools,
33 environmental health disparity resources, and related modeling. It
34 must be performed in consultation with the department of ecology,
35 department of commerce, and office of equity, and include a
36 stakeholder process to address community, public agency, and relevant
37 public and private utility needs to determine the resources needed to

1 facilitate statewide and local transportation electrification efforts
2 to drive emission reductions consistent with RCW 70A.45.020.

3 (iii) A report summarizing the findings of the assessment and the
4 options recommended by the department for the tool's development is
5 due to the transportation committees of the legislature by December
6 31, 2021.

7 (b) \$10,000,000 of the multimodal transportation account—state
8 appropriation is provided solely for a clean alternative fuel vehicle
9 infrastructure grant program for clean alternative fuel vehicle
10 charging and refueling infrastructure that will provide public
11 benefits for the state's network of charging infrastructure to
12 facilitate state zero emission vehicle requirements under RCW
13 70A.30.010 and greenhouse gas emission reduction goals under RCW
14 70A.45.020. The department must develop a strategy for grant award
15 selection based on maximizing public benefits by: Facilitating
16 residents' and businesses' ability to purchase and lease clean
17 alternative fuel vehicles through increased access to public electric
18 vehicle charging and refueling, facilitating a decline in vehicle
19 emissions that would otherwise contribute to pollution and greenhouse
20 gas emissions, and increasing equity of access to clean alternative
21 fuel vehicles. The department shall use proposed grant matching funds
22 as a criterion for selecting grant award recipients. When the
23 publicly available mapping and forecasting tool in (a) of this
24 subsection has been developed and is available to be used for this
25 purpose, strategy development for grant award selection must include
26 analysis of the information provided by the tool.

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

29	Motor Vehicle Account—State Appropriation	\$505,498,000
30	Motor Vehicle Account—Federal Appropriation	\$7,000,000
31	State Route Number 520 Corridor Account—State	
32	Appropriation	\$4,222,000
33	Tacoma Narrows Toll Bridge Account—State	
34	Appropriation	\$1,529,000
35	Alaskan Way Viaduct Replacement Project	
36	Account—State Appropriation	\$8,443,000
37	Interstate 405 and State Route Number 167 Express	
38	Toll Lanes Account—State Appropriation.	\$2,573,000

1 TOTAL APPROPRIATION. \$529,265,000

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

4 (1) \$7,529,000 of the motor vehicle account—state appropriation
5 is provided solely for utility fees assessed by local governments as
6 authorized under RCW 90.03.525 for the mitigation of stormwater
7 runoff from state highways. Plan and reporting requirements as
8 required in chapter 435, Laws of 2019 (Local Stormwater Charges)
9 shall be consistent with the January 2012 findings of the Joint
10 Transportation Committee Report for Effective Cost Recovery Structure
11 for WSDOT, Jurisdictions, and Efficiencies in Stormwater Management.

12 (2) \$5,000,000 of the motor vehicle account—state appropriation
13 is provided solely for a contingency pool for snow and ice removal.
14 The department must notify the office of financial management and the
15 transportation committees of the legislature when they have spent the
16 base budget for snow and ice removal and will begin using the
17 contingency pool funding.

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

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

1 (5) The department must continue a pilot program for the
2 2021-2023 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, 2022, 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 (6) \$686,000 of the motor vehicle account—state appropriation is
12 provided solely for reimbursing the Oregon department of
13 transportation (ODOT) for the department's share of increased
14 maintenance costs of six highway bridges over the Columbia River that
15 are maintained by ODOT.

16 (7) \$4,145,000 of the motor vehicle account—state appropriation
17 is provided solely for increased costs of highway maintenance
18 materials.

19 (8) \$5,816,000 of the motor vehicle account—state appropriation
20 is provided solely for a contingency pool for repairing damages to
21 highways caused by known and unknown third parties. The department
22 must notify the office of financial management and the transportation
23 committees of the legislature when they have spent the base budget
24 for third-party damage repair and will begin using the contingency
25 pool funding.

26 (9) \$5,000,000 of the motor vehicle account—state appropriation
27 is provided solely for the department to address the risks to safety
28 and public health associated with homeless encampments on department
29 owned rights-of-way. The department must coordinate and work with
30 local government officials and social service organizations to
31 provide services and direct people to housing alternatives that are
32 not in highway rights-of-way to help prevent future encampments from
33 forming on highway rights of way. The department may hire crews
34 specializing in collecting and disposing of garbage, clearing debris
35 or hazardous material, and implementing safety improvements where
36 hazards exist. The department may request assistance from the
37 Washington state patrol as necessary to provide enhanced safety-
38 related activities along state highway rights-of-way.

1 (10) \$623,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter . . . (Substitute
3 House Bill No. 1355), Laws of 2021 (noxious weeds). If chapter . . .
4 (Substitute House Bill No. 1355), Laws of 2021 (noxious weeds) is not
5 enacted by June 30, 2021, the amount provided in this subsection
6 lapses.

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

9	Motor Vehicle Account—State Appropriation	\$76,142,000
10	Motor Vehicle Account—Federal Appropriation	\$2,050,000
11	Motor Vehicle Account—Private/Local Appropriation	\$250,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	\$224,000
14	Tacoma Narrows Toll Bridge Account—State Appropriation.	\$40,000
15	Alaskan Way Viaduct Replacement Project Account—	
16	State Appropriation.	\$1,112,000
17	Interstate 405 and State Route Number 167 Express	
18	Toll Lanes Account—State Appropriation.	\$20,000
19	TOTAL APPROPRIATION.	\$79,838,000

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

22 (1) \$6,000,000 of the motor vehicle account—state appropriation
23 is provided solely for low-cost enhancements. The department shall
24 give priority to low-cost enhancement projects that improve safety or
25 provide congestion relief. By December 15th of each odd-numbered
26 year, the department shall provide a report to the legislature
27 listing all low-cost enhancement projects completed in the prior
28 fiscal biennium.

29 (2) (a) During the 2021-2023 fiscal biennium, the department shall
30 continue a pilot program that expands private transportation
31 providers' access to high occupancy vehicle lanes. Under the pilot
32 program, when the department reserves a portion of a highway based on
33 the number of passengers in a vehicle, the following vehicles must be
34 authorized to use the reserved portion of the highway if the vehicle
35 has the capacity to carry eight or more passengers, regardless of the
36 number of passengers in the vehicle: (i) Auto transportation company
37 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
38 carrier vehicles regulated under chapter 81.70 RCW, except marked or

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

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

22 (c) The department shall expand the high occupancy vehicle lane
23 access pilot program to organ transport vehicles transporting a time
24 urgent organ for an organ procurement organization as defined in RCW
25 68.64.010. Under the pilot program, when the department reserves a
26 portion of a highway based on the number of passengers in a vehicle,
27 organ transport vehicles that are clearly and identifiably marked as
28 such on all sides of the vehicle are considered emergency vehicles
29 and must be authorized to use the reserved portion of the highway.

30 (d) The department shall expand the high occupancy vehicle lane
31 access pilot program to private, for hire vehicles regulated under
32 chapter 81.72 RCW that have been specially manufactured, designed, or
33 modified for the transportation of a person who has a mobility
34 disability and uses a wheelchair or other assistive device. Under the
35 pilot program, when the department reserves a portion of a highway
36 based on the number of passengers in a vehicle, wheelchair-accessible
37 taxicabs that are clearly and identifiably marked as such on all
38 sides of the vehicle are considered public transportation vehicles
39 and must be authorized to use the reserved portion of the highway.

1 (e) The department shall expand the high occupancy vehicle lane
2 access pilot program to for hire nonemergency medical transportation
3 vehicles, when in use for medical purposes, as described elsewhere in
4 this act. Under the pilot program, when the department reserves a
5 portion of a highway based on the number of passengers in a vehicle,
6 nonemergency medical transportation vehicles that meet the
7 requirements identified elsewhere in this act must be authorized to
8 use the reserved portion of the highway.

9 (f) Nothing in this subsection (2) is intended to exempt these
10 vehicles from paying tolls when they do not meet the occupancy
11 requirements established by the department for 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 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**
19 **TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S**

20	Motor Vehicle Account—State Appropriation	\$43,973,000
21	Motor Vehicle Account—Federal Appropriation	\$780,000
22	Motor Vehicle Account—Private/Local Appropriation	\$500,000
23	Multimodal Transportation Account—State	
24	Appropriation	\$1,129,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation.	\$185,000
27	Tacoma Narrows Toll Bridge Account—State Appropriation. . .	\$150,000
28	Alaskan Way Viaduct Replacement Project Account—	
29	State Appropriation.	\$121,000
30	Interstate 405 and State Route Number 167 Express	
31	Toll Lanes Account—State Appropriation.	\$77,000
32	TOTAL APPROPRIATION.	\$46,915,000

33 The appropriations in this section are subject to the following
34 conditions and limitations: \$6,000,000 of the motor vehicle account—
35 state appropriation is provided solely for efforts to increase
36 diversity in the transportation construction workforce through: (1)
37 The preapprenticeship support services (PASS) program, which aims to
38 increase diversity in the highway construction workforce and prepare

1 individuals interested in entering the highway construction
 2 workforce. In addition to the services allowed by RCW 47.01.435, the
 3 PASS program may provide housing assistance for youth aging out of
 4 the foster care and juvenile rehabilitation systems in order to
 5 support the participation of these youth in a transportation-related
 6 preapprenticeship program; (2) assisting minority and women-owned
 7 businesses to perform work in the highway construction industry. This
 8 assistance shall include technical assistance, business training,
 9 counseling, guidance, prime to subcontractor relationship building,
 10 and a capacity building mentorship program. At a minimum, \$1,000,000
 11 of the total appropriation in this subsection shall be directed
 12 towards the efforts outlined in this subsection. Of the total
 13 appropriation in this subsection, up to one full time position can be
 14 created to support all this work. The provider(s) chosen to complete
 15 the work in this subsection shall be selected through a competitive
 16 bidding process. The program shall be administered by the Washington
 17 state department of transportation's office of equal opportunity.

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

20	Motor Vehicle Account—State Appropriation	\$28,276,000
21	Motor Vehicle Account—Federal Appropriation	\$34,865,000
22	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation.	\$406,000
25	Multimodal Transportation Account—State Appropriation . .	\$1,669,000
26	Multimodal Transportation Account—Federal	
27	Appropriation	\$2,809,000
28	Multimodal Transportation Account—Private/Local	
29	Appropriation	\$100,000
30	Interstate 405 and State Route Number 167 Express	
31	Toll Lanes Account—State Appropriation.	\$2,879,000
32	TOTAL APPROPRIATION.	\$71,404,000

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

- 35 (1) \$2,879,000 of the Interstate 405 and state route number 167
 36 express toll lanes account—state appropriation is provided solely for
 37 completion of updating the state route number 167 master plan.

1 (2) \$406,000 of the state route number 520 corridor account—state
2 appropriation is provided solely for the department to contract with
3 the University of Washington department of mechanical engineering, to
4 study measures to reduce noise impacts from the state route number
5 520 bridge expansion joints. The field testing shall be scheduled
6 during existing construction, maintenance, or other scheduled
7 closures to minimize impacts. The testing must also ensure safety of
8 the traveling public. The study shall examine testing methodologies
9 and project timelines and costs. A final report must be submitted to
10 the transportation committees of the legislature and the governor by
11 March 1, 2022.

12 (3) \$5,900,000 of the motor vehicle account—federal appropriation
13 and \$400,000 of the motor vehicle account—private/local appropriation
14 are provided solely for delivery of the department's state planning
15 and research work program and pooled fund research projects, provided
16 that the department may not expend any amounts provided in this
17 section on a long-range plan or corridor scenario analysis for I-5
18 from Tumwater to Marysville. This is not intended to reference or
19 impact: The existing I-5 corridor from Mounts road to Tumwater design
20 and operations alternatives analysis; design studies related to HOV
21 lanes or operations; or where it is necessary to continue design and
22 operations analysis related to projects already under development.

23 (4) \$4,080,000 of the motor vehicle account—federal appropriation
24 is provided solely for the Forward Drive road usage charge research
25 project overseen by the transportation commission using a portion of
26 the amount of the federal grant award. The purpose of the Forward
27 Drive road usage charge research project is to advance research in
28 key policy areas related to road usage charge including assessing
29 impacts of future mobility shifts on road usage charge revenues,
30 conducting an equity analysis, updating and assessing emerging
31 mileage reporting methods, determining opportunities to reduce cost
32 of collection, conducting small-scale pilot tests, and identifying a
33 long-term, detailed phase-in plan.

34 (5) \$500,000 of the multimodal transportation account—state
35 appropriation is provided for the department to partner with the
36 department of commerce in developing vehicle miles traveled targets
37 for the counties in Washington state with (a) a population density of
38 at least 100 people per square mile and a population of at least
39 200,000; or (b) a population density of at least 75 people per square

1 mile and an annual growth rate of at least 1.75 percent as determined
2 by the office of financial management. Given land use patterns are
3 key factors in travel demand and should be taken into consideration
4 when developing the targets, the department and the department of
5 commerce shall partner with local jurisdictions, regional
6 transportation planning organizations and other stakeholders to
7 inventory existing laws and rules that promote transportation and
8 land use, identify gaps and make recommendations for changes in laws,
9 rules and agency guidance, and establish a framework for considering
10 underserved and rural communities in the evaluation. The department
11 and the department of commerce shall provide an initial technical
12 report by December 31, 2021, an interim report by June 22, 2022, and
13 a final report to the governor and legislature by June 30, 2023, that
14 includes a process for establishing vehicle miles traveled reduction
15 targets, a recommended suite of options for local jurisdictions to
16 achieve the targets, and funding requirements for state and local
17 jurisdictions.

18 (6) \$500,0000 of the multimodal transportation account—state
19 appropriation is provided solely for implementation of a state route
20 number 161 corridor study to be conducted in consultation with Pierce
21 Transit, Sound Transit, and other regional entities. The department
22 must study practical solutions to address high vehicle volumes and
23 delays in the corridor. The study should develop short-, mid-, and
24 long-term strategies and identify potential improvements for the
25 corridor or improvements to nearby roads that could help address the
26 traffic congestion on state route number 161.

27 (7) \$800,000 of the motor vehicle account—state appropriation is
28 provided solely for WSDOT to do a corridor study of SR 302 (Victor
29 Area) to recommend safety and infrastructure improvements to address
30 current damage and prevent future roadway collapse and landslides
31 that have caused road closures.

32 (8) \$1,500,000 of the motor vehicle account—state appropriation
33 is provided solely for a study on the need for additional
34 connectivity in the area between SR 161, SR 7, SR 507, and I-5 in
35 South Pierce County.

36 NEW SECTION. **Sec. 219. FOR THE DEPARTMENT OF TRANSPORTATION—**
37 **CHARGES FROM OTHER AGENCIES—PROGRAM U**

38 Motor Vehicle Account—State Appropriation \$77,093,000

1	Multimodal Transportation Account—State	
2	Appropriation	\$3,045,000
3	Interstate 405 and State Route Number 167 Express	
4	Toll Lanes Account—State Appropriation.	\$6,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	\$4,000
7	Tacoma Narrows Toll Bridge Account—State	
8	Appropriation.	\$2,000
9	Aeronautics Account—State Appropriation.	\$1,000
10	Transportation Partnership Account—State Appropriation.	\$23,000
11	Puget Sound Ferry Operations Account—State Appropriation.	\$220,000
12	Connecting Washington Account—State Appropriation.	\$184,000
13	TOTAL APPROPRIATION.	\$80,578,000

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

16 (1) Consistent with existing protocol and practices, for any
17 negotiated settlement of a claim against the state for the department
18 that exceeds \$5,000,000, the department, in conjunction with the
19 attorney general and the department of enterprise services, shall
20 notify the director of the office of financial management and the
21 transportation committees of the legislature.

22 (2) Beginning October 1, 2021, and quarterly thereafter, the
23 department, in conjunction with the attorney general and the
24 department of enterprise services, shall provide a report with
25 judgments and settlements dealing with the Washington state ferry
26 system to the director of the office of financial management and the
27 transportation committees of the legislature. The report must include
28 information on: (a) The number of claims and settlements by type; (b)
29 the average claim and settlement by type; (c) defense costs
30 associated with those claims and settlements; and (d) information on
31 the impacts of moving legal costs associated with the Washington
32 state ferry system into the statewide self-insurance pool.

33 (3) Beginning October 1, 2021, and quarterly thereafter, the
34 department, in conjunction with the attorney general and the
35 department of enterprise services, shall provide a report with
36 judgments and settlements dealing with the nonferry operations of the
37 department to the director of the office of financial management and
38 the transportation committees of the legislature. The report must
39 include information on: (a) The number of claims and settlements by

1 type; (b) the average claim and settlement by type; and (c) defense
2 costs associated with those claims and settlements.

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

8 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**
9 **PUBLIC TRANSPORTATION—PROGRAM V**

10	State Vehicle Parking Account—State Appropriation	\$784,000
11	Regional Mobility Grant Program Account—State	
12	Appropriation	\$104,478,000
13	Rural Mobility Grant Program Account—State	
14	Appropriation	\$33,168,000
15	Multimodal Transportation Account—State	
16	Appropriation	\$146,827,000
17	Multimodal Transportation Account—Federal	
18	Appropriation	\$3,574,000
19	Multimodal Transportation Account—Local	
20	Appropriation	\$100,000
21	TOTAL APPROPRIATION.	\$288,931,000

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

24 (1) \$72,698,000 of the multimodal transportation account—state
25 appropriation is provided solely for a grant program for special
26 needs transportation provided by transit agencies and nonprofit
27 providers of transportation. Of this amount:

28 (a) \$16,526,000 of the multimodal transportation account—state
29 appropriation is provided solely for grants to nonprofit providers of
30 special needs transportation. Grants for nonprofit providers must be
31 based on need, including the availability of other providers of
32 service in the area, efforts to coordinate trips among providers and
33 riders, and the cost effectiveness of trips provided. Fuel type may
34 not be a factor in the grant selection process.

35 (b) \$56,172,000 of the multimodal transportation account—state
36 appropriation is provided solely for grants to transit agencies to
37 transport persons with special transportation needs. To receive a
38 grant, the transit agency must, to the greatest extent practicable,

1 have a maintenance of effort for special needs transportation that is
2 no less than the previous year's maintenance of effort for special
3 needs transportation. Grants for transit agencies must be prorated
4 based on the amount expended for demand response service and route
5 deviated service in calendar year 2019 as reported in the "Summary of
6 Public Transportation - 2019" published by the department of
7 transportation. No transit agency may receive more than thirty
8 percent of these distributions. Fuel type may not be a factor in the
9 grant selection process.

10 (2) \$33,168,000 of the rural mobility grant program account—state
11 appropriation is provided solely for grants to aid small cities in
12 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
13 factor in the grant selection process.

14 (3) \$2,000,000 of the multimodal transportation account—state
15 appropriation is provided solely for a vanpool grant program for: (i)
16 Public transit agencies to add vanpools or replace vans; and (ii)
17 incentives for employers to increase employee vanpool use. The grant
18 program for public transit agencies will cover capital costs only;
19 operating costs for public transit agencies are not eligible for
20 funding under this grant program. Additional employees may not be
21 hired from the funds provided in this section for the vanpool grant
22 program, and supplanting of transit funds currently funding vanpools
23 is not allowed. The department shall encourage grant applicants and
24 recipients to leverage funds other than state funds. Fuel type may
25 not be a factor in the grant selection process.

26 (4) \$26,800,000 of the regional mobility grant program account—
27 state appropriation is reappropriated and provided solely for the
28 regional mobility grant projects identified in LEAP Transportation
29 Document 2021-2 ALL PROJECTS as developed March 22, 2021, Program -
30 Public Transportation Program (V), except for the King County Metro
31 Eastlake Off-Street Layover Facility project, for which \$4,524,000 is
32 reappropriated, and the King County Metro Transit Speed & Reliability
33 Hot Spot Imp Program project, for which \$950,000 is reappropriated.

34 (5) (a) \$77,679,000 of the regional mobility grant program account
35 —state appropriation is provided solely for the regional mobility
36 grant projects identified in LEAP Transportation Document 2021-2 ALL
37 PROJECTS as developed March 22, 2021, Program - Public Transportation
38 Program (V). The department shall review all projects receiving grant
39 awards under this program at least semiannually to determine whether

1 the projects are making satisfactory progress. Any project that has
2 been awarded funds, but does not report activity on the project
3 within one year of the grant award, must be reviewed by the
4 department to determine whether the grant should be terminated. The
5 department shall promptly close out grants when projects have been
6 completed, and any remaining funds must be used only to fund projects
7 identified in the LEAP transportation document referenced in this
8 subsection. The department shall provide annual status reports on
9 December 15, 2021, and December 15, 2022, to the office of financial
10 management and the transportation committees of the legislature
11 regarding the projects receiving the grants. It is the intent of the
12 legislature to appropriate funds through the regional mobility grant
13 program only for projects that will be completed on schedule. A
14 grantee may not receive more than twenty-five percent of the amount
15 appropriated in this subsection. Additionally, when allocating
16 funding for the 2023-2025 biennium, no more than thirty percent of
17 the total grant program may directly benefit or support one grantee.
18 The department shall not approve any increases or changes to the
19 scope of a project for the purpose of a grantee expending remaining
20 funds on an awarded grant. Fuel type may not be a factor in the grant
21 selection process.

22 (b) In order to be eligible to receive a grant under (a) of this
23 subsection during the 2021-2023 fiscal biennium, a transit agency
24 must establish a process for private transportation providers to
25 apply for the use of park and ride facilities. For purposes of this
26 subsection, (i) "private transportation provider" means: An auto
27 transportation company regulated under chapter 81.68 RCW; a passenger
28 charter carrier regulated under chapter 81.70 RCW, except marked or
29 unmarked stretch limousines and stretch sport utility vehicles as
30 defined under department of licensing rules; a private nonprofit
31 transportation provider regulated under chapter 81.66 RCW; or a
32 private employer transportation service provider; and (ii) "private
33 employer transportation service" means regularly scheduled, fixed-
34 route transportation service that is offered by an employer for the
35 benefit of its employees.

36 (6) Funds provided for the commute trip reduction (CTR) program
37 may also be used for the growth and transportation efficiency center
38 program.

39 (7) \$6,500,000 of the multimodal transportation account—state
40 appropriation and \$784,000 of the state vehicle parking account—state

1 appropriation are provided solely for CTR grants and activities. Fuel
2 type may not be a factor in the grant selection process. Of this
3 amount:

4 (a) \$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 (b) \$800,000 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, \$28,263,000
24 of the multimodal transportation account—state appropriation is
25 provided solely for connecting Washington transit projects identified
26 in LEAP Transportation Document 2021-2 ALL PROJECTS as developed
27 March 22, 2021. It is the intent of the legislature that entities
28 identified to receive funding in the LEAP document referenced in this
29 subsection receive the amounts specified in the time frame specified
30 in that LEAP document. If an entity has already completed a project
31 in the LEAP document referenced in this subsection before the time
32 frame identified, the entity may substitute another transit project
33 or projects that cost a similar or lesser amount.

34 (9) The department shall not require more than a ten percent
35 match from nonprofit transportation providers for state grants.

36 (10) \$375,000 of the multimodal transportation account—state
37 appropriation is provided solely for Intercity Transit for the Dash
38 shuttle program.

1 (11) \$31,993,000 of the multimodal transportation account—state
2 appropriation is provided solely for the green transportation capital
3 grant program established in chapter 287, Laws of 2019 (advancing
4 green transportation adoption).

5 (12) \$555,000 of the multimodal transportation account—state
6 appropriation is provided solely for an interagency transfer to the
7 Washington State University extension energy program to establish and
8 administer a technical assistance and education program for public
9 agencies on the use of alternative fuel vehicles. The Washington
10 State University extension energy program shall prepare a report
11 regarding the utilization of the program and provide this report to
12 the transportation committees of the legislature by November 15,
13 2021.

14 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
15 **MARINE—PROGRAM X**

16 Puget Sound Ferry Operations Account—State	
17 Appropriation	\$421,103,000
18 Puget Sound Ferry Operations Account—Federal	
19 Appropriation	\$124,000,000
20 Puget Sound Ferry Operations Account—Private/Local	
21 Appropriation	\$121,000
22 TOTAL APPROPRIATION.	\$545,224,000

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

25 (1) The office of financial management budget instructions
26 require agencies to recast enacted budgets into activities. The
27 Washington state ferries shall include a greater level of detail in
28 its 2021-2023 supplemental and 2023-2025 omnibus transportation
29 appropriations act requests, as determined jointly by the office of
30 financial management, the Washington state ferries, and the
31 transportation committees of the legislature. This level of detail
32 must include the administrative functions in the operating as well as
33 capital programs. The data in the tables in the report must be
34 supplied in a digital file format.

35 (2) For the 2021-2023 fiscal biennium, the department may enter
36 into a distributor controlled fuel hedging program and other methods
37 of hedging approved by the fuel hedging committee, which must include
38 a representative of the department of enterprise services.

1 (3) \$70,794,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for auto ferry vessel operating fuel
3 in the 2021-2023 fiscal biennium, which reflect cost savings from a
4 reduced biodiesel fuel requirement and, therefore, is contingent upon
5 the enactment of section 703 of this act. The amount provided in this
6 subsection represents the fuel budget for the purposes of calculating
7 any ferry fare fuel surcharge. The department shall review future use
8 of alternative fuels and dual fuel configurations, including
9 hydrogen.

10 (4) \$500,000 of the Puget Sound ferry operations account—state
11 appropriation is provided solely for operating costs related to
12 moving vessels for emergency capital repairs. Funds may only be spent
13 after approval by the office of financial management.

14 (5) \$336,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for evacuation slide training.

16 (6) \$336,000 of the Puget Sound ferry operations account—state
17 appropriation is provided solely for fall restraint labor and
18 industries inspections.

19 (7) \$2,400,000 of the Puget Sound ferry operations account—state
20 appropriation is provided solely for overtime expenses incurred by
21 engine and deck crew members.

22 (8) \$735,000 of the Puget Sound ferry operations account—state
23 appropriation is provided solely for familiarization for new
24 assignments of engine crew and terminal staff.

25 (9) \$160,000 of the Puget Sound ferry operations account—state
26 appropriation is provided solely for electronic navigation training.

27 (10) \$200,000 of the Puget Sound ferry operations account—state
28 appropriation is provided solely for a cost benefit study of a second
29 shift at the Eagle Harbor maintenance facility.

30 (11) \$688,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for new employee training.

32 (12) \$1,978,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for restoration of service to
34 reflect increased ridership, availability of crewing, and available
35 revenues. Expenditures may be made to resume service to Sidney
36 British Columbia, including any service to the San Juans; to provide
37 Saturday service on the Fauntleroy-Vashon-Southworth route; and to
38 resume late night service on other routes in the system.

1 (13) The department must request reimbursement from the federal
2 transit administration for the maximum amount of ferry operating
3 expenses eligible for reimbursement under federal law.

4 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**

5 **RAIL—PROGRAM Y—OPERATING**

6	Multimodal Transportation Account—State	
7	Appropriation	\$80,807,000
8	Multimodal Transportation Account—Private/Local	
9	Appropriation	\$46,000
10	Multimodal Transportation Account—Federal	
11	Appropriation	\$500,000
12	TOTAL APPROPRIATION.	\$81,353,000

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

15 (1) 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 (2) Consistent with the ongoing planning and service improvement
27 for the intercity passenger rail program, \$500,000 of the multimodal
28 transportation account—state is provided solely for the Cascades
29 service development plan. This funding is to be used to analyze
30 current and future market conditions and to develop a structured
31 assessment of service options and goals based on anticipated demand
32 and the results of the state and federally required 2019 state rail
33 plan, including identifying implementation alternatives to meet the
34 future service goals for the Amtrak Cascades route. The work must be
35 consistent with federal railroad administration guidance and
36 direction on developing service development plans. It must also
37 leverage the \$500,000 in federal funding appropriated for development
38 of a service development plan and comply with the planning and grant

1 award obligations of the consolidated rail infrastructure and safety
2 improvements (CRISI) program. A status report must be provided to the
3 transportation committees of the legislature by June 30, 2022.

4 NEW SECTION. **Sec. 223. FOR THE DEPARTMENT OF TRANSPORTATION—**

5 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

6	Motor Vehicle Account—State Appropriation	\$12,465,000
7	Motor Vehicle Account—Federal Appropriation	\$2,567,000
8	Multiuse Roadway Safety Account—State Appropriation	\$900,000
9	TOTAL APPROPRIATION.	\$15,932,000

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

12 (1) \$1,448,000 of the motor vehicle account—state appropriation
13 from amounts set aside out of statewide fuel taxes distributed to
14 counties according to RCW 46.68.120(3) and \$350,000 of the motor
15 vehicle account—state appropriation are provided solely for the
16 department to contract with the Washington state association of
17 counties to:

18 (a) In coordination with stakeholders, identify county-owned fish
19 passage barriers, and assess which barriers share the same stream
20 system as state-owned fish passage barriers.

21 (b) Streamline and update the county road administration board's
22 data dashboard, county reporting systems, and program management
23 software to provide a more detailed, more transparent, and user-
24 friendly platform for data management, reporting, and research by the
25 public and other interested parties.

26 (c) A study of the use of county road right-of-way as a potential
27 source of revenue for county road operating and maintenance needs
28 with recommendations on their feasibility statewide.

29 (2) The entire multiuse roadway safety account—state
30 appropriation is provided solely for grants under RCW 46.09.540,
31 subject to the following limitations:

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

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

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

4 (3)(a) By October 1, 2021, the department must report to the
5 office of financial management and the transportation committees with
6 recommendations regarding:

7 (i) Modifications to the agreement with Wahkiakum county
8 regarding future state reimbursement for the Wahkiakum ferry
9 operating and maintenance deficit; and

10 (ii) Cost-sharing models for operating and maintenance costs,
11 which recognize the benefit of the ferry route to both Washington and
12 Oregon.

13 (b) The reimbursement recommendations must reflect a mutual
14 agreement with Wahkiakum county, which considers future county ferry
15 operating loss projections. The report may address the importance of
16 the ferry route to the state highway system and whether there is a
17 need for an increased role for the state department of transportation
18 in the finance or operation of the ferry route.

19 **TRANSPORTATION AGENCIES—CAPITAL**

20 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
21 **INVESTMENT BOARD**

22 Freight Mobility Investment Account—State

23 Appropriation	\$16,577,000
24 Freight Mobility Multimodal Account—State	
25 Appropriation	\$15,195,000
26 TOTAL APPROPRIATION.	\$31,772,000

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

29 (1) Except as otherwise provided in this section, the entire
30 appropriations in this section are provided solely for the projects
31 by amount, as listed in the LEAP Transportation Document 2021-2 ALL
32 PROJECTS as developed March 22, 2021, Program - FMSIB.

33 (2) Until directed by the legislature, the board may not initiate
34 a new call for projects.

35 (3)(a) For the 2021-2023 project appropriations, unless otherwise
36 provided in this act, the director of the office of financial
37 management may authorize a transfer of appropriation authority

1 between projects as listed in the LEAP transportation document 2021-2
2 ALL PROJECTS as developed March 22, 2021, Program - FMSIB project
3 list in order for the board to manage project spending and support
4 the efficient and timely delivery of all projects in the program. The
5 office of financial management may authorize a transfer of
6 appropriation authority between projects under the following
7 conditions and limitations:

8 (i) Transfers from a project may not be made as a result of the
9 reduction of the scope of a project or be made to support increases
10 in the scope of a project;

11 (ii) Each transfer between projects may only occur if the
12 director of the office of financial management finds that any
13 resulting change will not hinder the completion of the projects on
14 the FMSIB LEAP list;

15 (iii) Transfers between projects may be made by the board without
16 the formal written approval provided under this subsection (3)(a),
17 provided that the transfer amount does not exceed \$250,000 or 10
18 percent of the total project, whichever is less. These transfers must
19 be reported to the director of the office of financial management and
20 the chairs of the house of representatives and senate transportation
21 committees; and

22 (iv) Transfers may only be made in fiscal year 2023.

23 (b) At the time the board submits a request to transfer funds
24 under this section, a copy of the request must be submitted to the
25 chairs and ranking members of the transportation committees of the
26 legislature.

27 (c) Before approval, the office of financial management shall
28 work with legislative staff of the house of representatives and
29 senate transportation committees to review the requested transfers in
30 a timely manner and consider any concerns raised by the chairs and
31 ranking members of the transportation committees.

32 (d) No fewer than 10 days after the receipt of a project transfer
33 request, the director of the office of financial management must
34 provide written notification to the board of any decision regarding
35 project transfers, with copies submitted to the transportation
36 committees of the legislature.

37 NEW SECTION. **Sec. 302. FOR THE WASHINGTON STATE PATROL**
38 State Patrol Highway Account—State Appropriation \$4,196,000

1 (1) \$695,000 of the state patrol highway account—state
2 appropriation is provided solely for roof replacement.

3 (2) \$3,501,000 of the state patrol highway account—state
4 appropriation is provided solely for the following projects:

- 5 (a) \$250,000 for emergency repairs;
- 6 (b) \$350,000 for fuel tank decommissioning;
- 7 (c) \$750,000 for generator and electrical replacement;
- 8 (d) \$195,000 for the exterior envelope of the Yakima office;
- 9 (e) \$466,000 for the snow cat shelter;
- 10 (f) \$325,000 for the weatherization of the Bow Hill inspection

11 station;
12 (g) \$325,000 for the weatherization of the Sea-Tac north
13 inspection station;

14 (h) \$200,000 for roof replacements originally authorized in the
15 2019-2021 biennium; and

16 (i) \$640,000 for the Marysville water and fire suppression
17 project originally authorized in the 2019-2021 biennium.

18 The Washington state patrol may transfer funds between projects
19 specified in this subsection to address cash flow requirements. If a
20 project specified in this subsection is completed for less than the
21 amount provided, the remainder may be transferred to another project
22 specified in this subsection not to exceed the total appropriation
23 provided in this subsection.

24 **NEW SECTION. Sec. 303. FOR THE COUNTY ROAD ADMINISTRATION BOARD**

25 Rural Arterial Trust Account—State Appropriation	\$55,028,000
26 Motor Vehicle Account—State Appropriation	\$1,456,000
27 County Arterial Preservation Account—State	
28 Appropriation	\$37,379,000
29 TOTAL APPROPRIATION.	\$93,863,000

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

31 Small City Pavement and Sidewalk Account—State	
32 Appropriation	\$4,100,000
33 Transportation Improvement Account—State	
34 Appropriation	\$201,000,000
35 Complete Streets Grant Program Account—State	
36 Appropriation	\$14,670,000
37 TOTAL APPROPRIATION.	\$219,770,000

1 The appropriations in this section are subject to the following
2 conditions and limitations: \$7,500,000 of the transportation
3 improvement account—state appropriation is provided solely for the
4 Relight Washington Program. Of this amount, \$5,000,000 is for cities
5 with an assessed value of over \$2,000,000,000 that can demonstrate a
6 sustainable return on investment when converting to energy efficient
7 LED streetlights.

8 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
9 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
10 **CAPITAL**

11	Motor Vehicle Account—State Appropriation	\$10,852,000
12	Connecting Washington Account—State Appropriation	\$2,000,000
13	TOTAL APPROPRIATION.	\$12,852,000

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

16 (1) \$2,000,000 of the connecting Washington account—state
17 appropriation is provided solely for a new Olympic region maintenance
18 and administration facility to be located on the department-owned
19 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
20 Washington.

21 (2) (a) \$4,325,000 of the motor vehicle account—state
22 appropriation is provided solely for payments of a financing contract
23 for the department facility located at 15700 Dayton Ave N in
24 Shoreline.

25 (b) Payments from the department of ecology pursuant to the
26 agreement with the department to pay a share of the financing
27 contract in (a) of this subsection must be deposited into the motor
28 vehicle account.

29 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
30 **IMPROVEMENTS—PROGRAM I**

31	Transportation Partnership Account—State	
32	Appropriation	\$128,053,000
33	Motor Vehicle Account—State Appropriation	\$91,517,000
34	Motor Vehicle Account—Federal Appropriation	\$269,338,000
35	Motor Vehicle Account—Private/Local Appropriation.	\$47,092,000
36	State Route Number 520 Corridor Account—State	

1	Appropriation	\$15,940,000
2	Connecting Washington Account—State	
3	Appropriation	\$2,658,654,000
4	Special Category C Account—State Appropriation	\$105,363,000
5	Multimodal Transportation Account—State	
6	Appropriation	\$5,784,000
7	Transportation 2003 Account (Nickel Account)—State	
8	Appropriation	\$149,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation.	\$30,308,000
11	Coronavirus State Fiscal Recovery Fund—Federal	
12	Appropriation	\$340,000,000
13	TOTAL APPROPRIATION.	\$3,692,198,000

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

16 (1) Except as provided otherwise in this section, the entire
17 connecting Washington account—state appropriation and the entire
18 transportation partnership account—state appropriation are provided
19 solely for the projects and activities as listed by fund, project,
20 and amount in LEAP Transportation Document 2021-1 as developed March
21 22, 2021, Program - Highway Improvements Program (I). However,
22 limited transfers of specific line-item project appropriations may
23 occur between projects for those amounts listed subject to the
24 conditions and limitations in section 601 of this act.

25 (2) Except as provided otherwise in this section, the entire
26 motor vehicle account—state appropriation and motor vehicle account—
27 federal appropriation are provided solely for the projects and
28 activities listed in LEAP Transportation Document 2021-2 ALL PROJECTS
29 as developed March 22, 2021, Program - Highway Improvements Program
30 (I). Any federal funds gained through efficiencies, adjustments to
31 the federal funds forecast, additional congressional action not
32 related to a specific project or purpose, or the federal funds
33 redistribution process must then be applied to highway and bridge
34 preservation activities or fish passage barrier corrections
35 (0BI4001).

36 (3) Within the motor vehicle account—state appropriation and
37 motor vehicle account—federal appropriation, the department may
38 transfer funds between programs I and P, except for funds that are
39 otherwise restricted in this act. Ten days prior to any transfer, the

1 department must submit its request to the office of financial
2 management and the transportation committees of the legislature and
3 consider any concerns raised. The department shall submit a report on
4 fiscal year funds transferred in the prior fiscal year using this
5 subsection as part of the department's annual budget submittal.

6 (4) The connecting Washington account—state appropriation
7 includes up to \$2,375,216,000 in proceeds from the sale of bonds
8 authorized in RCW 47.10.889.

9 (5) The special category C account—state appropriation includes
10 up to \$87,659,000 in proceeds from the sale of bonds authorized in
11 RCW 47.10.812.

12 (6) The transportation partnership account—state appropriation
13 includes up to \$47,226,000 in proceeds from the sale of bonds
14 authorized in RCW 47.10.873.

15 (7) \$69,450,000 of the transportation partnership account—state
16 appropriation, \$2,258,000 of the motor vehicle account—private/local
17 appropriation, and \$984,000 of the multimodal transportation account—
18 state appropriation are provided solely for the SR 99/Alaskan Way
19 Viaduct Replacement project (809936Z). It is the intent of the
20 legislature that any legal damages paid to the state as a result of a
21 lawsuit related to contractual provisions for construction and
22 delivery of the Alaskan Way viaduct replacement project be used to
23 repay project cost increases paid from the transportation partnership
24 account—state funds.

25 (8) \$193,699,000 of the connecting Washington account—state
26 appropriation is provided solely for the US 395 North Spokane
27 Corridor project (M00800R).

28 (9) \$14,827,000 of the Interstate 405 and state route number 167
29 express toll lanes account—state appropriation is provided solely for
30 the I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for
31 activities related to adding capacity on Interstate 405 between state
32 route number 522 and Interstate 5, with the goals of increasing
33 vehicle throughput and aligning project completion with the
34 implementation of bus rapid transit in the vicinity of the project.

35 (10)(a) \$492,349,000 of the connecting Washington account—state
36 appropriation and \$355,000 of the motor vehicle account—private/local
37 appropriation are provided solely for the SR 520 Seattle Corridor
38 Improvements - West End project (M00400R).

1 (b) Upon completion of the Montlake Phase of the West End project
2 (current anticipated contract completion of 2023), WSDOT shall sell
3 that portion of the property not used for permanent transportation
4 improvements and initiate a process to convey that surplus property
5 to a subsequent owner.

6 (11) \$359,522,000 of the connecting Washington account—state
7 appropriation, \$105,523,000 of the motor vehicle account—federal
8 appropriation, \$15,369,000 of the motor vehicle account—private/local
9 appropriation, \$4,800,000 of the multimodal transportation account—
10 state appropriation, and \$2,500,000 of the motor vehicle account—
11 state appropriation are provided solely for the SR 167/SR 509 Puget
12 Sound Gateway project (M00600R).

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

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

25 (c) It is the legislature's intent that the department shall
26 construct a full single-point urban interchange at the junction of
27 state route number 161 (Meridian avenue) and state route number 167
28 and a full single-point urban interchange at the junction of state
29 route number 509 and 188th Street. If the department receives
30 additional funds from an outside source for this project after the
31 base project is fully funded, the funds must first be applied toward
32 the completion of these two full single-point urban interchanges.

33 (d) Of the amounts provided in this subsection, \$2,300,000 of the
34 multimodal transportation account—state appropriation is provided
35 solely for the design phase of the Puyallup to Tacoma multiuse trail
36 along the SR 167 right-of-way acquired for the project to connect a
37 network of new and existing trails from Mount Rainier to Point
38 Defiance Park.

1 (e) Of the amounts provided in this subsection, \$2,500,000 of the
2 multimodal transportation account—state appropriation is provided
3 solely for segment 2 of the state route 167 completion project
4 shared-use path to provide connections to the interchange of state
5 route 167 at 54th to the intersection of state route 509 and Taylor
6 way in Tacoma.

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

13 (13) Any advisory group that the department convenes during the
14 2021-2023 fiscal biennium must consider the interests of the entire
15 state of Washington.

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

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

36 As these recyclable materials have well established markets, are
37 substantially a primary or secondary product of necessary
38 construction processes and production, and are managed as an item of
39 commercial value, construction aggregate and recycled concrete
40 materials are exempt from chapter 173-350 WAC.

1 (15) (a) \$26,928,000 of the motor vehicle account—state
2 appropriation and \$1,671,000 of the motor vehicle account—private/
3 local appropriation are provided solely for supporting a project
4 office and the continued work towards replacement of the Interstate 5
5 bridge across the Columbia river (G2000088).

6 (b) The work of this project office includes, but is not limited
7 to, the reevaluation of the purpose and need identified for the
8 project previously known as the Columbia river crossing, the
9 reevaluation of permits and development of a finance plan, the
10 reengagement of key stakeholders and the public, and the reevaluation
11 of scope, schedule, and budget for a reinvigorated bistate effort for
12 replacement of the Interstate 5 Columbia river bridge. When
13 reevaluating the finance plan for the project, the department shall
14 assume that some costs of the new facility may be covered by tolls.
15 The project office must also study the possible different governance
16 structures for a bridge authority that would provide for the joint
17 administration of the bridges over the Columbia river between Oregon
18 and Washington. As part of this study, the project office must
19 examine the feasibility and necessity of an interstate compact in
20 conjunction with the national center for interstate compacts.

21 (c) During the 2021-2023 biennium the department shall have as a
22 goal to:

23 (i) Conduct all work necessary to prepare and publish a draft
24 SEIS;

25 (ii) Coordinate with regulatory agencies to begin the process of
26 obtaining environmental approvals and permits;

27 (iii) Identify a locally preferred alternative; and

28 (iv) Begin preparing a final SEIS.

29 The department shall aim to provide progress reports on these
30 activities to the governor and the transportation committees of the
31 legislature by December 1, 2021, June 1, 2022, and December 1, 2022.

32 (16) \$1,000,000 of the connecting Washington account—state
33 appropriation is provided solely for the North Lewis County
34 transportation study. The study shall examine new, alternate routes
35 for vehicular and truck traffic at the Harrison interchange (Exit 82)
36 in North Centralia and shall allow for a site and configuration to be
37 selected and feasibility to be conducted for final design, permitting
38 and construction of the I-5/North Lewis county Interchange project
39 (L2000204).

1 (17) (a) \$332,500,000 of the connecting Washington account—state
2 appropriation, \$52,036,000 of the motor vehicle account—federal
3 appropriation, and \$1,849,000 of the motor vehicle account—state
4 appropriation are provided solely for the Fish Passage Barrier
5 Removal project (0BI4001) with the intent of fully complying with the
6 federal *U.S. v. Washington* court injunction by 2030.

7 (b) The department shall coordinate with the Brian Abbott fish
8 passage barrier removal board to use a watershed approach to maximize
9 habitat gain by replacing both state and local culverts. The
10 department shall deliver high habitat value fish passage barrier
11 corrections that it has identified, guided by the following factors:
12 Opportunity to bundle projects, ability to leverage investments by
13 others, presence of other barriers, project readiness, other
14 transportation projects in the area, and transportation impacts.

15 (c) The department must keep track of, for each barrier removed:
16 (i) The location; (ii) the amount of fish habitat gain; and (iii) the
17 amount spent to comply with the injunction.

18 (18) \$340,000,000 of the Coronavirus State Fiscal Recovery
19 Account—federal appropriation is provided solely for water
20 infrastructure projects that remove fish passage barriers that are
21 impeding state streams, rivers, and other waterways (0BI4001), as
22 permitted under the federal American rescue plan act of 2021. Once
23 available, these amounts must be applied prior to other amounts
24 provided for this purpose (0BI4001). These water infrastructure
25 projects are intended to meet compliance requirements with the
26 federal *U.S. v. Washington* court injunction by 2030.

27 (19)(a) The Washington state department of transportation is
28 directed to pursue compliance with the *U.S. v. Washington* permanent
29 injunction by delivering culvert corrections within the injunction
30 area guided by the principle of providing the greatest fisheries
31 habitat gain at the earliest time and considering the following
32 factors: Opportunity to bundle projects, tribal priorities, ability
33 to leverage investments by others, presence of other barriers,
34 project readiness, culvert condition, other transportation projects
35 in the area, and transportation impacts.

36 (b) The department and Brian Abbott fish barrier removal board
37 must provide updates on the implementation of the statewide culvert
38 remediation plan to the legislature by November 1, 2021, and June 1,
39 2022.

1 (20) \$14,669,000 of the connecting Washington account—state
2 appropriation and \$3,037,000 of the motor vehicle account—private/
3 local appropriation are provided solely for the I-90/Barker to
4 Harvard - Improve Interchanges & Local Roads project (L2000122). The
5 connecting Washington account appropriation for the improvements that
6 fall within the city of Liberty Lake may only be expended if the city
7 of Liberty Lake agrees to cover any project costs within the city of
8 Liberty Lake above the \$20,900,000 of state appropriation provided
9 for the total project in LEAP Transportation Document 2021-1 as
10 developed March 22, 2021, Program - Highway Improvements (I).

11 (21) \$15,189,000 of the motor vehicle account—federal
12 appropriation, \$259,000 of the motor vehicle account—state
13 appropriation, and \$15,481,000 of the Interstate 405 and state route
14 number 167 express toll lanes account—state appropriation are
15 provided solely for the SR 167/SR 410 to SR 18 - Congestion
16 Management project (316706C).

17 (22) \$18,914,000 of the Special Category C account—state
18 appropriation is provided solely for the SR 18 Widening - Issaquah/
19 Hobart Rd to Raging River project (L1000199) for improving and
20 widening state route number 18 to four lanes from Issaquah-Hobart
21 Road to Raging River.

22 (23) \$1,090,000 of the motor vehicle account—state appropriation
23 is provided solely for the US 101/East Sequim Corridor Improvements
24 project (L2000343).

25 (24) \$12,139,000 of the motor vehicle account—state appropriation
26 and \$9,104,000 of the connecting Washington account—state
27 appropriation are provided solely for the SR 522/Paradise Lk Rd
28 Interchange & Widening on SR 522 (Design/Engineering) project
29 (NPARADI).

30 (25) \$1,378,000 of the motor vehicle account—federal
31 appropriation is provided solely for the US 101/Morse Creek Safety
32 Barrier project (L1000247).

33 (26) \$915,000 of the motor vehicle account—state appropriation is
34 provided solely for the SR 162/410 Interchange Design and Right of
35 Way project (L1000276).

36 (27)(a) \$6,581,000 of the connecting Washington account—state
37 appropriation is provided solely for the US Hwy 2 Safety project
38 (N00200R).

(b) Of the amounts provided in this subsection, \$2,000,000 of the connecting Washington account—state appropriation is for the department to conduct a Highway 2 Safety-Capacity study.

(28) The department may advance the I-405/SR 522 to I-5 Capacity Improvements (L2000234) project and construct the project earlier than is scheduled in the LEAP list if funding is identified by September 1, 2021. The department shall explore alternatives to toll revenue funding including but not limited to federal loan and grant programs. The department shall explore phasing and modifying the project to align as best as possible with the anticipated deployment of bus rapid transit on the corridor in 2023-25. The department shall report back to the transportation committees of the legislature on this work prior to September 2021.

**NEW SECTION. Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—
PRESERVATION—PROGRAM P**

Recreational Vehicle Account—State Appropriation	\$1,520,000
Transportation Partnership Account—State Appropriation	\$16,394,000
Motor Vehicle Account—State Appropriation	\$85,444,000
Motor Vehicle Account—Federal Appropriation	\$465,871,000
Motor Vehicle Account—Private/Local Appropriation	\$10,792,000
State Route Number 520 Corridor Account—State Appropriation	\$1,891,000
Connecting Washington Account—State Appropriation	\$182,780,000
Tacoma Narrows Toll Bridge Account—State Appropriation	\$9,730,000
Alaskan Way Viaduct Replacement Project Account—State Appropriation.	\$314,000
Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation.	\$26,039,000
Transportation 2003 Account (Nickel Account)—State Appropriation	\$49,105,000
TOTAL APPROPRIATION.	\$849,880,000

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

(1) Except as provided otherwise in this section, the entire connecting Washington account—state appropriation and the entire

1 transportation partnership account—state appropriation are provided
2 solely for the projects and activities as listed by fund, project,
3 and amount in LEAP Transportation Document 2021-1 as developed March
4 22, 2021, Program - Highway Preservation Program (P). However,
5 limited transfers of specific line-item project appropriations may
6 occur between projects for those amounts listed subject to the
7 conditions and limitations in section 601 of this act. The department
8 may not convene a Washington freight advisory committee. When
9 submitting its 2021-2023 supplemental and 2023-2025 biennial budget
10 requests, the department shall provide a prioritized freight project
11 list for the national highway freight program funds that first
12 addresses shortfalls in funding for connecting Washington act
13 projects. The freight project list must describe how the estimated
14 funding allocation for the national highway freight program for
15 federal fiscal years 2022-2025 could be invested and matched.

16 (2) Except as provided otherwise in this section, the entire
17 motor vehicle account—state appropriation and motor vehicle account—
18 federal appropriation are provided solely for the projects and
19 activities listed in LEAP Transportation Document 2021-2 ALL PROJECTS
20 as developed March 22, 2021, Program - Highway Preservation Program
21 (P). Any federal funds gained through efficiencies, adjustments to
22 the federal funds forecast, additional congressional action not
23 related to a specific project or purpose, or the federal funds
24 redistribution process must then be applied to highway and bridge
25 preservation activities or fish passage barrier corrections
26 (0BI4001).

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

36 (4) \$5,166,000 of the connecting Washington account—state
37 appropriation is provided solely for the land mobile radio upgrade
38 (G2000055) and is subject to the conditions, limitations, and review
39 provided in section 701 of this act. The land mobile radio project is

1 subject to technical oversight by the office of the chief information
2 officer. The department, in collaboration with the office of the
3 chief information officer, shall identify where existing or proposed
4 mobile radio technology investments should be consolidated, identify
5 when existing or proposed mobile radio technology investments can be
6 reused or leveraged to meet multiagency needs, increase mobile radio
7 interoperability between agencies, and identify how redundant
8 investments can be reduced over time. The department shall also
9 provide quarterly reports to the technology services board on project
10 progress.

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

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

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

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

1 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL**

3	Motor Vehicle Account—State Appropriation	\$8,273,000
4	Motor Vehicle Account—Federal Appropriation	\$5,289,000
5	Motor Vehicle Account—Private/Local Appropriation	\$500,000
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	\$900,000
8	TOTAL APPROPRIATION.	\$14,962,000

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

11 (1) \$579,000 of the motor vehicle account—state appropriation is
12 provided solely for the SR 99 Aurora Bridge ITS project (L2000338).

13 (2) \$1,000,000 of the motor vehicle account—state appropriation
14 is provided solely for the Challenge Seattle project (000009Q). The
15 department shall provide a progress report on this project to the
16 transportation committees of the legislature by January 15, 2022.

17 NEW SECTION. **Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—**

18 **WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W**

19	Puget Sound Capital Construction Account—State	
20	Appropriation	\$128,759,000
21	Puget Sound Capital Construction Account—Federal	
22	Appropriation	\$139,188,000
23	Puget Sound Capital Construction Account—Private/Local	
24	Appropriation	\$312,000
25	Transportation Partnership Account—State	
26	Appropriation	\$8,410,000
27	Connecting Washington Account—State Appropriation	\$75,640,000
28	Capital Vessel Replacement Account—State	
29	Appropriation.	\$152,453,000
30	TOTAL APPROPRIATION.	\$504,762,000

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

33 (1) Except as provided otherwise in this section, the entire
34 appropriations in this section are provided solely for the projects
35 and activities as listed in LEAP Transportation Document 2021-2 ALL
36 PROJECTS as developed March 22, 2021, Program - Washington State
37 Ferries Capital Program (W).

1 (2) No additional funding may be allocated or expended for
2 terminal electrification purposes.

3 (3) \$28,097,000 of the Puget Sound capital construction account—
4 federal appropriation, \$71,293,000 of the connecting Washington
5 account—state appropriation, and \$809,000 of the Puget Sound capital
6 construction account—state appropriation are provided solely for the
7 Seattle Terminal Replacement project (900010L).

8 (4) \$5,000,000 of the Puget Sound capital construction account—
9 state appropriation is provided solely for emergency capital repair
10 costs (999910K). Funds may only be spent after approval by the office
11 of financial management.

12 (5) \$1,277,000 of the Puget Sound capital construction account—
13 state appropriation is provided solely for the ORCA card next
14 generation project (L2000300). The ferry system shall work with
15 Washington technology solutions and the tolling division on the
16 development of a new, interoperable ticketing system.

17 (6) \$4,200,000 of the connecting Washington account—state
18 appropriation and \$2,200,000 of the Puget Sound operating account—
19 federal appropriation are provided solely for ferry vessel and
20 terminal preservation (L2000110). The funds provided in this
21 subsection must be used for unplanned preservation needs before
22 shifting funding from other preservation projects.

23 (7) \$24,750,000 of the Puget Sound capital construction account—
24 state appropriation is provided solely for the conversion of up to
25 two Jumbo Mark II vessels to electric hybrid propulsion (G2000084).
26 The department shall seek additional funds for the purposes of this
27 subsection. The department may spend from the Puget Sound capital
28 construction account—state appropriation in this section only as much
29 as the department receives in Volkswagen settlement funds for the
30 purposes of this subsection.

31 (8) \$152,453,000 of the capital vessel replacement account—state
32 appropriation is provided solely for the acquisition of a 144-car
33 hybrid-electric vessel. The commencement of construction of new
34 vessels for the ferry system is important not only for safety
35 reasons, but also to keep skilled marine construction jobs in the
36 Puget Sound region and to sustain the capacity of the region to meet
37 the ongoing construction and preservation needs of the ferry system
38 fleet of vessels. The legislature has determined that the current
39 vessel procurement process must move forward with all due speed,

1 balancing the interests of both the taxpayers and shipyards. To
2 accomplish construction of vessels in accordance with RCW 47.60.810,
3 the prevailing shipbuilder, for vessels initially funded after July
4 1, 2020, is encouraged to follow the historical practice of
5 subcontracting the construction of ferry superstructures to a
6 separate nonaffiliated contractor located within the Puget Sound
7 region, that is qualified in accordance with RCW 47.60.690.

8 (9) The capital vessel replacement account—state appropriation
9 includes up to \$152,453,000 in proceeds from the sale of bonds
10 authorized in RCW 47.10.873.

11 (10) For the 2021-2023 biennium, the marine division shall
12 provide to the office of financial management and the legislative
13 transportation committees the following reports on ferry capital
14 projects:

15 (a) On a semiannual basis the report must include a status update
16 on projects with funding provided in (a)(i) through (iii) of this
17 subsection including, but not limited to, the following:

- 18 (i) Anticipated cost increases and cost savings;
- 19 (ii) Anticipated cash flow and schedule changes; and
- 20 (iii) Explanations for the changes.

21 (b) On an annual basis the report must include a status update on
22 vessel and terminal preservation and improvement plans including, but
23 not limited to, the following:

- 24 (i) What work has been done;
- 25 (ii) How have schedules shifted; and
- 26 (iii) Associated changes in funding among projects, accompanied
27 by explanations for the changes.

28 (c) On an annual basis the report must include an update on the
29 implementation of the maintenance management system with
30 recommendations for using the system to improve the efficiency of
31 project reporting under this subsection.

32 NEW SECTION. **Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION—**
33 **RAIL—PROGRAM Y—CAPITAL**

34	Essential Rail Assistance Account—State Appropriation . . .	\$550,000
35	Transportation Infrastructure Account—State	
36	Appropriation	\$5,456,000
37	Multimodal Transportation Account—State	
38	Appropriation	\$79,754,000

1	Multimodal Transportation Account—Federal	
2	Appropriation	\$41,219,000
3	TOTAL APPROPRIATION.	\$126,979,000

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

6 (1) Except as provided otherwise in this section, the entire
7 appropriations in this section are provided solely for the projects
8 and activities as listed by project and amount in LEAP Transportation
9 Document 2021-2 ALL PROJECTS as developed March 22, 2021, Program -
10 Rail Program (Y).

11 (2) \$5,089,000 of the transportation infrastructure account—state
12 appropriation is provided solely for new low-interest loans approved
13 by the department through the freight rail investment bank (FRIB)
14 program. The department shall issue FRIB program loans with a
15 repayment period of no more than ten years, and charge only so much
16 interest as is necessary to recoup the department's costs to
17 administer the loans. The department shall report annually to the
18 transportation committees of the legislature and the office of
19 financial management on all FRIB loans issued.

20 (3) \$7,040,000 of the multimodal transportation account—state
21 appropriation is provided solely for new statewide emergent freight
22 rail assistance projects identified in the LEAP transportation
23 document referenced in subsection (1) of this section.

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

1 appropriations until the full \$7,337,000 cost of this project is
2 reimbursed.

3 (5) (a) \$550,000 of the essential rail assistance account—state
4 appropriation is provided solely for the purpose of the
5 rehabilitation and maintenance of the Palouse river and Coulee City
6 railroad line (F01111B).

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

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

12 (ii) Revenues from trackage rights agreement fees paid by
13 shippers; and

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

18 (6) The department shall issue a call for projects for the
19 freight rail assistance program, and shall evaluate the applications
20 in a manner consistent with past practices as specified in section
21 309, chapter 367, Laws of 2011. By November 15, 2022, the department
22 shall submit a prioritized list of recommended projects to the office
23 of financial management and the transportation committees of the
24 legislature.

25 (7) \$12,077,000 of the multimodal transportation account—state
26 appropriation is provided solely as expenditure authority for any
27 insurance proceeds received by the state for Passenger Rail Equipment
28 Replacement (project 700010C.) The department must use this
29 expenditure authority only to purchase replacement equipment that has
30 been competitively procured and for service recovery needs and
31 corrective actions related to the December 2017 derailment.

32 (8) It is the intent of the legislature to encourage the
33 department to pursue federal grant opportunities leveraging up to
34 \$6,696,000 in connecting Washington programmed funds to be used as a
35 state match to improve the state-owned Palouse river and Coulee City
36 system. The amount listed in this subsection is not a commitment for
37 future legislatures, but is the legislature's intent that future
38 legislatures will work to approve biennial appropriations up to a
39 state match share not to exceed \$6,696,000 of a grant award.

1 meals under the national school lunch program is equal to, or greater
2 than, the state average as determined by the department, when
3 evaluating project proposals against established funding criteria
4 while ensuring continued compliance with federal eligibility
5 requirements.

6 (3) The department shall submit a report to the transportation
7 committees of the legislature by December 1, 2021, and December 1,
8 2022, on the status of projects funded as part of the pedestrian
9 safety/safe routes to school grant program. The report must include,
10 but is not limited to, a list of projects selected and a brief
11 description of each project's status. In its December 1, 2021, report
12 the department must also include recommended changes to the
13 pedestrian safety/safe routes to school grant program application and
14 selection processes to increase utilization by a greater diversity of
15 jurisdictions.

16 (4) \$6,561,000 of the multimodal transportation account—state
17 appropriation is provided solely for bicycle and pedestrian projects
18 listed in the LEAP transportation document referenced in subsection
19 (1) of this section.

20 (5) \$10,097,000 of the connecting Washington account—state
21 appropriation is provided solely for the Covington Connector
22 (L2000104).

23 (6) (a) \$12,500,000 of the motor vehicle account—federal
24 appropriation is provided solely for national highway freight network
25 projects identified on the project list submitted in accordance with
26 section 218(4) (b), chapter 14, Laws of 2016 on October 31, 2016.

27 (b) \$11,679,000 of the motor vehicle account—federal
28 appropriation is for acceleration of local preservation projects that
29 ensure the reliable movement of freight on the national highway
30 freight system (G2000100). The department will identify projects
31 through its current national highway system asset management call for
32 projects with applications due in February 2021. The department shall
33 give priority to those projects that can be obligated by September
34 30, 2021.

35 (7) \$6,500,000 of the motor vehicle account—state appropriation
36 designated for the Edmonds street waterfront connector project
37 (L1000177) in LEAP Transportation Document 2012-2 ALL PROJECTS as
38 developed March 22, 2021, Program Local Programs Program (z) is

1 redesignated and provided solely for the SR 99 revitalization in
2 Edmonds project (NEDMOND).

3 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
4 **CAPITAL PROGRAM**

5 (1) As part of its annual budget submittal, the department of
6 transportation shall provide an update to the report provided to the
7 legislature in the prior fiscal year that: (a) Compares the original
8 project cost estimates approved in the 2003, 2005, and 2015 revenue
9 package project lists to the completed cost of the project, or the
10 most recent legislatively approved budget and total project costs for
11 projects not yet completed; (b) identifies highway projects that may
12 be reduced in scope and still achieve a functional benefit; (c)
13 identifies highway projects that have experienced scope increases and
14 that can be reduced in scope; (d) identifies highway projects that
15 have lost significant local or regional contributions that were
16 essential to completing the project; (e) identifies risk reserves and
17 contingency amounts allocated to projects; and (f) lists the nickel,
18 TPA, and connecting Washington projects charging to the
19 Nickel/TPA/CWA Environmental Mitigation Reserve (OBI4ENV) and the
20 Nickel/TPA Projects Completed with Minor Ongoing Expenditures project
21 (OBI100B), and the amount each project is charging.

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

27 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
28 **CAPITAL PROGRAM**

29 On a quarterly basis, the department of transportation shall
30 provide to the office of financial management and the legislative
31 transportation committees a report for all capital projects, except
32 for ferry projects subject to the reporting requirements established
33 elsewhere in this act, that must include: (1) A TEIS version
34 containing actual capital expenditures for all projects consistent
35 with the structure of the most recently enacted budget; (2)
36 anticipated cost savings, cost increases, reappropriations, and
37 schedule adjustments for all projects consistent with the structure
38 of the most recently enacted budget; (3) the award amount, the

1 engineer's estimate, and the number of bidders for all active
2 projects consistent with the structure of the most recently enacted
3 budget; (4) risk reserves and contingency amounts for all projects
4 consistent with the structure of the most recently enacted budget.

5 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
6 **PROJECT EXPENDITURES**

7 To the greatest extent practicable, the department of
8 transportation shall expend federal funds received for capital
9 project expenditures before state funds.

10 NEW SECTION. **Sec. 315. NOTIFICATION REQUIREMENTS FOR PAUSES AND**
11 **CANCELLATIONS**

12 (1) The department shall notify the transportation committees of
13 the legislature when it intends to pause for a significant length of
14 time or not proceed with operating items or capital projects included
15 as budget provisos or on project lists. When feasible, this
16 notification shall be provided prior to the pause or cancellation and
17 at least seven days in advance of any public announcement related to
18 such a pause or cancellation.

19 (2) At the time of notification, the department shall provide an
20 explanation for the reason or reasons for the pause or cancellation
21 for each operating budget item and capital project. The explanation
22 shall include specific reasons for each pause or cancellation, in
23 addition to a statement of the broad rationale for the pause or
24 cancellation.

25 (3) When feasible, the department shall make best efforts to keep
26 the transportation committees of the legislature informed of an
27 evaluation process underway for selecting operating budget items and
28 capital projects to be paused or cancelled, providing updates as its
29 selection efforts proceed.

30 (4) When exigent circumstances prevent prior notice of a pause or
31 cancellation from being provided to the transportation committees of
32 the legislature, the department shall provide the information
33 required under this section to the transportation committees of the
34 legislature as soon as is practicable.

35 **TRANSFERS AND DISTRIBUTIONS**

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

Transportation Partnership Account—State Appropriation.	\$743,000
Connecting Washington Account—State Appropriation.	\$10,548,000
Special Category C Account—State Appropriation.	\$438,000
Highway Bond Retirement Account—State	
Appropriation.	\$1,462,779,000
Ferry Bond Retirement Account—State Appropriation.	\$17,150,000
Transportation Improvement Board Bond Retirement	
Account—State Appropriation.	\$11,770,000
Nondebt-Limit Reimbursable Bond Retirement	
Account—State Appropriation.	\$29,323,000
Toll Facility Bond Retirement Account—State	
Appropriation.	\$76,376,000
TOTAL APPROPRIATION.	\$1,609,127,000

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

Transportation Partnership Account—State	
Appropriation.	\$149,000
Connecting Washington Account—State Appropriation.	\$2,110,000
Special Category C Account—State Appropriation.	\$88,000
TOTAL APPROPRIATION.	\$2,347,000

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

Motor Vehicle Account—State Appropriation:	
For motor vehicle fuel tax distributions to	
cities and counties.	\$467,390,000

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

Motor Vehicle Account—State Appropriation:	
For motor vehicle fuel tax refunds and	
statutory transfers.	\$1,974,599,000

1 (7) Motor Vehicle Account—State Appropriation:
2 For transfer to the Rural Arterial Trust Account—State. . . \$9,331,000
3 (8) Motor Vehicle Account—State Appropriation:
4 For transfer to the Transportation Improvement
5 Account—State. \$18,688,000
6 (9) Motor Vehicle Account—State Appropriation:
7 For transfer to the Transportation 2003 Account
8 (Nickel Account)—State. \$20,000,000
9 (10) Motor Vehicle Account—State Appropriation:
10 For transfer to the County Road Administration Board
11 Emergency Loan Account—State. \$5,000,000
12 (11) Rural Mobility Grant Program Account—State
13 Appropriation: For transfer to the Multimodal
14 Transportation Account—State. \$3,000,000
15 (12) State Route Number 520 Civil Penalties
16 Account—State Appropriation: For transfer to the
17 State Route Number 520 Corridor Account—State. \$1,532,000
18 (13) Capital Vessel Replacement Account—State
19 Appropriation: For transfer to the Connecting
20 Washington Account—State. \$35,000,000
21 (14) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Aeronautics
23 Account—State. \$550,000
24 (15)(a) Capital Vessel Replacement Account—State
25 Appropriation: For transfer to the Transportation
26 Partnership Account—State. \$9,138,000
27 (b) The amount transferred in this subsection represents
28 repayment of debt service incurred for the construction of the Hybrid
29 Electric Olympic Class (144-auto) Vessel #5 project (L2000329).
30 (16) Multimodal Transportation Account—State
31 Appropriation: For transfer to the Complete Streets
32 Grant Program Account—State. \$14,670,000
33 (17) Multimodal Transportation Account—State
34 Appropriation: For transfer to the Freight Mobility
35 Multimodal Account—State. \$4,011,000
36 (18) Multimodal Transportation Account—State
37 Appropriation: For transfer to the Pilotage
38 Account—State. \$1,500,000

1 (19) Multimodal Transportation Account—State
2 Appropriation: For transfer to the Puget Sound
3 Capital Construction Account—State. \$50,000,000
4 (20) Multimodal Transportation Account—State
5 Appropriation: For transfer to the Regional Mobility
6 Grant Program Account—State. \$27,679,000
7 (21) Multimodal Transportation Account—State
8 Appropriation: For transfer to the Rural Mobility
9 Grant Program Account—State. \$15,223,000
10 (22) (a) Alaskan Way Viaduct Replacement Project
11 Account—State Appropriation: For transfer to the
12 Transportation Partnership Account—State. \$22,884,000
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) Tacoma Narrows Toll Bridge Account—State
17 Appropriation: For transfer to the Motor Vehicle
18 Account—State. \$950,000
19 (24) Puget Sound Ferry Operations Account—State
20 Appropriation: For transfer to the Puget Sound
21 Capital Construction Account—State. \$35,000,000
22 (25) Connecting Washington Account—State
23 Appropriation: For transfer to the Motor Vehicle
24 Account—State. \$100,000,000
25 (26) (a) General Fund Account—State
26 Appropriation: For transfer to the State Patrol
27 Highway Account—State. \$625,000
28 (b) The state treasurer shall transfer the funds only after
29 receiving notification from the Washington state patrol under section
30 207(6) of this act.

31 NEW SECTION. **Sec. 408. FOR THE STATE TREASURER—STATE REVENUES**
32 **FOR DISTRIBUTION**

33 Multimodal Transportation Account—State
34 Appropriation: For distribution to cities and
35 counties. \$26,786,000
36 Motor Vehicle Account—State Appropriation: For
37 distribution to cities and counties. \$23,438,000
38 TOTAL APPROPRIATION. \$50,224,000

1 NEW SECTION. **Sec. 409. FOR THE STATE TREASURER—BOND RETIREMENT**
2 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
3 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

4 Toll Facility Bond Retirement Account—Federal
5 Appropriation \$199,129,000
6 Toll Facility Bond Retirement Account—State
7 Appropriation \$25,372,000
8 TOTAL APPROPRIATION. \$224,501,000

9 NEW SECTION. **Sec. 410. FOR THE OFFICE OF FINANCIAL MANAGEMENT—**
10 **AMERICAN RESCUE PLAN ACT REVENUE LOSS DEPOSITS**

11 Coronavirus State Fiscal Recovery Fund—Federal
12 Appropriation \$144,134,000

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

15 (1) The appropriation is provided solely for expenditure into
16 accounts in the amounts specified in subsection (2) of this section.
17 These amounts reflect projected revenue losses to state
18 transportation accounts in state fiscal year 2021 relative to
19 revenues collected in state fiscal year 2019 and shall be used to
20 maintain government services pursuant to the federal American rescue
21 plan act of 2021.

22 (2) The appropriation must be distributed to the following
23 accounts in the amounts designated:

24 Aeronautics Account—State. \$448,000
25 Puget Sound Capital Construction Account—State. \$2,101,000
26 Transportation Partnership Account—State. \$23,016,000
27 Puget Sound Ferry Operations Account—State. \$55,224,000
28 Connecting Washington Account—State. \$45,828,000
29 Special Category C Account—State. \$2,380,000
30 Transportation 2003 Account (Nickel Account)—State . \$15,137,000

31 **COMPENSATION**

32 NEW SECTION. **Sec. 501. COLLECTIVE BARGAINING AGREEMENTS NOT**
33 **IMPAIRED**

34 Nothing in this act prohibits the expenditure of any funds by an
35 agency or institution of the state for benefits guaranteed by any

1 collective bargaining agreement in effect on the effective date of
2 this section.

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

4 Sections 503 through 520 of this act represent the results of the
5 2021-2023 collective bargaining process required under chapters
6 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining
7 agreements contained in sections 503 through 520 of this act are
8 described in general terms. Only major economic terms are included in
9 the descriptions. These descriptions do not contain the complete
10 contents of the agreements. The collective bargaining agreements
11 contained in sections 503 through 520 of this act may also be funded
12 by expenditures from nonappropriated accounts. If positions are
13 funded with lidded grants or dedicated fund sources with insufficient
14 revenue, additional funding from other sources is not provided.

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

17 An agreement has been reached between the governor and the office
18 and professional employees international union local eight (OPEIU)
19 pursuant to chapter 47.64 RCW for the 2021-2023 fiscal biennium.
20 Funding is provided to fund the agreement, which does not include
21 wage increases but does include furloughs. The agreement provides
22 that positions designated by the employer as not requiring backfill
23 take 24 furlough days during the biennium. In addition, the following
24 positions are not subject to the furlough requirement: Bid
25 administrator, dispatch, dispatch coordinator, and relief positions.

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

28 An agreement has been reached between the governor and the ferry
29 agents, supervisors, and project administrators association pursuant
30 to chapter 47.64 RCW for the 2021-2023 fiscal biennium. Funding is
31 provided to fund the agreement, which does not include wage increases
32 but does include furloughs. The agreement provides that positions
33 designated by the employer as not requiring backfill take 24 furlough
34 days during the biennium.

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

3 An agreement has been reached between the governor and the
4 service employees international union local 6 pursuant to chapter
5 47.64 RCW for the 2021-2023 fiscal biennium. Funding is provided to
6 fund the agreement, which does not include wage increases but does
7 include furloughs. The agreement provides that positions designated
8 by the employer as not requiring backfill take 24 furlough days
9 during the biennium.

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

12 An agreement has been reached between the governor and the
13 Pacific Northwest regional council of carpenters pursuant to chapter
14 47.64 RCW for the 2021-2023 fiscal biennium. Funding is provided to
15 fund the agreement, which does not include wage increases but does
16 include furloughs. The agreement provides that positions designated
17 by the employer as not requiring backfill take 24 furlough days
18 during the biennium.

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

21 An agreement has been reached between the governor and the Puget
22 Sound metal trades council through an interest arbitration award
23 pursuant to chapter 47.64 RCW for the 2021-2023 fiscal biennium. The
24 arbitration award imposed and funding is provided to implement a 1.9%
25 general wage decrease from July 1, 2021, through June 30, 2022, and
26 exempted these employees from the furlough requirement.

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

29 An agreement has been reached between the governor and the marine
30 engineers' beneficial association unlicensed engine room employees
31 pursuant to chapter 47.64 RCW for the 2021-2023 fiscal biennium.
32 Funding is provided to fund the agreement, which does not include
33 either wage increases or the furlough requirement.

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

1 An agreement has been reached between the governor and the marine
2 engineers' beneficial association licensed engineer officers pursuant
3 to chapter 47.64 RCW for the 2021-2023 fiscal biennium. Funding is
4 provided to fund the agreement, which does not include either wage
5 increases or the furlough requirement.

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

8 An agreement has been reached between the governor and the marine
9 engineers' beneficial association port engineers pursuant to chapter
10 47.64 RCW for the 2021-2023 fiscal biennium. Funding is provided to
11 fund the agreement, which does not include wage increases but does
12 include furloughs. The agreement provides that positions designated
13 by the employer as not requiring backfill take 24 furlough days
14 during the biennium.

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

17 An agreement has been reached between the governor and the
18 masters, mates, and pilots - mates pursuant to chapter 47.64 RCW for
19 the 2021-2023 fiscal biennium. Funding is provided to fund the
20 agreement, which includes a two percent wage increase for second
21 mates and does not include the furlough requirement.

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

24 An agreement has been reached between the governor and the
25 masters, mates, and pilots - masters pursuant to chapter 47.64 RCW
26 for the 2021-2023 fiscal biennium. Funding is provided to fund the
27 agreement, which does not include either wage increases or the
28 furlough requirement.

29 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
30 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**
31 **SUPERVISORS**

32 An agreement has been reached between the governor and the
33 masters, mates, and pilots - watch center supervisors pursuant to
34 chapter 47.64 RCW for the 2021-2023 fiscal biennium. Funding is
35 provided to fund the agreement, which does not include wage increases

1 but does include furloughs only for the following positions: Fleet
2 facility security officers and workforce development leads.

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

5 An agreement has been reached between the governor and the
6 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW
7 through an interest arbitration award for the 2021-2023 fiscal
8 biennium. Funding is provided to fund the agreement, which does not
9 include wage increases, but does include 24 furlough days for
10 employees in positions that do not require the position to be
11 backfilled.

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

13 An agreement has been reached between the governor and the
14 Washington federation of state employees under the provisions of
15 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Funding is
16 provided to fund the agreement, which does not include wage
17 increases, but does include 24 furlough days for employees in
18 position that do not require the position to be backfilled.

19 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**
20 **LOCAL 17**

21 An agreement has been reached between the governor and the
22 professional and technical employees local 17 under the provisions of
23 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Funding is
24 provided to fund the agreement, which does not include wage
25 increases, but does include 24 furlough days for employees in
26 position that do not require the position to be backfilled.

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

28 An agreement has not been reached between the governor and the
29 Washington public employees association under the provisions of
30 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Pursuant to RCW
31 41.80.010(6), funding is provided for fiscal year 2022 to fund the
32 terms of the 2019-2021 agreement and for fiscal year 2023 to fund the
33 terms according to law.

1 NEW SECTION. **Sec. 518. COLLECTIVE BARGAINING AGREEMENT—**
2 **COALITION OF UNIONS**

3 An agreement has been reached for the 2019-2021 biennium between
4 the governor and the coalition of unions under the provisions of
5 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Funding is
6 provided to fund the agreement, which includes 24 furlough days for
7 employees in position that do not require the position to be
8 backfilled. The agreement includes and funding is provided for a 2.5
9 percent wage increase for fiscal year 2022 and a 2.5 percent wage
10 increase for fiscal year 2023 for the department of corrections
11 marine vessel operators.

12 NEW SECTION. **Sec. 519. COLLECTIVE BARGAINING AGREEMENT—WSP**
13 **TROOPERS ASSOCIATION**

14 An agreement has been reached between the governor and the
15 Washington state patrol troopers association under the provisions of
16 chapter 41.56 RCW for the 2021-2023 fiscal biennium. Funding is
17 provided to fund the agreement, which does not include general wages
18 increases but does provide the ability to request to reopen the
19 compensation article for the purpose of bargaining base rate of pay
20 for fiscal year 2023.

21 NEW SECTION. **Sec. 520. COLLECTIVE BARGAINING AGREEMENT—WSP**
22 **LIEUTENANTS AND CAPTAINS ASSOCIATION**

23 An agreement has been reached between the governor and the
24 Washington state patrol lieutenants and captains association under
25 the provisions of chapter 41.56 RCW for the 2021-2023 fiscal
26 biennium. Funding is provided to fund the agreement, which does not
27 include general wages increases but does provide the ability to
28 request to reopen the compensation article for the purpose of
29 bargaining base rate of pay for fiscal year 2023.

30 NEW SECTION. **Sec. 521. COMPENSATION—REPRESENTED EMPLOYEES—**
31 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

32 An agreement was reached for the 2021-2023 biennium between the
33 governor and the health care coalition under the provisions of
34 chapter 41.80 RCW. Appropriations in this act for state agencies,
35 including institutions of higher education, are sufficient to
36 implement the provisions of the 2021-2023 collective bargaining

1 agreement, which maintains the provisions of the 2019-2021 agreement,
2 and are subject to the following conditions and limitations:

3 The monthly employer funding rate for insurance benefit premiums,
4 public employees' benefits board administration, and the uniform
5 medical plan, shall not exceed \$988 per eligible employee for fiscal
6 year 2022. For fiscal year 2023, the monthly employer funding rate
7 shall not exceed \$1018 per eligible employee.

8 The board shall collect a \$25 per month surcharge payment from
9 members who use tobacco products and a surcharge payment of not less
10 than \$50 per month from members who cover a spouse or domestic
11 partner where the spouse or domestic partner has chosen not to enroll
12 in another employer-based group health insurance that has benefits
13 and premiums with an actuarial value of not less than 95 percent of
14 the actuarial value of the public employees' benefits board plan with
15 the largest enrollment. The surcharge payments shall be collected in
16 addition to the member premium payment if directed by the
17 legislature.

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

20 Appropriations for state agencies in this act are sufficient for
21 represented employees outside the coalition for health benefits, and
22 are subject to the following conditions and limitations: The monthly
23 employer funding rate for insurance benefit premiums, public
24 employees' benefits board administration, and the uniform medical
25 plan, may not exceed \$988 per eligible employee for fiscal year 2022.
26 For fiscal year 2023, the monthly employer funding rate may not
27 exceed \$1018 per eligible employee.

28 NEW SECTION. **Sec. 523. COMPENSATION—NONREPRESENTED EMPLOYEES—**
29 **INSURANCE BENEFITS**

30 Appropriations for state agencies in this act are sufficient for
31 nonrepresented state employee health benefits for state agencies,
32 including institutions of higher education, and are subject to the
33 following conditions and limitations: The employer monthly funding
34 rate for insurance benefit premiums, public employees' benefits board
35 administration, and the uniform medical plan, shall not exceed \$988
36 per eligible employee for fiscal year 2022. For fiscal year 2023, the

1 monthly employer funding rate shall not exceed \$1018 per eligible
2 employee.

3 NEW SECTION. **Sec. 524. COMPENSATION—REVISE PENSION CONTRIBUTION**
4 **RATES**

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

12 NEW SECTION. **Sec. 525. JUNETEENTH HOLIDAY**

13 Funding is provided within the amounts appropriated for the cost
14 to agencies of additional staff necessary to provide coverage in
15 positions that require continual presence, as a result of
16 implementing chapter . . . (House Bill No. 1016), Laws of 2021
17 (making Juneteenth a legal holiday). If chapter . . . (House Bill No.
18 1016), Laws of 2021 is not enacted by June 30, 2021, this section
19 does not take effect.

20 NEW SECTION. **Sec. 526. COLLECTIVE BARGAINING AGREEMENTS—**
21 **ELIMINATING FURLOUGH DAYS**

22 Appropriations in this act provide sufficient funding to
23 eliminate the furlough days required in the following collective
24 bargaining agreements for the 2021-2023 biennium:

- 25 (1) Office and professional employees international union local
26 8;
- 27 (2) Ferry agents, supervisors, and project administrators
28 association;
- 29 (3) Service employees international union local 6;
- 30 (4) Pacific Northwest regional council of carpenters;
- 31 (5) Marine engineers' beneficial association port engineers;
- 32 (6) Masters, mates, and pilots - watch center supervisors;
- 33 (7) Inlandboatmen's union of the Pacific;
- 34 (8) Washington public employees association general government;
- 35 (9) Washington federation of state employees;
- 36 (10) Professional and technical employees local 17; and
- 37 (11) The coalition of unions.

1 Expenditure of the amounts provided for this purpose is
2 contingent upon execution of an appropriate memorandum of
3 understanding between the governor or the governor's designee and the
4 exclusive bargaining representative, consistent with the terms of
5 this section.

6 NEW SECTION. **Sec. 527. COLLECTIVE BARGAINING AGREEMENTS—**
7 **ELIMINATING GENERAL WAGE DECREASE**

8 Appropriations in this act provide sufficient funding solely for
9 the purpose of eliminating the 1.9 percent wage reduction from July
10 1, 2021, to June 30, 2022, provided in the arbitration award for the
11 Puget Sound metal trades council. Expenditure of the amounts provided
12 for this purpose is contingent upon execution of an appropriate
13 modification of the agreement between the governor or the governor's
14 designee and the exclusive bargaining representative, consistent with
15 the terms of this section.

16 NEW SECTION. **Sec. 528. FORGONE GENERAL WAGE INCREASES**

17 Appropriations in this act for state agencies, including
18 institutions of higher education, are sufficient to provide a three
19 percent or two percent general wage increase, effective July 1, 2021,
20 for employees that were scheduled to receive a general wage increase
21 of either of those amounts on July 1, 2020, that was forgone due to
22 COVID-19 emergency.

23 **IMPLEMENTING PROVISIONS**

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

25 (1) The 2005 transportation partnership projects or improvements
26 and 2015 connecting Washington projects or improvements are listed in
27 the LEAP Transportation Document 2021-1 as developed March 22, 2021,
28 which consists of a list of specific projects by fund source and
29 amount over a sixteen-year period. Current fiscal biennium funding
30 for each project is a line-item appropriation, while the outer year
31 funding allocations represent a sixteen-year plan. The department of
32 transportation is expected to use the flexibility provided in this
33 section to assist in the delivery and completion of all
34 transportation partnership account and connecting Washington account
35 projects on the LEAP transportation document referenced in this
36 subsection. For the 2019-2021 project appropriations, unless

1 otherwise provided in this act, the director of the office of
2 financial management may provide written authorization for a transfer
3 of appropriation authority between projects funded with
4 transportation partnership account appropriations or connecting
5 Washington account appropriations to manage project spending and
6 efficiently deliver all projects in the respective program under the
7 following conditions and limitations:

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

10 (b) Transfers from a project may not be made as a result of the
11 reduction of the scope of a project or be made to support increases
12 in the scope of a project;

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

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

18 (e) Transfers to a project may not occur if that project is a
19 programmatic funding item described in broad general terms on the
20 applicable project list without referencing a specific state route
21 number;

22 (f) Transfers may not be made while the legislature is in
23 session;

24 (g) Transfers to a project may not be made with funds designated
25 as attributable to practical design savings as described in RCW
26 47.01.480;

27 (h) Each transfer between projects may only occur if the director
28 of the office of financial management finds that any resulting change
29 will not hinder the completion of the projects as approved by the
30 legislature;

31 (i) Transfers between projects may be made by the department of
32 transportation without the formal written approval provided under
33 this subsection (1), provided that the transfer amount to a single
34 project does not exceed two hundred fifty thousand dollars or ten
35 percent of the total project per biennium, whichever is less. These
36 transfers must be reported quarterly to the director of the office of
37 financial management and the chairs of the house of representatives
38 and senate transportation committees;

39 (j) Transfers may only be made in fiscal year 2023;

1 (k) The total amount of transfers to projects in fiscal year 2023
2 may not exceed \$50,000,000; and

3 (1) The total amount transferred to a single project may not
4 exceed \$20,000,000.

5 (2) The department of transportation must submit quarterly all
6 transfers authorized under this section in the transportation
7 executive information system. The office of financial management must
8 maintain a legislative baseline project list identified in the LEAP
9 transportation documents referenced in this act, and update that
10 project list with all authorized transfers under this section,
11 including any effects to the total project budgets and schedules
12 beyond the current biennium.

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

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

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

27 (6) The department must submit annually as part of its budget
28 submittal a report detailing all transfers made pursuant to this
29 section, including any effects to the total project budgets and
30 schedules beyond the current biennium.

31 NEW SECTION. **Sec. 602. BOND REIMBURSEMENT**

32 To the extent that any appropriation authorizes expenditures of
33 state funds from the motor vehicle account, special category C
34 account, Tacoma Narrows toll bridge account, transportation 2003
35 account (nickel account), transportation partnership account,
36 transportation improvement account, Puget Sound capital construction
37 account, multimodal transportation account, state route number 520
38 corridor account, connecting Washington account, or other
39 transportation capital project account in the state treasury for a

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

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

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

13 NEW SECTION. **Sec. 604. REAPPROPRIATIONS REPORTING**

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

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

20 (b) Identifies, for each project, the amount of cost savings or
21 increases in funding that have been identified as compared to the
22 2017 enacted omnibus transportation appropriations act.

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

27 NEW SECTION. **Sec. 605. WEB SITE REPORTING REQUIREMENTS**

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

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

1 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
2 **ELEMENTS REPORTING**

3 (1) By November 15th of each year, the department of
4 transportation must report on amounts expended to benefit transit,
5 bicycle, or pedestrian elements within all connecting Washington
6 projects in programs I, P, and Z identified in LEAP Transportation
7 Document 2021-2 ALL PROJECTS as developed March 22, 2021. The report
8 must address each modal category separately and identify if
9 eighteenth amendment protected funds have been used and, if not, the
10 source of funding.

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

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

16 (1) During the 2021-2023 fiscal biennium, while the legislature
17 is not in session, the director of the office of financial management
18 may approve project scope change requests to connecting Washington
19 projects in the highway improvements program, provided that the
20 requests meet the criteria outlined in RCW 47.01.480 and are subject
21 to the limitations in this section.

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

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

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

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

1 NEW SECTION. **Sec. 608. TOLL CREDITS**

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

9 **MISCELLANEOUS 2021-2023 FISCAL BIENNIUM**

10 NEW SECTION. **Sec. 701. INFORMATION TECHNOLOGY OVERSIGHT**

11 (1) Agencies must apply to the office of financial management and
12 the office of the state chief information officer for approval before
13 beginning a project or proceeding with each discrete stage of a
14 project subject to this section. At each stage, the office of the
15 state chief information officer must certify that the project has an
16 approved technology budget and investment plan, complies with state
17 information technology and security requirements, and other policies
18 defined by the office of the state chief information officer. The
19 office of financial management must notify the fiscal committees of
20 the legislature of the receipt of each application and may not
21 approve a funding request for ten business days from the date of
22 notification.

23 (2)(a) Each project must have a technology budget. The technology
24 budget must have the detail by fiscal month for the 2021-2023 fiscal
25 biennium. The technology budget must use a method similar to the
26 state capital budget, identifying project costs, each fund source,
27 and anticipated deliverables through each stage of the entire project
28 investment and across fiscal periods and biennia from project onset
29 through implementation and close out, as well as at least five years
30 of maintenance and operations costs.

31 (b) As part of the development of a technology budget and at each
32 request for funding, the agency shall submit an updated technology
33 budget, if changes occurred, to include detailed financial
34 information to the office of financial management and the office of
35 the chief information officer. The technology budget must describe
36 the total cost of the project by fiscal month to include and
37 identify:

38 (i) Fund sources;

1 (ii) Full-time equivalent staffing level to include job
2 classification assumptions;

3 (iii) Discrete financial budget codes to include at least the
4 appropriation index and program index;

5 (iv) Object and subobject codes of expenditures;

6 (v) Anticipated deliverables;

7 (vi) Historical budget and expenditure detail by fiscal year; and

8 (vii) Maintenance and operations costs by fiscal year for at
9 least five years as a separate worksheet

10 (c) If a project technology budget changes and a revised
11 technology budget is completed, a comparison of the revised
12 technology budget to the last approved technology budget must be
13 posted to the dashboard, to include a narrative rationale on what
14 changed, why, and how that impacts the project in scope, budget, and
15 schedule.

16 (3) (a) Each project must have an investment plan that includes:

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

19 (ii) The office of the chief information officer staff assigned
20 to the project;

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

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

27 (v) Ongoing maintenance and operations cost of the project post
28 implementation and close out delineated by agency staffing,
29 contracted staffing, and service level agreements; and

30 (vi) Financial budget coding to include at least discrete
31 financial coding for the project.

32 (4) Projects with estimated costs greater than one hundred
33 million dollars from initiation to completion and implementation may
34 be divided into discrete subprojects as determined by the office of
35 the chief information officer. Each subproject must have a technology
36 budget and investment plan as provided in this section.

37 (5) (a) The office of the state chief information officer shall
38 maintain an information technology project dashboard that provides
39 updated information each fiscal month on projects subject to this
40 section. This includes, at least:

- 1 (i) Project changes each fiscal month;
- 2 (ii) Noting if the project has a completed market requirements
3 document, and when it was completed;
- 4 (iii) Financial status of information technology projects under
5 oversight;
- 6 (iv) Coordination with agencies;
- 7 (v) Monthly quality assurance reports, if applicable;
- 8 (vi) Monthly office of the chief information officer status
9 reports;
- 10 (vii) Historical project budget and expenditures through fiscal
11 year 2021;
- 12 (viii) Budget and expenditures each fiscal month;
- 13 (ix) Estimated annual maintenance and operations costs by fiscal
14 year; and
- 15 (x) Posting monthly project status assessments on scope,
16 schedule, budget, and overall by the:
- 17 (A) Office of the chief information officer;
- 18 (B) Agency project team; and
- 19 (C) Quality assurance vendor, if applicable to the project.
- 20 (b) The dashboard must retain a roll up of the entire project
21 cost, including all subprojects, that can display subproject detail.
22 This includes coalition projects that are active.
- 23 (6) If the project affects more than one agency:
- 24 (a) A separate technology budget and investment plan must be
25 prepared for each agency; and
- 26 (b) The dashboard must contain a statewide project technology
27 budget roll up that includes each affected agency at the subproject
28 level.
- 29 (7) For any project that exceeds two million dollars in total
30 funds to complete, requires more than one biennium to complete, or is
31 financed through financial contracts, bonds, or other indebtedness:
- 32 (a) Quality assurance for the project must report independently
33 to the office of the chief information officer;
- 34 (b) The office of the chief information officer must review, and,
35 if necessary, revise the proposed project to ensure it is flexible
36 and adaptable to advances in technology;
- 37 (c) The technology budget must specifically identify the uses of
38 any financing proceeds. No more than thirty percent of the financing
39 proceeds may be used for payroll-related costs for state employees
40 assigned to project management, installation, testing, or training;

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

5 (e) The agency must consult with the contracting division of the
6 department of enterprise services for a review of all contracts and
7 agreements related to the project's information technology
8 procurements.

9 (8) The office of the chief information officer must evaluate the
10 project at each stage and certify whether the project is planned,
11 managed, and meeting deliverable targets as defined in the project's
12 approved technology budget and investment plan.

13 (9) The office of the chief information officer may suspend or
14 terminate a project at any time if it determines that the project is
15 not meeting or not expected to meet anticipated performance and
16 technology outcomes. Once suspension or termination occurs, the
17 agency shall unallot any unused funding and shall not make any
18 expenditure for the project without the approval of the office of
19 financial management. The office of the chief information officer
20 must report on July 1st and December 1st each calendar year any
21 suspension or termination of a project in the previous six-month
22 period to the legislative fiscal committees.

23 (10) The office of the chief information officer, in consultation
24 with the office of financial management, may identify additional
25 projects to be subject to this section, including projects that are
26 not separately identified within an agency budget. The office of the
27 chief information officer must report on July 1st and December 1st
28 each calendar year any additional projects to be subjected to this
29 section that were identified in the previous six-month period to the
30 legislative fiscal committees.

31 (11) The following transportation projects are subject to the
32 conditions, limitations, and review provided in this section:

33 (a) For the Washington state patrol: Aerial criminal
34 investigation tools;

35 (b) For the department of licensing: Website accessibility and
36 usability; and

37 (c) For the department of transportation: Maintenance management
38 system, land mobile radio system replacement, new CSC system and
39 operator, PROPEL - WSDOT support of one Washington, and capital
40 systems replacement.

1 NEW SECTION. **Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**
2 **THROUGH FINANCIAL CONTRACTS**

3 The department of transportation is authorized, subject to the
4 conditions in section 305(2) of this act, to enter into a financing
5 contract pursuant to chapter 39.94 RCW through the state treasurer's
6 lease-purchase program for the purposes indicated. The department may
7 use any funds, appropriated or nonappropriated, in not more than the
8 principal amounts indicated, plus financing expenses and required
9 reserves, if any. Expenditures made by the department of
10 transportation for the indicated purposes before the issue date of
11 the authorized financing contract and any certificates of
12 participation therein may be reimbursed from proceeds of the
13 financing contract and any certificates of participation therein to
14 the extent provided in the agency's financing plan approved by the
15 state finance committee.

16 **Sec. 703.** RCW 43.19.642 and 2019 c 416 s 703 are each amended to
17 read as follows:

18 (1) Effective June 1, 2006, for agencies complying with the
19 ultra-low sulfur diesel mandate of the United States environmental
20 protection agency for on-highway diesel fuel, agencies shall use
21 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
22 provided that the use of a lubricity additive is warranted and that
23 the use of biodiesel is comparable in performance and cost with other
24 available lubricity additives. The amount of biodiesel added to the
25 ultra-low sulfur diesel fuel shall be not less than two percent.

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

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

35 (4) By December 1, 2009, the department of enterprise services
36 shall:

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

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

4 (5) During the (~~(2017-2019 and)~~) 2019-2021 and 2021-2023 fiscal
5 biennia, the Washington state ferries is required to use a minimum of
6 (~~(five)~~) 10 percent biodiesel as compared to total volume of all
7 diesel purchases made by the Washington state ferries for the
8 operation of the Washington state ferries diesel-powered vessels, as
9 long as the price of a (~~(B5-0r)~~) B10 biodiesel blend does not exceed
10 the price of conventional diesel fuel by five percent or more.

11 **Sec. 704.** RCW 46.20.745 and 2019 c 416 s 704 are each amended to
12 read as follows:

13 (1) The ignition interlock device revolving account program is
14 created within the department to assist in covering the monetary
15 costs of installing, removing, and leasing an ignition interlock
16 device, and applicable licensing, for indigent persons who are
17 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
18 ignition interlock device in all vehicles owned or operated by the
19 person. For purposes of this subsection, "indigent" has the same
20 meaning as in RCW 10.101.010, as determined by the department. During
21 the (~~(2019-2021)~~) 2019-2021 and 2021-2023 fiscal (~~(biennium)~~)
22 biennia, the ignition interlock device revolving account program also
23 includes ignition interlock enforcement work conducted by the
24 Washington state patrol.

25 (2) A pilot program is created within the ignition interlock
26 device revolving account program for the purpose of monitoring
27 compliance by persons required to use ignition interlock devices and
28 by ignition interlock companies and vendors.

29 (3) The department, the state patrol, and the Washington traffic
30 safety commission shall coordinate to establish a compliance pilot
31 program that will target at least one county from eastern Washington
32 and one county from western Washington, as determined by the
33 department, state patrol, and Washington traffic safety commission.

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

35 (a) Review the number of ignition interlock devices that are
36 required to be installed in the targeted county and the number of
37 ignition interlock devices actually installed;

1 (b) Work to identify those persons who are not complying with
2 ignition interlock requirements or are repeatedly violating ignition
3 interlock requirements; and

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

5 (5) As part of monitoring compliance, the Washington traffic
6 safety commission shall also track recidivism for violations of RCW
7 46.61.502 and 46.61.504 by persons required to have an ignition
8 interlock driver's license under RCW 46.20.385 and 46.20.720.

9 **Sec. 705.** RCW 47.66.120 and 2019 c 287 s 18 are each amended to
10 read as follows:

11 (1)(a) Subject to the availability of amounts appropriated for
12 this specific purpose through the 2023-2025 biennium, the
13 department's public transportation division shall establish a green
14 transportation capital grant program. The purpose of the grant
15 program is to aid any transit authority in funding cost-effective
16 capital projects to reduce the carbon intensity of the Washington
17 transportation system, examples of which include: Electrification of
18 vehicle fleets, including battery and fuel cell electric vehicles;
19 modification or replacement of capital facilities in order to
20 facilitate fleet electrification and/or hydrogen refueling; necessary
21 upgrades to electrical transmission and distribution systems; and
22 construction of charging and fueling stations. The department's
23 public transportation division shall identify projects and shall
24 submit a prioritized list of all projects requesting funding to the
25 legislature by December 1st of each even-numbered year.

26 (b) The department's public transportation division shall select
27 projects based on a competitive process that considers the following
28 criteria:

29 (i) The cost-effectiveness of the reductions in carbon emissions
30 provided by the project; and

31 (ii) The benefit provided to transitioning the entire state to a
32 transportation system with lower carbon intensity.

33 (2) The department's public transportation division must
34 establish an advisory committee to assist in identifying projects
35 under subsection (1) of this section. The advisory committee must
36 include representatives from the department of ecology, the
37 department of commerce, the utilities and transportation commission,
38 and at least one transit authority.

1 (3) In order to receive green transportation capital grant
2 program funding for a project, a transit authority must provide
3 matching funding for that project that is at least equal to twenty
4 percent of the total cost of the project.

5 (4) The department's public transportation division must report
6 annually to the transportation committees of the legislature on the
7 status of any grant projects funded by the program created under this
8 section.

9 (5) For purposes of this section, "transit authority" means a
10 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a
11 county public transportation authority under chapter 36.57 RCW, a
12 metropolitan municipal corporation transit system under chapter 36.56
13 RCW, a public transportation benefit area under chapter 36.57A RCW,
14 an unincorporated transportation benefit area under RCW 36.57.100, a
15 regional transit authority under chapter 81.112 RCW, or any special
16 purpose district formed to operate a public transportation system.

17 (6) During the 2021-2023 fiscal biennium, the department may
18 provide green transportation capital grant program funding for zero
19 emissions capital transition planning projects.

20 **Sec. 706.** RCW 46.68.063 and 2019 c 416 s 712 are each amended to
21 read as follows:

22 The department of licensing technology improvement and data
23 management account is created in the highway safety fund. All
24 receipts from fees collected under RCW 46.12.630(5) must be deposited
25 into the account. Expenditures from the account may be used only for
26 investments in technology and data management at the department.
27 During the 2019-2021 (~~biennium~~) and 2021-2023 biennia, the account
28 may also be used for responding to public records requests. Moneys in
29 the account may be spent only after appropriation.

30 **Sec. 707.** RCW 46.68.370 and 2019 c 416 s 713 are each amended to
31 read as follows:

32 The license plate technology account is created in the state
33 treasury. All receipts collected under RCW 46.17.015 must be
34 deposited into this account. Expenditures from this account must
35 support current and future license plate technology and systems
36 integration upgrades for both the department and correctional
37 industries. Moneys in the account may be spent only after
38 appropriation. Additionally, the moneys in this account may be used

1 to reimburse the motor vehicle (~~(account—[fund])~~) fund for any
2 appropriation made to implement the digital license plate system.
3 During the 2011-2013 and 2013-2015 fiscal biennia, the legislature
4 may transfer from the license plate technology account to the highway
5 safety (~~(account—[fund])~~) fund such amounts as reflect the excess
6 fund balance of the license plate technology account. During the
7 2019-2021 (~~(biennium)~~) and 2021-2023 biennia, the account may also be
8 used for the maintenance of recently modernized information
9 technology systems for vehicle registrations.

10 **Sec. 708.** RCW 46.68.300 and 2019 c 416 s 714 are each amended to
11 read as follows:

12 The freight mobility investment account is hereby created in the
13 state treasury. Money in the account may be spent only after
14 appropriation. Expenditures from the account may be used only for
15 freight mobility projects that have been approved by the freight
16 mobility strategic investment board in RCW 47.06A.020 and may include
17 any principal and interest on bonds authorized for the projects or
18 improvements. During the (~~(2019-2021)~~) 2021-2023 fiscal biennium, the
19 expenditures from the account may also be used for the administrative
20 expenses of the freight mobility strategic investment board.

21 NEW SECTION. **Sec. 709.** (1) The agency financial transaction
22 account is created in the state treasury. Designated receipts from
23 cost-recovery charges for credit card and other financial transaction
24 fees pursuant to this act must be deposited into the account. Moneys
25 in the account may be spent only after appropriation. Expenditures
26 from the account may be used only for paying credit card and
27 financial transaction fees, and other related costs incurred by state
28 agencies.

29 (2) This section expires June 30, 2023.

30 **Sec. 710.** RCW 47.12.370 and 2003 c 187 s 1 are each amended to
31 read as follows:

32 (1) The department may enter into exchange agreements with local,
33 state, or federal agencies, tribal governments, or private nonprofit
34 nature conservancy corporations as defined in RCW 64.04.130, to
35 convey properties under the jurisdiction of the department that serve
36 as environmental mitigation sites, as full or part consideration for
37 the grantee assuming all future maintenance and operation obligations

1 and costs required to maintain and operate the environmental
2 mitigation site in perpetuity.

3 ~~((Tribal))~~ (a) Except as provided in (b) of this subsection,
4 tribal governments shall only be eligible to participate in an
5 exchange agreement if they:

6 ~~((a))~~ (i) Provide the department with a valid waiver of their
7 tribal sovereign immunity from suit. The waiver must allow the
8 department to enforce the terms of the exchange agreement or
9 quitclaim deed in state court; and

10 ~~((b))~~ (ii) Agree that the property shall not be placed into
11 trust status.

12 (b) During the 2021-2023 fiscal biennium, the restrictions in (a)
13 of this subsection do not apply to any exchange agreement with a
14 tribal government for the acquisition of real property required by
15 the department for the SR 167/SR 509 Puget Sound Gateway project.

16 (3) The conveyances must be by quitclaim deed, or other form of
17 conveyance, executed by the secretary of transportation, and must
18 expressly restrict the use of the property to a mitigation site
19 consistent with preservation of the functions and values of the site,
20 and must provide for the automatic reversion to the department if the
21 property is not used as a mitigation site or is not maintained in a
22 manner that complies with applicable permits, laws, and regulations
23 pertaining to the maintenance and operation of the mitigation site.

24 **Sec. 711.** RCW 47.60.530 and 2017 c 313 s 714 are each amended to
25 read as follows:

26 (1) The Puget Sound ferry operations account is created in the
27 motor vehicle fund.

28 (2) The following funds must be deposited into the account:

29 (a) All moneys directed by law;

30 (b) All revenues generated from ferry fares; and

31 (c) All revenues generated from commercial advertising,
32 concessions, parking, and leases as allowed under RCW 47.60.140.

33 (3) Moneys in the account may be spent only after appropriation.

34 (4) Expenditures from the account may be used only for the
35 maintenance, administration, and operation of the Washington state
36 ferry system.

37 (5) During the 2015-2017 fiscal biennium, the legislature may
38 transfer from the Puget Sound ferry operations account to the

1 connecting Washington account such amounts as reflect the excess fund
2 balance of the Puget Sound ferry operations account.

3 (6) During the 2017-2019 fiscal biennium, the legislature may
4 direct the state treasurer to make transfers of moneys in the Puget
5 Sound ferry operations account to the connecting Washington account.

6 (7) During the 2021-23 fiscal biennium, the legislature may
7 transfer from the Puget Sound ferry operations account to the Puget
8 Sound capital construction account such amounts as reflect the excess
9 fund balance of the Puget Sound ferry operations account.

10 **Sec. 712.** RCW 47.60.315 and 2019 c 431 s 3 are each amended to
11 read as follows:

12 (1) The commission shall adopt fares and pricing policies by
13 rule, under chapter 34.05 RCW, according to the following schedule:

14 (a) Each year the department shall provide the commission a
15 report of its review of fares and pricing policies, with
16 recommendations for the revision of fares and pricing policies for
17 the ensuing year;

18 (b) By September 1st of each year, beginning in 2008, the
19 commission shall adopt by rule fares and pricing policies for the
20 ensuing year.

21 (2) The commission may adopt by rule fares that are effective for
22 more or less than one year for the purposes of transitioning to the
23 fare schedule in subsection (1) of this section.

24 (3) The commission may increase ferry fares included in the
25 schedule of charges adopted under this section by a percentage that
26 exceeds the fiscal growth factor.

27 (4) The chief executive officer of the ferry system may authorize
28 the use of promotional, discounted, and special event fares to the
29 general public and commercial enterprises for the purpose of
30 maximizing capacity use and the revenues collected by the ferry
31 system. The department shall report to the commission a summary of
32 the promotional, discounted, and special event fares offered during
33 each fiscal year and the financial results from these activities.

34 (5) ~~((Fare))~~ Except for the 2021-2023 fiscal biennium, fare
35 revenues and other revenues deposited in the Puget Sound ferry
36 operations account created in RCW 47.60.530 may not be used to
37 support the Puget Sound capital construction account created in RCW
38 47.60.505, unless the support for capital is separately identified in
39 the fare.

1 (6) The commission may not raise fares until the fare rules
2 contain pricing policies developed under RCW 47.60.290, or September
3 1, 2009, whichever is later.

4 (7) The commission shall impose a vessel replacement surcharge of
5 twenty-five cents on every one-way and round-trip ferry fare sold,
6 including multiride and monthly pass fares. This surcharge must be
7 clearly indicated to ferry passengers and drivers and, if possible,
8 on the fare media itself.

9 (8) Except as provided in subsection (10) of this section,
10 beginning May 1, 2020, the commission shall impose an additional
11 vessel replacement surcharge in an amount sufficient to fund twenty-
12 five year debt service on one 144-auto hybrid vessel taking into
13 account funds provided in chapter 417, Laws of 2019 or chapter . . .
14 (SSB 5419), Laws of 2019. The department of transportation shall
15 provide to the commission vessel and debt service cost estimates.
16 Information on vessels constructed or purchased with revenue from the
17 surcharges must be publicly posted including, but not limited to, the
18 commission web site.

19 (9) The vessel replacement surcharges imposed in this section may
20 only be used for the construction or purchase of ferry vessels and to
21 pay the principal and interest on bonds authorized for the
22 construction or purchase of new ferry vessels.

23 (10) The commission shall not impose the additional vessel
24 replacement surcharge in subsection (8) of this section if doing so
25 would increase fares by more than ten percent.

26 **Sec. 713.** RCW 34.05.350 and 2011 1st sp.s. c 2 s 1 are each
27 amended to read as follows:

28 (1) If an agency for good cause finds:

29 (a) That immediate adoption, amendment, or repeal of a rule is
30 necessary for the preservation of the public health, safety, or
31 general welfare, and that observing the time requirements of notice
32 and opportunity to comment upon adoption of a permanent rule would be
33 contrary to the public interest;

34 (b) That state or federal law or federal rule or a federal
35 deadline for state receipt of federal funds requires immediate
36 adoption of a rule; or

37 (c) In order to implement the requirements or reductions in
38 appropriations enacted in any budget for fiscal year 2009, 2010,
39 2011, 2012, or 2013, or in an omnibus transportation appropriations

1 act for the 2021-2023 biennium related to setting toll rates, which
2 necessitates the need for the immediate adoption, amendment, or
3 repeal of a rule, and that observing the time requirements of notice
4 and opportunity to comment upon adoption of a permanent rule would be
5 contrary to the fiscal needs or requirements of the agency,
6 the agency may dispense with those requirements and adopt, amend, or
7 repeal the rule on an emergency basis. The agency's finding and a
8 concise statement of the reasons for its finding shall be
9 incorporated in the order for adoption of the emergency rule or
10 amendment filed with the office of the code reviser under RCW
11 34.05.380 and with the rules review committee.

12 (2) An emergency rule adopted under this section takes effect
13 upon filing with the code reviser, unless a later date is specified
14 in the order of adoption, and may not remain in effect for longer
15 than one hundred twenty days after filing. Identical or substantially
16 similar emergency rules may not be adopted in sequence unless
17 conditions have changed or the agency has filed notice of its intent
18 to adopt the rule as a permanent rule, and is actively undertaking
19 the appropriate procedures to adopt the rule as a permanent rule.
20 This section does not relieve any agency from compliance with any law
21 requiring that its permanent rules be approved by designated persons
22 or bodies before they become effective.

23 (3) Within seven days after the rule is adopted, any person may
24 petition the governor requesting the immediate repeal of a rule
25 adopted on an emergency basis by any department listed in RCW
26 43.17.010. Within seven days after submission of the petition, the
27 governor shall either deny the petition in writing, stating his or
28 her reasons for the denial, or order the immediate repeal of the
29 rule. In ruling on the petition, the governor shall consider only
30 whether the conditions in subsection (1) of this section were met
31 such that adoption of the rule on an emergency basis was necessary.
32 If the governor orders the repeal of the emergency rule, any sanction
33 imposed based on that rule is void. This subsection shall not be
34 construed to prohibit adoption of any rule as a permanent rule.

35 **Sec. 714.** RCW 46.68.060 and 2019 c 416 s 705 are each amended to
36 read as follows:

37 There is hereby created in the state treasury a fund to be known
38 as the highway safety fund to the credit of which must be deposited
39 all moneys directed by law to be deposited therein. This fund must be

1 used for carrying out the provisions of law relating to driver
2 licensing, driver improvement, financial responsibility, cost of
3 furnishing abstracts of driving records and maintaining such case
4 records, and to carry out the purposes set forth in RCW 43.59.010,
5 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017
6 fiscal biennia, the legislature may transfer from the highway safety
7 fund to the Puget Sound ferry operations account, the motor vehicle
8 fund, and the multimodal transportation account such amounts as
9 reflect the excess fund balance of the highway safety fund. During
10 the ((2017-2019 and the)) 2019-2021 and 2021-2023 fiscal biennia, the
11 legislature may direct the state treasurer to make transfers of
12 moneys in the highway safety fund to the multimodal transportation
13 account.

14 **Sec. 715.** RCW 46.68.325 and 2019 c 416 s 708 are each amended to
15 read as follows:

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

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

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

29 (4) During the ((2017-2019 and the)) 2019-2021 and 2021-2023
30 fiscal biennia, the legislature may direct the state treasurer to
31 make transfers of moneys in the rural mobility grant program account
32 to the multimodal transportation account.

33 **Sec. 716.** RCW 47.56.876 and 2019 c 416 s 710 are each amended to
34 read as follows:

35 A special account to be known as the state route number 520 civil
36 penalties account is created in the state treasury. All state route
37 number 520 bridge replacement and HOV program civil penalties
38 generated from the nonpayment of tolls on the state route number 520

1 corridor must be deposited into the account, as provided under RCW
2 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
3 appropriation. Expenditures from the account may be used to fund any
4 project within the state route number 520 bridge replacement and HOV
5 program, including mitigation. During the 2013-2015 and 2015-2017
6 fiscal biennia, the legislature may transfer from the state route
7 number 520 civil penalties account to the state route number 520
8 corridor account such amounts as reflect the excess fund balance of
9 the state route number 520 civil penalties account. Funds transferred
10 must be used solely for capital expenditures for the state route
11 number 520 bridge replacement and HOV project. During the ((2017-2019
12 ~~and the~~) 2019-2021 and 2021-2023 fiscal biennia, the legislature may
13 direct the state treasurer to make transfers of moneys in the state
14 route number 520 civil penalties account to the state route number
15 520 corridor account.

16 **Sec. 717.** RCW 47.60.322 and 2019 c 416 s 716 are each amended to
17 read as follows:

18 (1) The capital vessel replacement account is created in the
19 motor vehicle fund. All revenues generated from the vessel
20 replacement surcharge under RCW 47.60.315(7) and service fees
21 collected by the department of licensing or county auditor or other
22 agent appointed by the director under RCW 46.17.040, 46.17.050, and
23 46.17.060 must be deposited into the account. Moneys in the account
24 may be spent only after appropriation. Expenditures from the account
25 may be used only for the construction or purchase of ferry vessels
26 and to pay the principal and interest on bonds authorized for the
27 construction or purchase of ferry vessels. However, expenditures from
28 the account must first be used to support the construction or
29 purchase, including any applicable financing costs, of a ferry vessel
30 with a carrying capacity of at least one hundred forty-four cars.

31 (2) The state treasurer may transfer moneys from the capital
32 vessel replacement account to the transportation 2003 account (nickel
33 account) for debt service on bonds issued for the construction of
34 144-car class ferry vessels.

35 (3) The legislature may transfer from the capital vessel
36 replacement account to the connecting Washington account created
37 under RCW 46.68.395 such amounts as reflect the excess fund balance
38 of the capital vessel replacement account to be used for ferry
39 terminal construction and preservation.

1 (4) During the 2019-2021 and 2021-2023 fiscal (~~biennium~~)
2 biennia, the legislature may direct the state treasurer to make
3 transfers of moneys in the capital vessel replacement account to the
4 transportation partnership account.

5 **Sec. 718.** RCW 46.68.395 and 2020 c 219 s 707 are each amended to
6 read as follows:

7 (1) The connecting Washington account is created in the motor
8 vehicle fund. Moneys in the account may be spent only after
9 appropriation. Expenditures from the account must be used only for
10 projects or improvements identified as connecting Washington projects
11 or improvements in a transportation appropriations act, including any
12 principal and interest on bonds authorized for the projects or
13 improvements.

14 (2) Moneys in the connecting Washington account may not be
15 expended on the state route number 99 Alaskan Way viaduct replacement
16 project.

17 (3) During the 2019-2021 and 2021-2023 fiscal (~~biennium~~)
18 biennia, the legislature may direct the state treasurer to make
19 transfers of moneys in the connecting Washington account to the motor
20 vehicle fund.

21 **2019-2021 FISCAL BIENNIUM**

22 **GENERAL GOVERNMENT AGENCIES—OPERATING**

23 **Sec. 801.** 2019 c 416 s 101 (uncodified) is amended to read as
24 follows:

25 **FOR THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION**

26 Motor Vehicle Account—State Appropriation (~~(\$545,000)~~)
27 \$536,000

28 **Sec. 802.** 2020 c 219 s 101 (uncodified) is amended to read as
29 follows:

30 **FOR THE OFFICE OF FINANCIAL MANAGEMENT**

31 Motor Vehicle Account—State Appropriation (~~(\$1,419,000)~~)
32 \$1,388,000
33 Multimodal Transportation Account—State Appropriation. . . . \$300,000
34 Puget Sound Ferry Operations Account—State Appropriation . . \$121,000

1 TOTAL APPROPRIATION. (~~(\$1,840,000)~~)
2 \$1,809,000

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

22 **Sec. 803.** 2019 c 416 s 106 (uncodified) is amended to read as
23 follows:

24 **FOR THE LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE**
25 Motor Vehicle Account—State Appropriation (~~(\$652,000)~~)
26 \$647,000

27 **TRANSPORTATION AGENCIES—OPERATING**

28 **Sec. 901.** 2020 c 219 s 201 (uncodified) is amended to read as
29 follows:

30 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**
31 Highway Safety Account—State Appropriation (~~(\$4,675,000)~~)
32 \$4,647,000
33 Highway Safety Account—Federal Appropriation (~~(\$27,051,000)~~)
34 \$26,943,000
35 Highway Safety Account—Private/Local Appropriation \$118,000
36 School Zone Safety Account—State Appropriation \$850,000

1 TOTAL APPROPRIATION. (~~(\$32,694,000)~~)
2 \$32,558,000

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

5 (1) \$150,000 of the highway safety account—state appropriation is
6 provided solely for the implementation of chapter 54, Laws of 2019
7 (Cooper Jones Active Transportation Safety Council). If chapter 54,
8 Laws of 2019 is not enacted by June 30, 2019, the amount provided in
9 this subsection lapses.

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

14 (a) Any programs authorized by the commission must be authorized
15 by December 31, (~~2020~~) 2022.

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

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

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

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

33 (iii) Cities testing the use of automated vehicle noise
34 enforcement cameras must post information on the city web site and
35 notify local media outlets indicating the zones in which the
36 automated vehicle noise enforcement cameras will be used;

37 (iv) A city may only issue a warning notice with no penalty for a
38 violation detected by automated vehicle noise enforcement cameras in
39 a Stay Out of Areas of Racing zone. Warning notices must be mailed to

1 the registered owner of a vehicle within fourteen days of the
2 detected violation;

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

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

16 (vii) By June 30, 2021, the participating cities shall provide a
17 report to the commission and appropriate committees of the
18 legislature regarding the use, public acceptance, outcomes, warnings
19 issued, data retention and use, and other relevant issues regarding
20 automated vehicle noise enforcement cameras demonstrated by the pilot
21 projects.

22 (3) The Washington traffic safety commission may oversee a
23 demonstration project in one county, coordinating with a public
24 transportation benefit area (PTBA) and the department of
25 transportation, to test the feasibility and accuracy of the use of
26 automated enforcement technology for high occupancy vehicle (HOV)
27 lane passenger compliance. All costs associated with the
28 demonstration project must be borne by the participating public
29 transportation benefit area. Any photograph, microphotograph, or
30 electronic images of a driver or passengers are for the exclusive use
31 of the PTBA in the determination of whether an HOV passenger
32 violation has occurred to test the feasibility and accuracy of
33 automated enforcement under this subsection and are not open to the
34 public and may not be used in a court in a pending action or
35 proceeding. All photographs, microphotographs, and electronic images
36 must be destroyed after determining a passenger count and no later
37 than the completion of the demonstration project. No warnings or
38 notices of infraction may be issued under the demonstration project.

39 For purposes of the demonstration project, an automated
40 enforcement technology device may record an image of a driver and

1 passenger of a motor vehicle. The county and PTBA must erect signs
2 marking the locations where the automated enforcement for HOV
3 passenger requirements is occurring.

4 The PTBA, in consultation with the Washington traffic safety
5 commission, must provide a report to the transportation committees of
6 the legislature with the number of violations detected during the
7 demonstration project, whether the technology used was accurate and
8 any recommendations for future use of automated enforcement
9 technology for HOV lane enforcement by June 30, 2021.

10 (4) (a) The Washington traffic safety commission shall coordinate
11 with each city that implements a pilot program as authorized in
12 chapter 224, Laws of 2020 (automated traffic safety cameras) or
13 chapter . . . (Substitute Senate Bill No. 5789), Laws of 2020
14 (automated traffic safety cameras) to provide the transportation
15 committees of the legislature with the following information by June
16 30, 2021:

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

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

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

24 (b) If neither chapter 224, Laws of 2020 nor chapter . . .
25 (Substitute Senate Bill No. 5789), Laws of 2020 is enacted by June
26 30, 2020, the conditions of this subsection (4) have no force and
27 effect.

28 **Sec. 902.** 2020 c 219 s 202 (uncodified) is amended to read as
29 follows:

30 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

31 Rural Arterial Trust Account—State Appropriation	\$1,137,000
32 Motor Vehicle Account—State Appropriation	((\$2,920,000))
33	<u>\$3,042,000</u>
34 County Arterial Preservation Account—State	
35 Appropriation	\$1,677,000
36 TOTAL APPROPRIATION.	((\$5,734,000))
37	<u>\$5,856,000</u>

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

5 **Sec. 903.** 2020 c 219 s 204 (uncodified) is amended to read as
6 follows:

7 **FOR THE JOINT TRANSPORTATION COMMITTEE**

8	Motor Vehicle Account—State Appropriation	((\$2,187,000))
9		<u>\$2,173,000</u>
10	Multimodal Transportation Account—State Appropriation. . .	((\$917,000))
11		<u>\$895,000</u>
12	Highway Safety Account—State Appropriation.	\$275,000
13	TOTAL APPROPRIATION.	((\$3,379,000))
14		<u>\$3,343,000</u>

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

17 (1) \$400,000 of the motor vehicle account—state appropriation and
18 \$50,000 of the multimodal transportation account—state appropriation
19 is for the joint transportation committee to conduct a comprehensive
20 assessment of statewide transportation needs and priorities, and
21 existing and potential transportation funding mechanisms to address
22 those needs and priorities. The assessment must include: (a)
23 Recommendations on the critical state and local transportation
24 projects, programs, and services needed to achieve an efficient,
25 effective, statewide transportation system over the next ten years;
26 (b) a comprehensive menu of funding options for the legislature to
27 consider to address the identified transportation system investments;
28 (c) recommendations on whether a revision to the statewide
29 transportation policy goals in RCW 47.04.280 is warranted in light of
30 the recommendations and options identified in (a) and (b) of this
31 subsection; and (d) an analysis of the economic impacts of a range of
32 future transportation investments. The assessment must be submitted
33 to the transportation committees of the legislature by June 30, 2020.
34 Starting July 1, 2020, and concluding by December 31, 2020, a
35 committee-appointed commission or panel shall review the assessment
36 and make final recommendations to the legislature for consideration
37 during the 2021 legislative session on a realistic, achievable plan
38 for funding transportation programs, projects, and services over the

1 next ten years including a timeline for legislative action on funding
2 the identified transportation system needs shortfall.

3 (2) (a) \$382,000 of the multimodal transportation account—state
4 appropriation is for the joint transportation committee to conduct an
5 analysis of the electrification of public fleets in Washington state.
6 The study must include the following:

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

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

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

16 (C) Population greater than fifty thousand and up to and
17 including one hundred thousand;

18 (D) Population greater than one hundred thousand;

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

23 (A) The average vehicle cost differential among the commercially
24 available fuel options;

25 (B) A cost benefit analysis of the conversion of different
26 vehicle classes; and

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

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

34 (A) Vehicle acquisition costs, charging and refueling
35 infrastructure costs, and other associated costs;

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

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

1 (iv) Identification and analysis of financing mechanisms that
2 could be used to finance the transition of publicly owned vehicles to
3 battery and fuel cell electric vehicles. These mechanisms include,
4 but are not limited to: Energy or carbon savings performance
5 contracting, utility grants and rebates, revolving loan funds, state
6 grant programs, private third-party financing, fleet management
7 services, leasing, vehicle use optimization, and vehicle to grid
8 technology; and

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

12 (b) In developing and implementing the study, the joint
13 transportation committee must solicit input from representatives of
14 the department of enterprise services, the department of
15 transportation, the department of licensing, the department of
16 commerce, the Washington state association of counties, the
17 association of Washington cities, the Washington state transit
18 association, transit agencies, and others as deemed appropriate.

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

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

26 (i) Projections of potential ridership;
27 (ii) Review of relevant planning studies;
28 (iii) Establishment of an advisory group and associated meetings;
29 (iv) Development of a Stampede Pass corridor alignment to
30 maximize ridership, revenue, and rationale, considering service to
31 population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg,
32 Toppenish, and Spokane;

33 (v) Assessment of current infrastructure conditions, including
34 station stop locations;

35 (vi) Identification of equipment needs; and

36 (vii) Identification of operator options.

37 (b) A report of the study findings and recommendations is due to
38 the transportation committees of the legislature by June 30, 2020.

1 (4) (a) \$275,000 of the highway safety fund—state appropriation is
2 for a study of vehicle subagents in Washington state. The study must
3 consider and include recommendations, as necessary, on the following:

4 (i) The relevant statutes, rules, and/or regulations authorizing
5 vehicle subagents and any changes made to the relevant statutes,
6 rules, and/or regulations;

7 (ii) The current process of selecting and authorizing a vehicle
8 subagent, including the change of ownership process and the
9 identification of any barriers to entry into the vehicle subagent
10 market;

11 (iii) The annual business expenditures borne by each of the
12 vehicle subagent businesses since fiscal year 2010 and identification
13 of any materials, including office equipment and supplies, provided
14 by the department of licensing to each vehicle subagent since fiscal
15 year 2010. To accomplish this task, each vehicle subagent must
16 provide expenditure data to the joint transportation committee for
17 the purposes of this study;

18 (iv) The oversight provided by the county auditors and/or the
19 department of licensing over the vehicle subagent businesses;

20 (v) The history of service fees, how increases to the service fee
21 rate are made, and how the requested fee increase is determined;

22 (vi) The online vehicle registration renewal process and any
23 potential improvements to the online process;

24 (vii) The department of licensing's ability to provide more
25 vehicle licensing services directly, particularly taking into account
26 the increase in online vehicle renewal transactions;

27 (viii) The potential expansion of services that can be performed
28 by vehicle subagents; and

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

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

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

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

1 (5) (a) \$235,000 of the multimodal transportation account—state
2 appropriation is for the joint transportation committee to oversee a
3 consultant study on rail safety governance best practices, by class
4 of rail where applicable, and recommendations for the implementation
5 of these best practices in Washington state. The study must assess
6 rail safety governance for passenger and freight rail, including rail
7 transit services, and must consider recommendations made by the
8 national transportation safety board in its 2017 Amtrak passenger
9 train 501 derailment accident report that are relevant to rail safety
10 governance.

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

12 (i) (A) An assessment of rail safety oversight in Washington state
13 that includes: (I) The rail safety oversight roles of federal, state,
14 regional, and local agencies, including the extent to which federal
15 and state laws govern these roles and the extent to which these roles
16 would be modified should the suspended federal rules in 49 C.F.R.
17 Part 270 take effect; (II) federal, state, regional, and local agency
18 organizational structures and processes utilized to conduct rail
19 safety oversight; and (III) coordination activities by federal,
20 state, regional, and local agencies in conducting rail safety
21 oversight;

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

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

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

29 (c) The joint transportation committee shall consult with the
30 Washington state department of transportation, the Washington state
31 utilities and transportation commission, sound transit, the national
32 transportation safety board, Amtrak, the federal railroad
33 administration, BNSF railway company, one or more representatives of
34 short line railroads, one or more representatives of labor, and other
35 entities with rail safety expertise as necessary.

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

39 (6) (a) \$250,000 of the motor vehicle account—state appropriation
40 is for the joint transportation committee to conduct a study of the

1 feasibility of a private auto ferry between the state of Washington
2 and British Columbia, Canada. The study must include the following
3 elements:

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

6 (ii) Expected impacts to ferry service provided to the San Juan
7 Islands;

8 (iii) Possible terminal locations on Fidalgo Island;

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

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

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

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

17 (viii) Legal analysis of all state, federal, or Canadian laws or
18 rules, including the Jones act and rules of the board of pilotage
19 commissioners, that may apply to initiation of private service or
20 cessation of state service; and

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

23 (b) In conducting the study, the joint transportation committee
24 must consult with the department of transportation, a representative
25 of San Juan county, a representative of the city of Anacortes, a
26 representative of the inland boatman's union, a representative of
27 Puget Sound pilots, a representative of the port of Anacortes, a
28 representative of the economic development alliance of Skagit county,
29 and interested private ferry operators in Washington state.

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

32 **Sec. 904.** 2020 c 219 s 205 (uncodified) is amended to read as
33 follows:

34 **FOR THE TRANSPORTATION COMMISSION**

35 Motor Vehicle Account—State Appropriation (~~(\$2,324,000)~~)
36 \$1,861,000

37 Interstate 405 and State Route Number 167 Express Toll Lanes
38 Account—State Appropriation. (~~(\$410,000)~~)

39 \$406,000

1	State Route Number 520 Corridor Account—State	
2	Appropriation.	((\$271,000))
3		<u>\$262,000</u>
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation.	((\$158,000))
6		<u>\$152,000</u>
7	Alaskan Way Viaduct Replacement Project	
8	Account—State Appropriation.	((\$136,000))
9		<u>\$132,000</u>
10	TOTAL APPROPRIATION.	((\$3,299,000))
11		<u>\$2,813,000</u>

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

14 (1)(a) The commission shall reconvene the road usage charge
15 steering committee, with the same membership described in chapter
16 297, Laws of 2018, and shall report at least once every three months
17 to the steering committee with updates on report development for the
18 completed road usage charge pilot project until the final report is
19 submitted. The commission shall also report to the steering committee
20 on any other activities undertaken in accordance with this subsection
21 (1) as necessary to keep it apprised of new developments and to
22 obtain input on its efforts. The final report on the road usage
23 charge pilot project is due to the transportation committees of the
24 legislature by January 1, 2020, and should include recommendations
25 for necessary next steps to consider impacts to communities of color,
26 low-income households, vulnerable populations, and displaced
27 communities. Any legislative vacancies on the steering committee must
28 be appointed by the speaker of the house of representatives for a
29 house of representatives member vacancy, and by the president of the
30 senate for a senate member vacancy.

31 (b)(i) The commission shall coordinate with the department of
32 transportation to jointly seek federal funds available through the
33 federal surface transportation system funding alternatives grant
34 program, applying toll credits for meeting match requirements. One or
35 more grant applications shall be developed that propose to:

36 (A) Create a framework for modeling the effects of a road usage
37 charge on passenger and light-duty vehicles including, but not
38 limited to, plug-in electric vehicles, autonomous vehicles, state

1 fleets, and transportation network companies on a road usage charge
2 system;

3 (B) Identify and measure potential disparate impacts of a road
4 usage charge on designated populations, including communities of
5 color, low-income households, vulnerable populations, and displaced
6 communities;

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

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

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

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

22 (G) Produce a final report with recommendations and a recommended
23 roadmap that details how a road usage charge could be appropriately
24 scaled to fit state circumstances and that includes a framework for
25 evaluating policy choices related to the use of road usage charge
26 revenue.

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

31 ~~((c) \$150,000 of the motor vehicle account state appropriation~~
32 ~~is provided solely for analysis of potential impacts of a road usage~~
33 ~~charge on communities of color, low-income households, vulnerable~~
34 ~~populations, and displaced communities. The analysis must include an~~
35 ~~assessment of potential mitigation measures to address these~~
36 ~~potential impacts. These funds must be held in unallotted status~~
37 ~~during the 2019-2021 fiscal biennium, and may only be used after the~~
38 ~~commission has provided notice to the office of financial management~~
39 ~~that it has exhausted all efforts to secure federal funds from the~~
40 ~~federal surface transportation system funding alternatives grant~~

1 ~~program under (b) of this subsection without successfully securing~~
2 ~~federal funding for the further study of a road usage charge. A year-~~
3 ~~end update on the status of this effort, if undertaken prior to the~~
4 ~~end of calendar year 2020, must be provided to the governor's office~~
5 ~~and the transportation committees of the legislature by January 1,~~
6 ~~2021.)~~)

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

16 (b) In conducting this study, the transportation commission shall
17 consult with both the department of transportation and the department
18 of social and health services.

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

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

24 (ii) The most cost-effective way to implement a program given
25 existing financial commitments, shared cost requirements across
26 facilities, and technical requirements to execute and maintain a
27 program;

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

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

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

37 (3) \$160,000 of the Interstate 405 and state route number 167
38 express toll lanes account—state appropriation, \$271,000 of the state
39 route number 520 corridor account—state appropriation, \$158,000 of

1 the Tacoma Narrows toll bridge account—state appropriation, and
2 \$136,000 of the Alaskan Way viaduct replacement project account—state
3 appropriation are provided solely for the transportation commission's
4 proportional share of time spent supporting tolling operations for
5 the respective tolling facilities.

6 (4) The legislature requests that the commission commence
7 proceedings to name state route number 165 as The Glacier Highway to
8 commemorate the significance of glaciers to the state of Washington.

9 **Sec. 905.** 2020 c 219 s 207 (uncodified) is amended to read as
10 follows:

11 **FOR THE WASHINGTON STATE PATROL**

12	State Patrol Highway Account—State Appropriation	(\$501,294,000)
13		<u>\$498,197,000</u>
14	State Patrol Highway Account—Federal Appropriation	(\$16,081,000)
15		<u>\$16,079,000</u>
16	State Patrol Highway Account—Private/Local	
17	Appropriation	\$4,258,000
18	Highway Safety Account—State Appropriation	\$1,188,000
19	Ignition Interlock Device Revolving Account—State	
20	Appropriation	\$7,010,000
21	Multimodal Transportation Account—State	
22	Appropriation	\$286,000
23	Interstate 405 and State Route Number 167 Express	
24	Toll Lanes Account—State Appropriation.	\$1,182,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation.	\$1,988,000
27	Tacoma Narrows Toll Bridge Account—State Appropriation.	\$1,158,000
28	Alaskan Way Viaduct Replacement Project	
29	Account—State Appropriation.	\$996,000
30	TOTAL APPROPRIATION.	(\$535,441,000)
31		<u>\$532,342,000</u>

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

34 (1) Washington state patrol officers engaged in off-duty
35 uniformed employment providing traffic control services to the
36 department of transportation or other state agencies may use state
37 patrol vehicles for the purpose of that employment, subject to
38 guidelines adopted by the chief of the Washington state patrol. The

1 Washington state patrol must be reimbursed for the use of the vehicle
2 at the prevailing state employee rate for mileage and hours of usage,
3 subject to guidelines developed by the chief of the Washington state
4 patrol.

5 (2) \$510,000 of the ignition interlock device revolving account—
6 state appropriation is provided solely for the ignition interlock
7 program at the Washington state patrol to provide funding for two
8 staff to work and provide support for the program in working with
9 manufacturers, service centers, technicians, and participants in the
10 program.

11 (3) \$1,424,000 of the state patrol highway account—state
12 appropriation is provided solely to enter into an agreement for
13 upgraded land mobile software, hardware, and equipment.

14 (4) \$2,582,000 of the state patrol highway account—state
15 appropriation is provided solely for the replacement of radios and
16 other related equipment.

17 (5) \$343,000 of the state patrol highway account—state
18 appropriation is provided solely for aerial criminal investigation
19 tools, including software licensing and maintenance, and annual
20 certification.

21 (6) \$2,342,000 of the state patrol highway account—state
22 appropriation is provided solely to address the increase in the
23 number of toxicology cases from impaired driving and death
24 investigations.

25 (7) \$580,000 of the state patrol highway account—state
26 appropriation is provided solely for the operation of and
27 administrative support to the license investigation unit to enforce
28 vehicle registration laws in southwestern Washington. The Washington
29 state patrol, in consultation with the department of revenue, shall
30 maintain a running estimate of the additional vehicle registration
31 fees, sales and use taxes, and local vehicle fees remitted to the
32 state pursuant to activity conducted by the license investigation
33 unit. Beginning October 1, 2019, and quarterly thereafter, the
34 Washington state patrol shall submit a report detailing the
35 additional revenue amounts generated since July 1, 2017, to the
36 director of the office of financial management and the transportation
37 committees of the legislature. At the end of the calendar quarter in
38 which it is estimated that more than \$625,000 in state sales and use
39 taxes have been remitted to the state since July 1, 2017, the

1 Washington state patrol shall notify the state treasurer and the
2 state treasurer shall transfer funds pursuant to section 406, chapter
3 416, Laws of 2019.

4 (8) \$18,000 of the state patrol highway account—state
5 appropriation is provided solely for the license investigation unit
6 to procure an additional license plate reader and related costs.

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

15 (10) \$4,210,000 of the state patrol highway account—state
16 appropriation is provided solely for a third arming and a third
17 trooper basic training class. The cadet class is expected to graduate
18 in June 2021.

19 (11) \$65,000 of the state patrol highway account—state
20 appropriation is provided solely for the implementation of chapter
21 440, Laws of 2019 (immigrants in the workplace). If chapter 440, Laws
22 of 2019 is not enacted by June 30, 2019, the amount provided in this
23 subsection lapses.

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

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

28 (ii) The number of transportation funded staff vacancies by major
29 category;

30 (iii) The number of applicants for each of the positions by these
31 categories;

32 (iv) The composition of workforce; and

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

35 (b) By January 1, 2020, the Washington state patrol must submit
36 to the transportation committees of the legislature and the governor
37 a workforce diversity plan. The plan must identify ongoing, and both
38 short-term and long-term, specific comprehensive outreach and

1 recruitment strategies to increase populations underrepresented
2 within both commissioned and noncommissioned employee groups.

3 (13) \$1,182,000 of the Interstate 405 and state route number 167
4 express toll lanes account—state appropriation, \$1,988,000 of the
5 state route number 520 corridor account—state appropriation,
6 \$1,158,000 of the Tacoma Narrows toll bridge account—state
7 appropriation, and \$996,000 of the Alaskan Way viaduct replacement
8 project account—state appropriation are provided solely for the
9 Washington state patrol's proportional share of time spent supporting
10 tolling operations and enforcement for the respective tolling
11 facilities.

12 (14) \$100,000 of the state patrol highway account—state
13 appropriation is provided solely for the implementation of (~~Senate~~
14 ~~Bill No. 6218~~) chapter 97, Laws of 2020 (Washington state patrol
15 retirement definition of salary), which reflects an increase in the
16 Washington state patrol retirement system pension contribution rate
17 of 0.15 percent for changes to the definition of salary. If (~~Senate~~
18 ~~Bill No. 6218~~) chapter 97, Laws of 2020 is not enacted by June 30,
19 2020, the amount provided in this subsection lapses.

20 (~~(16)~~) (15) \$975,000 of the state patrol highway account—state
21 appropriation is provided solely for communications officers at the
22 King county public safety answering point.

23 (~~(17)~~) (16) \$830,000 of the state patrol highway account—state
24 appropriation is provided solely for information technology security
25 enhancements.

26 (~~(18)~~) (17) \$150,000 of the state patrol highway account is
27 provided solely for the Washington state patrol to work with the
28 department of enterprise services and office of minority and women's
29 business enterprises to contract for a workforce diversity strategic
30 action plan. The successful consultant must have demonstrated
31 expertise in workforce diversity research and an established record
32 of assisting organizations in implementing diversity initiatives. The
33 plan must include:

34 (a) Current and past employment data on the composition of the
35 state patrol workforce generally and of its protective service
36 workers;

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

1 (c) Research on best practices for recruiting across the state
2 and from communities historically underrepresented in the Washington
3 state patrol workforce;

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

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

10 **Sec. 906.** 2020 c 219 s 208 (uncodified) is amended to read as
11 follows:

12 **FOR THE DEPARTMENT OF LICENSING**

13	Marine Fuel Tax Refund Account—State Appropriation	\$34,000
14	Motorcycle Safety Education Account—State	
15	Appropriation	(\$5,052,000)
16		<u>\$5,023,000</u>
17	State Wildlife Account—State Appropriation	(\$511,000)
18		<u>\$510,000</u>
19	Highway Safety Account—State Appropriation	(\$242,965,000)
20		<u>\$221,941,000</u>
21	Highway Safety Account—Federal Appropriation	\$1,294,000
22	Motor Vehicle Account—State Appropriation	(\$71,447,000)
23		<u>\$65,416,000</u>
24	Motor Vehicle Account—Federal Appropriation.	\$186,000
25	Motor Vehicle Account—Private/Local Appropriation	\$10,008,000
26	Ignition Interlock Device Revolving Account—State	
27	Appropriation	(\$5,779,000)
28		<u>\$4,687,000</u>
29	Department of Licensing Services Account—State	
30	Appropriation	(\$7,696,000)
31		<u>\$7,685,000</u>
32	License Plate Technology Account—State	
33	Appropriation	\$4,250,000
34	Abandoned Recreational Vehicle Account—State	
35	Appropriation.	\$2,925,000
36	Limousine Carriers Account—State Appropriation.	\$113,000
37	Electric Vehicle Account—State Appropriation.	\$264,000
38	DOL Technology Improvement & Data Management	

1	Account—State Appropriation.	\$2,250,000
2	Agency Financial Transaction Account—State	
3	Appropriation.	\$11,903,000
4	TOTAL APPROPRIATION.	(\$366,677,000)
5		<u>\$338,489,000</u>

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

8 (1) \$139,000 of the motorcycle safety education account—state
9 appropriation is provided solely for the implementation of chapter
10 65, Laws of 2019 (motorcycle safety). If chapter 65, Laws of 2019 is
11 not enacted by June 30, 2019, the amount provided in this subsection
12 lapses.

13 (2) \$25,000 of the motorcycle safety education account—state
14 appropriation, \$4,000 of the state wildlife account—state
15 appropriation, \$1,708,000 of the highway safety account—state
16 appropriation, \$576,000 of the motor vehicle account—state
17 appropriation, \$22,000 of the ignition interlock device revolving
18 account—state appropriation, and \$28,000 of the department of
19 licensing services account—state appropriation are provided solely
20 for the department to fund the appropriate staff and necessary
21 equipment and software for data management, data analytics, and data
22 compliance activities. The department must, in consultation with the
23 office of the chief information officer, construct a framework with
24 goals for providing better data stewardship and a plan to achieve
25 those goals. The department must provide the framework and plan to
26 the transportation committees of the legislature by December 31,
27 2019, and an update by May 1, 2020.

28 (3) Appropriations provided for the cloud continuity of
29 operations project in this section are subject to the conditions,
30 limitations, and review provided in section 701 (~~of this act~~),
31 chapter 219, Laws of 2020.

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

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

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

16 (6) \$25,000 of the motor vehicle account—state appropriation is
17 provided solely for the implementation of chapter 177, Laws of 2019
18 (San Juan Islands license plate). If chapter 177, Laws of 2019 is not
19 enacted by June 30, 2019, the amount provided in this subsection
20 lapses.

21 (7) \$24,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter 384, Laws of 2019
23 (Seattle Storm license plate). If chapter 384, Laws of 2019 is not
24 enacted by June 30, 2019, the amount provided in this subsection
25 lapses.

26 (8) \$65,000 of the highway safety account—state appropriation is
27 provided solely for the implementation of chapter 440, Laws of 2019
28 (immigrants in the workplace). If chapter 440, Laws of 2019 is not
29 enacted by June 30, 2019, the amount provided in this subsection
30 lapses.

31 (9) The appropriations in this section assume implementation of
32 additional cost recovery mechanisms to recoup at least \$11,903,000 in
33 credit card and other financial transaction costs as part of charges
34 imposed for driver and vehicle fee transactions beginning January 1,
35 2020. At the direction of the office of financial management, the
36 department must develop a method of tracking the additional amount of
37 credit card and other financial cost-recovery revenues. In
38 consultation with the office of financial management, the department
39 must notify the state treasurer of these amounts and the state

1 treasurer must deposit these revenues in the agency financial
2 transaction account created in section 717, chapter 416, Laws of 2019
3 on a quarterly basis.

4 (10) \$1,281,000 of the department of licensing service account—
5 state appropriation is provided solely for savings from the
6 implementation of chapter 417, Laws of 2019 (vehicle service fees).
7 If chapter 417, Laws of 2019 is enacted by June 30, 2019, the amount
8 provided in this subsection lapses.

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

16 (12) \$20,000 of the motor vehicle account—state appropriation is
17 provided solely for the implementation of chapter 210, Laws of 2019
18 (Gold Star license plate). If chapter 210, Laws of 2019 is not
19 enacted by June 30, 2019, the amount provided in this subsection
20 lapses.

21 (13) \$31,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter 262, Laws of 2019
23 (snow bikes). If chapter 262, Laws of 2019 is not enacted by June 30,
24 2019, the amount provided in this subsection lapses.

25 (14) \$24,000 of the motor vehicle account—state appropriation is
26 provided solely for the implementation of chapter 139, Laws of 2019
27 (Purple Heart license plate). If chapter 139, Laws of 2019 is not
28 enacted by June 30, 2019, the amount provided in this subsection
29 lapses.

30 (15) \$24,000 of the motor vehicle account—state appropriation is
31 provided solely for the implementation of chapter 278, Laws of 2019
32 (vehicle and vessel owner information). If chapter 278, Laws of 2019
33 is not enacted by June 30, 2019, the amount provided in this
34 subsection lapses.

35 (16) \$600,000 of the highway safety account—state appropriation
36 is provided solely for the department to provide an interagency
37 transfer to the department of social and health services, children's
38 administration division for the purpose of providing driver's license
39 support to a larger population of foster youth than is already served

1 within existing resources. Support services include reimbursement of
2 driver's license issuance costs, fees for driver training education,
3 and motor vehicle liability insurance costs.

4 (17) The department must place personal and company data elements
5 in separate data fields to allow the department to select discrete
6 data elements when providing information or data to persons or
7 entities outside the department. Pursuant to the restrictions in
8 federal and state law, a person's photo, social security number, or
9 medical information must not be made available through public
10 disclosure or data being provided under RCW 46.12.630 or 46.12.635.

11 (18) \$91,000 of the highway safety account—state appropriation is
12 provided solely for the department's costs related to the one
13 Washington project.

14 (19) (~~(\$1,674,000)~~) \$1,174,000 of the highway safety account—
15 state appropriation is provided solely for communication and outreach
16 activities necessary to inform the public of federally acceptable
17 identification options including, but not limited to, enhanced
18 drivers' licenses and enhanced identicards. The department shall
19 continue the outreach plan that includes informational material that
20 can be effectively communicated to all communities and populations in
21 Washington. To accomplish this work, the department shall contract
22 with an external vendor with demonstrated experience and expertise in
23 outreach and marketing to underrepresented communities in a
24 culturally-responsive fashion.

25 (20) Due to the passage of chapter 1 (Initiative Measure No.
26 976), Laws of 2020, the department, working with the office of
27 financial management, shall provide a monthly report on the number of
28 registrations involved and differences between actual collections and
29 collections if the initiative was not subject to a temporary
30 injunction as of December 5, 2019.

31 (21) The appropriations in this section assume full cost recovery
32 for the administration and collection of a motor vehicle excise tax
33 on behalf of any regional transit authority pursuant to section 706
34 (~~(of this act)~~), chapter 219, Laws of 2020.

35 (~~((26))~~) (22) \$107,000 of the highway safety account—state
36 appropriation is provided solely for the implementation of chapter
37 78, Laws of 2020 (military veterans commercial driver's license
38 waivers) or chapter . . . (Second Substitute Senate Bill No. 5544),
39 Laws of 2020 (military veterans commercial driver's license waivers).

1 If neither chapter 78, Laws of 2020 nor chapter . . . (Second
2 Substitute Senate Bill No. 5544), Laws of 2020 is enacted by June 30,
3 2020, the amount provided in this subsection lapses.

4 ~~((28))~~ (23) \$114,000 of the highway safety account—state
5 appropriation is provided solely for the implementation of chapter
6 124, Laws of 2020 (homeless youth identicards) or chapter . . .
7 (Senate Bill No. 6304), Laws of 2020 (homeless youth identicards). If
8 neither chapter 124, Laws of 2020 nor chapter . . . (Senate Bill No.
9 6304), Laws of 2020 is enacted by June 30, 2020, the amount provided
10 in this subsection lapses.

11 ~~((29))~~ (24) \$24,000 of the motor vehicle account—state
12 appropriation is provided solely for the implementation of chapter
13 129, Laws of 2020 (Seattle national hockey league special license
14 plate) or chapter . . . (Senate Bill No. 6562), Laws of 2020 (Seattle
15 national hockey league special license plate). If neither chapter
16 129, Laws of 2020 nor chapter . . . (Senate Bill No. 6562), Laws of
17 2020 is enacted by June 30, 2020, the amount provided in this
18 subsection lapses.

19 ~~((30))~~ (25) \$14,000 of the motor vehicle account—state
20 appropriation is provided solely for the implementation of
21 chapter . . . (Engrossed Substitute House Bill No. 2723), Laws of
22 2020 (off-road vehicle enforcement) or chapter . . . (Senate Bill No.
23 6115), Laws of 2020 (off-road vehicle enforcement). If neither
24 chapter . . . (Engrossed Substitute House Bill No. 2723), Laws of
25 2020 nor chapter . . . (Senate Bill No. 6115), Laws of 2020 is
26 enacted by June 30, 2020, the amount provided in this subsection
27 lapses.

28 ~~((31))~~ (26) \$105,000 of the motor vehicle account—state
29 appropriation is provided solely for the implementation of chapter
30 118, Laws of 2020 (tribal vehicles compact) or chapter . . . (Senate
31 Bill No. 6251), Laws of 2020 (tribal vehicles compact). If neither
32 chapter 118, Laws of 2020 nor chapter . . . (Senate Bill No. 6251),
33 Laws of 2020 (tribal vehicles compact) is enacted by June 30, 2020,
34 the amount provided in this subsection lapses.

35 ~~((32))~~ (27) \$57,000 of the state wildlife account—state
36 appropriation is provided solely for the implementation of chapter
37 148, Laws of 2020 (state wildlife account). If chapter 148, Laws of
38 2020 is not enacted by June 30, 2020, the amount provided in this
39 subsection lapses.

1 ~~((33))~~ (28) \$19,000 of the motor vehicle account—state
2 appropriation is provided solely for the implementation of chapter
3 93, Laws of 2020 (apples special license plate). If chapter 93, Laws
4 of 2020 is not enacted by June 30, 2020, the amount provided in this
5 subsection lapses.

6 ~~((34))~~ (29) \$19,000 of the motor vehicle account—state
7 appropriation is provided solely for the implementation of chapter
8 239, Laws of 2020 (stolen vehicle check). If chapter 239, Laws of
9 2020 is not enacted by June 30, 2020, the amount provided in this
10 subsection lapses.

11 ~~((36))~~ (30) \$40,000 of the department of licensing services
12 account—state appropriation is provided solely for the department to
13 report to the governor and chairs of the transportation committees of
14 the legislature by December 1, 2020, with a proposed plan to allow
15 the registered owner of a vehicle, or the registered owner's
16 authorized representative, to voluntarily enter into either a
17 quarterly or monthly payment plan with the department to pay vehicle
18 fees or taxes due at the time of application for renewal vehicle
19 registration. The plan must include: (a) An analysis of the
20 administrative costs associated with allowing the payment plans; (b)
21 the estimated revenue impact by fund or account, including impacts to
22 local governments; and (c) the recommended method to achieve the
23 greatest level of customer payment compliance.

24 ~~((37))~~ (31)(a) Within available resources, and in collaboration
25 with the department of revenue, the department of licensing shall
26 evaluate the effectiveness of chapter 218, Laws of 2017, in improving
27 compliance with state laws relating to the registration of off-road
28 vehicles, including the payment of retail sales and use tax. The
29 department of licensing shall recommend any statutory,
30 administrative, or other changes needed to optimize and further
31 strengthen the compliance, including an implementation timeline and
32 corresponding resource requirements. Among its recommendations, the
33 department of licensing must address potential changes to the process
34 under RCW 46.93.210 by which the department notifies persons whose
35 vehicles may not be properly registered in the state. The department
36 shall submit a report to the governor and the transportation
37 committees of the legislature by December 15, 2020.

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

4 **Sec. 907.** 2020 c 219 s 209 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
7 **—PROGRAM B**

8	State Route Number 520 Corridor Account—State	
9	Appropriation	((\$59,059,000))
10		<u>\$36,506,000</u>
11	State Route Number 520 Civil Penalties Account—State	
12	Appropriation	((\$4,145,000))
13		<u>\$20,231,000</u>
14	Tacoma Narrows Toll Bridge Account—State	
15	Appropriation	((\$33,806,000))
16		<u>\$34,075,000</u>
17	Alaskan Way Viaduct Replacement Project Account—State	
18	Appropriation.	((\$21,616,000))
19		<u>\$19,858,000</u>
20	Interstate 405 and State Route Number 167 Express	
21	Toll Lanes Account—State Appropriation.	((\$27,457,000))
22		<u>\$23,638,000</u>
23	TOTAL APPROPRIATION.	((\$146,083,000))
24		<u>\$134,308,000</u>

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

27 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
28 appropriation and \$11,034,000 of the state route number 520 corridor
29 account—state appropriation are provided solely for the purposes of
30 addressing unforeseen operations and maintenance costs on the Tacoma
31 Narrows bridge and the state route number 520 bridge, respectively.
32 The office of financial management shall place the amounts provided
33 in this subsection, which represent a portion of the required minimum
34 fund balance under the policy of the state treasurer, in unallotted
35 status. The office may release the funds only when it determines that
36 all other funds designated for operations and maintenance purposes
37 have been exhausted.

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

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

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

22 (c) Total express toll lane and total general purpose lane
23 traffic volumes, as well as per lane traffic volumes for each type of
24 lane (i) compared to total express toll lane and total general
25 purpose lane traffic volumes, as well as per lane traffic volumes for
26 each type of lane, on this segment of Interstate 405 prior to
27 implementation of the express toll lanes and (ii) compared to total
28 express toll lane and total general purpose lane traffic volumes, as
29 well as per lane traffic volumes for each type of lane, from month to
30 month since implementation of the express toll lanes; and

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

34 (3) (a) \$2,114,000 of the Interstate 405 and state route number
35 167 express toll lanes account—state appropriation, \$4,920,000 of the
36 state route number 520 corridor account—state appropriation,
37 \$2,116,000 of the Tacoma Narrows toll bridge account—state
38 appropriation, and \$2,776,000 of the Alaskan Way viaduct replacement
39 project account—state appropriation are provided solely for the

1 department to finish implementing a new tolling customer service toll
2 collection system, and are subject to the conditions, limitations,
3 and review provided in section 701 (~~of this act~~), chapter 219, Laws
4 of 2020.

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

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

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

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

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

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

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

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

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

37 (iv) Workload costs related to hearings;

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

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

1 (e) A summary of toll revenue by facility on all operating toll
2 facilities and express toll lane systems, and an itemized depiction
3 of the use of that revenue.

4 (5) (~~(\$24,735,000)~~) \$20,914,000 of the Interstate 405 and state
5 route number 167 express toll lanes account—state appropriation is
6 provided solely for operational costs related to the express toll
7 lane facility.

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

22 (7) (~~(\$18,840,000)~~) \$17,082,000 of the Alaskan Way viaduct
23 replacement project account—state appropriation is provided solely
24 for the new state route number 99 tunnel toll facility's expected
25 share of collecting toll revenues, operating customer services, and
26 maintaining toll collection systems. The legislature expects to see
27 appropriate reductions to the other toll facility accounts once
28 tolling on the new state route number 99 tunnel toll facility
29 commences and any previously incurred costs for start-up of the new
30 facility are charged back to the Alaskan Way viaduct replacement
31 project account. The office of financial management shall closely
32 monitor the application of the cost allocation model and ensure that
33 the new state route number 99 tunnel toll facility is adequately
34 sharing costs and the other toll facility accounts are not being
35 overspent or subsidizing the new state route number 99 tunnel toll
36 facility.

37 (8) \$608,000 of the Interstate 405 and state route number 167
38 express toll lanes account—state appropriation are provided solely
39 for increased levels of service from the Washington state patrol for

1 enforcement of toll lane violations on the Interstate 405 and state
2 route number 167 express toll lanes. The department shall compile
3 monthly data on the number of Washington state patrol enforcement
4 hours on each facility and the percentage of time during peak hours
5 that speeds are at or above forty-five miles per hour on each
6 facility. The department shall provide this data in a report to the
7 transportation committees of the legislature on at least a calendar
8 quarterly basis.

9 (9) The department shall develop an ongoing cost allocation
10 method to assign appropriate costs to each of the toll funds for
11 services provided by each Washington state department of
12 transportation program and all relevant transportation agencies,
13 including the Washington state patrol and the transportation
14 commission. This method should update the toll cost allocation method
15 used in the 2020 supplemental transportation appropriations act. By
16 December 1, 2020, a report with the recommended method and any
17 changes or potential impacts to toll rates shall be submitted to the
18 transportation committees of the legislature and the office of
19 financial management.

20 **Sec. 908.** 2020 c 219 s 210 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
23 **C**

24	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
25	Motor Vehicle Account—State Appropriation	(\$96,331,000)
26		<u>\$93,032,000</u>
27	Puget Sound Ferry Operations Account—State	
28	Appropriation	\$263,000
29	Multimodal Transportation Account—State	
30	Appropriation	(\$2,878,000)
31		<u>\$2,665,000</u>
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation	\$1,460,000
34	TOTAL APPROPRIATION.	(\$102,392,000)
35		<u>\$98,880,000</u>

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

1 (1) \$8,114,000 of the motor vehicle account—state appropriation
2 is provided solely for the development of the labor system
3 replacement project and is subject to the conditions, limitations,
4 and review provided in section 701 (~~(of this act)~~), chapter 219, Laws
5 of 2020. It is the intent of the legislature that if any portion of
6 the labor system replacement project is leveraged in the future for
7 the time, leave, and labor distribution of any other agencies, the
8 motor vehicle account will be reimbursed proportionally for the
9 development of the system since amounts expended from the motor
10 vehicle account must be used exclusively for highway purposes in
11 conformance with Article II, section 40 of the state Constitution.
12 This must be accomplished through a loan arrangement with the current
13 interest rate under the terms set by the office of the state
14 treasurer at the time the system is deployed to additional agencies.
15 If the motor vehicle account is not reimbursed for future use of the
16 system, it is further the intent of the legislature that reductions
17 will be made to central service agency charges accordingly. The
18 department shall provide a report to the transportation committees of
19 the legislature by December 31, 2019, detailing the project timeline
20 as of July 1, 2019, an updated project timeline if necessary,
21 expenditures made to date for the purposes of this project, and
22 expenditures projected through the remainder of the project timeline.

23 (2) \$1,375,000 of the motor vehicle account—state appropriation
24 is provided solely for the department's cost related to the one
25 Washington project.

26 (3) \$21,500,000 of the motor vehicle account—state appropriation
27 is provided solely for the activities of the information technology
28 program in developing and maintaining information systems that
29 support the operations and program delivery of the department,
30 ensuring compliance with section 701 (~~(of this act)~~), chapter 219,
31 Laws of 2020, and the requirements of the office of the chief
32 information officer under RCW 43.88.092 to evaluate and prioritize
33 any new financial and capital systems replacement or modernization
34 project and any other information technology project. During the
35 2019-2021 fiscal biennium, the department may use the distributed
36 direct program support or other cost allocation method to fund a new
37 capital systems replacement or modernization project. The department
38 shall submit a decision package for implementation of a new capital
39 systems replacement project to the governor and the transportation

1 committees of the legislature as part of the normal budget process
2 for the 2021-2023 biennium.

3 **Sec. 909.** 2020 c 219 s 211 (uncodified) is amended to read as
4 follows:

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

7	Motor Vehicle Account—State Appropriation	((\$34,807,000))	
8			<u>\$33,819,000</u>
9	State Route Number 520 Corridor Account—State		
10	Appropriation	\$34,000	
11	TOTAL APPROPRIATION.	((\$34,841,000))	
12			<u>\$33,853,000</u>

13 **Sec. 910.** 2020 c 219 s 212 (uncodified) is amended to read as
14 follows:

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

16	Aeronautics Account—State Appropriation	((\$7,743,000))	
17			<u>\$6,773,000</u>
18	Aeronautics Account—Federal Appropriation	\$3,043,000	
19	Aeronautics Account—Private/Local Appropriation	\$60,000	
20	TOTAL APPROPRIATION.	((\$10,846,000))	
21			<u>\$9,876,000</u>

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

24 (1) ((~~\$2,862,000~~)) \$2,505,000 of the aeronautics account—state
25 appropriation is provided solely for the airport aid grant program,
26 which provides competitive grants to public use airports for
27 pavement, safety, maintenance, planning, and security.

28 (2) ((~~\$268,000~~)) \$218,000 of the aeronautics account—state
29 appropriation is provided solely for one FTE dedicated to planning
30 aviation emergency services and addressing emerging aeronautics
31 requirements.

32 (3) \$200,000 of the aeronautics account—state appropriation is
33 provided solely for the department to convene an electric aircraft
34 work group to study the state of the electrically powered aircraft
35 industry and assess infrastructure needs related to the deployment of
36 electric or hybrid-electric aircraft for commercial air travel in
37 Washington state.

1 (a) The chair of the work group may be a consultant specializing
2 in aeronautics. The work group must include, but is not limited to,
3 representation from the electric aircraft industry, the aircraft
4 manufacturing industry, electric utility districts, the battery
5 industry, the department of commerce, the department of
6 transportation aviation division, the airline pilots association, a
7 primary airport representing an airport association, and the airline
8 industry.

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

10 (i) Infrastructure requirements necessary to facilitate electric
11 aircraft operations at airports;

12 (ii) Potential economic and public benefits including, but not
13 limited to, the direct and indirect impact on the number of
14 manufacturing and service jobs and the wages from those jobs in
15 Washington state;

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

18 (iv) Educational and workforce requirements for manufacturing and
19 maintaining electric aircraft;

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

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

26 (vii) Recommendations to further the advancement of the
27 electrification of aircraft for regional commercial use within
28 Washington state, including specific, measurable goals for the years
29 2030, 2040, and 2050 that reflect progressive and substantial
30 increases in the utilization of electric and hybrid-electric
31 commercial aircraft.

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

35 (4) (~~(\$350,000)~~) \$193,000 of the aeronautics account—state
36 appropriation is provided solely for the implementation of chapter
37 396, Laws of 2019 (aviation coordinating commission).

38 (5) Within amounts appropriated in this section, the aviation
39 division of the department shall assist and consult with the
40 department of revenue in their efforts to update the document titled

1 "Washington Action Plan - FAA Policy Concerning Airport Revenue" to
2 reflect changes to Washington tax code regarding hazardous
3 substances. The department of revenue, in consultation with the
4 aviation division of the Washington state department of
5 transportation, is tasked with developing and recommending a
6 methodology to segregate and track actual amounts collected from the
7 hazardous substance tax under chapter 82.21 RCW and the petroleum
8 products tax under chapter 82.23A RCW as imposed on aviation fuel.
9 The department of revenue is directed to submit a report, including
10 the recommended methodology, to the fiscal committees of the house of
11 representatives and the senate by January 11, 2021.

12 **Sec. 911.** 2020 c 219 s 213 (uncodified) is amended to read as
13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
15 **SUPPORT—PROGRAM H**

16 Motor Vehicle Account—State Appropriation	((\$59,788,000))
17	<u>\$58,643,000</u>
18 Motor Vehicle Account—Federal Appropriation	\$500,000
19 Multimodal Transportation Account—State Appropriation . . .	\$258,000
20 TOTAL APPROPRIATION.	((\$60,546,000))
21	<u>\$59,401,000</u>

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

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

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

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

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

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

25 (3) \$1,600,000 of the motor vehicle account—state appropriation
26 is provided solely for real estate services activities. Consistent
27 with RCW 47.12.120 and during the 2019-2021 fiscal biennium, when
28 initiating, extending, or renewing any rent or lease agreements with
29 a regional transit authority, consideration of value must be
30 equivalent to one hundred percent of economic or market rent.

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

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

38 (ii) Use any remaining funds after (a) (i) of this subsection is
39 completed to identify additional real property across the state owned

1 by the state of Washington and under the jurisdiction of the
2 department that is surplus property.

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

7 **Sec. 912.** 2020 c 219 s 214 (uncodified) is amended to read as
8 follows:

9 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
10 **PROGRAM K**

11	Motor Vehicle Account—State Appropriation	\$670,000
12	Electric Vehicle Account—State Appropriation.	(\$2,000,000)
13		<u>\$100,000</u>
14	Multimodal Transportation Account—State Appropriation. (\$1,634,000)	
15		<u>\$350,000</u>
16	TOTAL APPROPRIATION.	(\$4,304,000)
17		<u>\$1,120,000</u>

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

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

23 (2) \$350,000 of the multimodal transportation account—state
24 appropriation is provided solely for the department to execute a
25 transit oriented development pilot project at Kingsgate park and ride
26 in Kirkland intended to be completed by December 31, 2023. The
27 purpose of the pilot project is to demonstrate how appropriate
28 department properties may be used to provide multiple public benefits
29 such as affordable and market rate housing, commercial development,
30 and institutional facilities in addition to transportation purposes.
31 To accomplish the pilot project, the department is authorized to
32 exercise all legal and administrative powers authorized in statute
33 that may include, but is not limited to, the transfer, lease, or sale
34 of some or all of the property to another governmental agency, public
35 development authority, or nonprofit developer approved by the
36 department and partner agencies. The department may also partner with
37 sound transit, King county, the city of Kirkland, and any other
38 federal, regional, or local jurisdiction on any policy changes

1 necessary from those jurisdictions to facilitate the pilot project.
2 By December 1, 2019, the department must report to the legislature on
3 any legislative actions necessary to facilitate the pilot project and
4 future transit oriented development projects.

5 (3) (~~(\$2,000,000)~~) \$100,000 of the electric vehicle account—state
6 appropriation is provided solely for the clean alternative fuel
7 vehicle charging and refueling infrastructure program in chapter 287,
8 Laws of 2019 (advancing green transportation adoption).

9 (4) (~~(\$1,200,000 of the multimodal transportation account—state~~
10 ~~appropriation is provided solely for the pilot program established~~
11 ~~under chapter 287, Laws of 2019 (advancing green transportation~~
12 ~~adoption) to provide clean alternative fuel vehicle use opportunities~~
13 ~~to underserved communities and low to moderate income members of the~~
14 ~~workforce not readily served by transit or located in transportation~~
15 ~~corridors with emissions that exceed federal or state emissions~~
16 ~~standards.~~

17 (5) ~~\$84,000 of the multimodal transportation account—state~~
18 ~~appropriation is provided solely for an interagency transfer to the~~
19 ~~department of commerce for the purpose of conducting a study as~~
20 ~~described in chapter 287, Laws of 2019 (advancing green~~
21 ~~transportation adoption) to identify opportunities to reduce barriers~~
22 ~~to electric vehicle adoption by lower income residents of the state~~
23 ~~through the use of vehicle and infrastructure financing assistance.~~

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

31 **Sec. 913.** 2020 c 219 s 215 (uncodified) is amended to read as
32 follows:

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

34 Motor Vehicle Account—State Appropriation	((\$486,514,000))
35	<u>\$461,472,000</u>
36 Motor Vehicle Account—Federal Appropriation	\$7,000,000
37 State Route Number 520 Corridor Account—State	
38 Appropriation	((\$4,447,000))

1		<u>\$4,422,000</u>
2	Tacoma Narrows Toll Bridge Account—State	
3	Appropriation	((\$1,549,000))
4		<u>\$1,539,000</u>
5	Alaskan Way Viaduct Replacement Project	
6	Account—State Appropriation	((\$9,537,000))
7		<u>\$8,844,000</u>
8	Interstate 405 and State Route Number 167 Express	
9	Toll Lanes Account—State Appropriation.	\$4,528,000
10	TOTAL APPROPRIATION.	((\$513,575,000))
11		<u>\$487,805,000</u>

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

14 (1) (a) \$6,170,000 of the motor vehicle account—state
15 appropriation is provided solely for utility fees assessed by local
16 governments as authorized under RCW 90.03.525 for the mitigation of
17 stormwater runoff from state highways. Plan and reporting
18 requirements as required in chapter 435, Laws of 2019 (Local
19 Stormwater Charges) shall be consistent with the January 2012
20 findings of the Joint Transportation Committee Report for Effective
21 Cost Recovery Structure for WSDOT, Jurisdictions, and Efficiencies in
22 Stormwater Management.

23 (b) Pursuant to RCW 90.03.525(3), the department and the
24 utilities imposing charges to the department shall negotiate with the
25 goal of agreeing to rates such that the total charges to the
26 department for the 2019-2021 fiscal biennium do not exceed the amount
27 provided in this subsection. The department shall report to the
28 transportation committees of the legislature on the amount of funds
29 requested, the funds granted, and the strategies used to keep costs
30 down, by January 17, 2021. If chapter 435, Laws of 2019 (local
31 stormwater charges) is enacted by June 30, 2019, this subsection
32 (1)(b) does not take effect.

33 (2) ((~~\$4,447,000~~)) \$4,422,000 of the state route number 520
34 corridor account—state appropriation is provided solely to maintain
35 the state route number 520 floating bridge. These funds must be used
36 in accordance with RCW 47.56.830(3).

37 (3) ((~~\$1,549,000~~)) \$1,539,000 of the Tacoma Narrows toll bridge
38 account—state appropriation is provided solely to maintain the new

1 Tacoma Narrows bridge. These funds must be used in accordance with
2 RCW 47.56.830(3).

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

9 (5) \$2,478,000 of the Interstate 405 and state route number 167
10 express toll lanes account—state appropriation is provided solely for
11 maintenance for the 2019-2021 fiscal biennium only on the Interstate
12 405 roadway between Renton and Bellevue.

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

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

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

1 into a reimbursable agreement to cover up to \$445,000 of the city's
2 expenses for clean-up crews and landfill costs.

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

13 **Sec. 914.** 2020 c 219 s 216 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
16 **OPERATING**

17 Motor Vehicle Account—State Appropriation	((\$76,211,000))
	<u>\$73,602,000</u>
19 Motor Vehicle Account—Federal Appropriation	\$2,050,000
20 Motor Vehicle Account—Private/Local Appropriation	\$250,000
21 State Route Number 520 Corridor Account—State	
22 Appropriation.	\$53,000
23 Tacoma Narrows Toll Bridge Account—State Appropriation. . . .	\$31,000
24 Alaskan Way Viaduct Replacement Project Account—	
25 State Appropriation.	\$26,000
26 Interstate 405 and State Route Number 167 Express	
27 Toll Lanes Account—State Appropriation.	\$32,000
28 TOTAL APPROPRIATION.	((\$78,653,000))
29	<u>\$76,044,000</u>

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

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

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

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

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

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

11 (e) Nothing in this subsection (2) is intended to exempt these
 12 vehicles from paying tolls when they do not meet the occupancy
 13 requirements established by the department for express toll lanes.

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

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

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

28 **Sec. 915.** 2020 c 219 s 217 (uncodified) is amended to read as
 29 follows:

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

32	Motor Vehicle Account—State Appropriation	((\$38,251,000))
33		<u>\$35,920,000</u>
34	Motor Vehicle Account—Federal Appropriation	\$1,380,000
35	Motor Vehicle Account—Private/Local Appropriation	\$500,000
36	Multimodal Transportation Account—State	
37	Appropriation	\$1,129,000
38	State Route Number 520 Corridor Account—State	

1	Appropriation.	\$199,000
2	Tacoma Narrows Toll Bridge Account—State Appropriation. . .	\$116,000
3	Alaskan Way Viaduct Replacement Project Account—	
4	State Appropriation.	\$100,000
5	Interstate 405 and State Route Number 167 Express	
6	Toll Lanes Account—State Appropriation.	\$119,000
7	TOTAL APPROPRIATION.	((\$41,794,000))
8		<u>\$39,463,000</u>

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

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

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

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

1 alternatives to studded tires. The Whatcom county pilot media-based
 2 public information campaign must begin by September 1, 2020. By
 3 January 14, 2021, the department must provide the transportation
 4 committees of the legislature an update on the Spokane and Whatcom
 5 county pilot media-based public information campaigns.

6 (4) \$119,000 of the Interstate 405 and state route number 167
 7 express toll lanes account—state appropriation, \$199,000 of the state
 8 route number 520 corridor account—state appropriation, \$116,000 of
 9 the Tacoma Narrows toll bridge account—state appropriation, and
 10 \$100,000 of the Alaskan Way viaduct replacement project account—state
 11 appropriation are provided solely for the transportation management
 12 and support program's proportional share of time spent supporting
 13 tolling operations for the respective tolling facilities.

14 **Sec. 916.** 2020 c 219 s 218 (uncodified) is amended to read as
 15 follows:

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

18	Interstate 405 and State Route Number 167 Express Toll Lanes	
19	Account—State Appropriation.	((\$3,123,000))
20		<u>\$121,000</u>
21	Motor Vehicle Account—State Appropriation	((\$26,587,000))
22		<u>\$24,097,000</u>
23	Motor Vehicle Account—Federal Appropriation	((\$35,385,000))
24		<u>\$32,508,000</u>
25	Motor Vehicle Account—Private/Local Appropriation.	\$1,200,000
26	Multimodal Transportation Account—State Appropriation	\$710,000
27	Multimodal Transportation Account—Federal	
28	Appropriation	\$2,809,000
29	Multimodal Transportation Account—Private/Local	
30	Appropriation	\$100,000
31	State Route Number 520 Corridor Account—State	
32	Appropriation.	((\$763,000))
33		<u>\$150,000</u>
34	(Tacoma Narrows Toll Bridge Account—State Appropriation.	\$121,000
35	Alaskan Way Viaduct Replacement Project Account—	
36	State Appropriation.	\$104,000)
37	TOTAL APPROPRIATION.	((\$70,902,000))
38		<u>\$61,695,000</u>

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

3 (1) \$130,000 of the motor vehicle account—state appropriation is
4 provided solely for completion of a corridor study to identify
5 potential improvements between exit 116 and exit 99 of Interstate 5.
6 The study should further develop mid- and long-term strategies from
7 the corridor sketch, and identify potential US 101/I-5 interchange
8 improvements, a strategic plan for the Nisqually River bridges,
9 regional congestion relief options, and ecosystem benefits to the
10 Nisqually River estuary for salmon productivity and flood control.

11 (2) The study on state route number 518 referenced in section
12 218(5), chapter 297, Laws of 2018 must be submitted to the
13 transportation committees of the legislature by November 30, 2019.

14 (3) \$100,000 of the motor vehicle account—state appropriation is
15 provided solely to complete the Tacoma mall direct access feasibility
16 study.

17 (4) (~~(\$4,600,000)~~) \$672,900 of the motor vehicle account—federal
18 appropriation is provided solely to complete the road usage charge
19 pilot project overseen by the transportation commission using the
20 remaining unspent amount of the federal grant award. The purpose of
21 the road usage charge pilot project is to explore the viability of a
22 road usage charge as a possible replacement for the gas tax.

23 (5) (~~(\$3,000,000)~~) \$121,000 of the Interstate 405 and state route
24 number 167 express toll lanes account—state appropriation is provided
25 solely for updating the state route number 167 master plan. If
26 chapter 421, Laws of 2019 (addressing tolling) is not enacted by June
27 30, 2019, the amount provided in this subsection lapses.

28 (~~((\$123,000 of the Interstate 405 and state route number 167~~
29 ~~express toll lanes account—state appropriation, \$207,000 of the state~~
30 ~~route number 520 corridor account—state appropriation, \$121,000 of~~
31 ~~the Tacoma Narrows toll bridge account—state appropriation, and~~
32 ~~\$104,000 of the Alaskan Way viaduct replacement project account—state~~
33 ~~appropriation are provided solely for the transportation planning,~~
34 ~~data, and research program's proportional share of time spent~~
35 ~~supporting tolling operations for the respective tolling facilities.~~

36 ~~(7))~~ By December 31, 2020, the department shall provide to the
37 governor and the transportation committees of the legislature a
38 report examining the feasibility of doing performance-based
39 evaluations for projects. The department must incorporate feedback

1 from stakeholder groups, including traditionally underserved and
2 historically disadvantaged populations, and the report shall include
3 the project evaluation procedures that would be used for the
4 performance-based evaluation.

5 ~~((8) — \$556,000))~~ (7) \$150,000 of the state route number 520
6 corridor account—state appropriation is provided solely for the
7 department to contract with the University of Washington department
8 of mechanical engineering, to study measures to reduce noise impacts
9 from the state route number 520 bridge expansion joints. The field
10 testing shall be scheduled during existing construction, maintenance,
11 or other scheduled closures to minimize impacts. The testing must
12 also ensure safety of the traveling public. The study shall examine
13 testing methodologies and project timelines and costs. A final report
14 must be submitted to the transportation committees of the legislature
15 and the governor by ~~((December 1, 2021))~~ March 1, 2022.

16 ~~((9))~~ (8) \$5,900,000 of the motor vehicle account—federal
17 appropriation and \$400,000 of the motor vehicle account—private/local
18 appropriation are provided solely for delivery of the department's
19 state planning and research work program and pooled fund research
20 projects, provided that the department may not expend any amounts
21 provided in this section on a long-range plan or corridor scenario
22 analysis for I-5 from Tumwater to Marysville. This is not intended to
23 reference or impact: The existing I-5 corridor from Mounts road to
24 Tumwater design and operations alternatives analysis; design studies
25 related to HOV lanes or operations; or where it is necessary to
26 continue design and operations analysis related to projects already
27 under development.

28 (9) \$1,050,000 of the motor vehicle account—federal appropriation
29 is provided solely for the Forward Drive road usage charge research
30 project overseen by the transportation commission using a portion of
31 the amount of the federal grant award. The purpose of the Forward
32 Drive road usage charge research project is to advance research in
33 key policy areas related to road usage charge including assessing
34 impacts of future mobility shifts on road usage charge revenues,
35 conducting an equity analysis, updating and assessing emerging
36 mileage reporting methods, determining opportunities to reduce cost
37 of collection, conducting small-scale pilot tests, and identifying a
38 long-term, detailed phase-in plan.

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

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

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

21 **Sec. 918.** 2020 c 219 s 220 (uncodified) is amended to read as
22 follows:

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

24 State Vehicle Parking Account—State Appropriation	\$784,000
25 Regional Mobility Grant Program Account—State	
26 Appropriation	((\$88,698,000))
27	<u>\$78,159,000</u>
28 Rural Mobility Grant Program Account—State	
29 Appropriation	\$32,223,000
30 Multimodal Transportation Account—State	
31 Appropriation	((\$122,355,000))
32	<u>\$122,349,000</u>
33 Multimodal Transportation Account—Federal	
34 Appropriation	\$3,574,000
35 Multimodal Transportation Account—Local	
36 Appropriation	\$100,000
37 TOTAL APPROPRIATION.	((\$247,734,000))
38	<u>\$237,189,000</u>

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

3 (1) \$62,698,000 of the multimodal transportation account—state
4 appropriation is provided solely for a grant program for special
5 needs transportation provided by transit agencies and nonprofit
6 providers of transportation. Of this amount:

7 (a) \$14,297,000 of the multimodal transportation account—state
8 appropriation is provided solely for grants to nonprofit providers of
9 special needs transportation. Grants for nonprofit providers must be
10 based on need, including the availability of other providers of
11 service in the area, efforts to coordinate trips among providers and
12 riders, and the cost effectiveness of trips provided. Fuel type may
13 not be a factor in the grant selection process.

14 (b) \$48,401,000 of the multimodal transportation account—state
15 appropriation is provided solely for grants to transit agencies to
16 transport persons with special transportation needs. To receive a
17 grant, the transit agency must, to the greatest extent practicable,
18 have a maintenance of effort for special needs transportation that is
19 no less than the previous year's maintenance of effort for special
20 needs transportation. Grants for transit agencies must be prorated
21 based on the amount expended for demand response service and route
22 deviated service in calendar year 2017 as reported in the "Summary of
23 Public Transportation - 2017" published by the department of
24 transportation. No transit agency may receive more than thirty
25 percent of these distributions. Fuel type may not be a factor in the
26 grant selection process.

27 (2) \$32,223,000 of the rural mobility grant program account—state
28 appropriation is provided solely for grants to aid small cities in
29 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
30 factor in the grant selection process.

31 (3) (a) \$10,539,000 of the multimodal transportation account—state
32 appropriation is provided solely for a vanpool grant program for: (i)
33 Public transit agencies to add vanpools or replace vans; and (ii)
34 incentives for employers to increase employee vanpool use. The grant
35 program for public transit agencies will cover capital costs only;
36 operating costs for public transit agencies are not eligible for
37 funding under this grant program. Additional employees may not be
38 hired from the funds provided in this section for the vanpool grant
39 program, and supplanting of transit funds currently funding vanpools

1 is not allowed. The department shall encourage grant applicants and
2 recipients to leverage funds other than state funds. Fuel type may
3 not be a factor in the grant selection process.

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

6 (4) \$27,483,000 of the regional mobility grant program account—
7 state appropriation is reappropriated and provided solely for the
8 regional mobility grant projects identified in LEAP Transportation
9 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))
10 22, 2021, Program - Public Transportation Program (V).

11 (5) (a) ((~~\$61,215,000~~)) \$50,676,000 of the regional mobility grant
12 program account—state appropriation is provided solely for the
13 regional mobility grant projects identified in LEAP Transportation
14 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))
15 22, 2021, Program - Public Transportation Program (V). The department
16 shall review all projects receiving grant awards under this program
17 at least semiannually to determine whether the projects are making
18 satisfactory progress. Any project that has been awarded funds, but
19 does not report activity on the project within one year of the grant
20 award, must be reviewed by the department to determine whether the
21 grant should be terminated. The department shall promptly close out
22 grants when projects have been completed, and any remaining funds
23 must be used only to fund projects identified in the LEAP
24 transportation document referenced in this subsection. The department
25 shall provide annual status reports on December 15, 2019, and
26 December 15, 2020, to the office of financial management and the
27 transportation committees of the legislature regarding the projects
28 receiving the grants. It is the intent of the legislature to
29 appropriate funds through the regional mobility grant program only
30 for projects that will be completed on schedule. A grantee may not
31 receive more than twenty-five percent of the amount appropriated in
32 this subsection. Additionally, when allocating funding for the
33 2021-2023 biennium, no more than thirty percent of the total grant
34 program may directly benefit or support one grantee. The department
35 shall not approve any increases or changes to the scope of a project
36 for the purpose of a grantee expending remaining funds on an awarded
37 grant. Fuel type may not be a factor in the grant selection process.

38 (b) In order to be eligible to receive a grant under (a) of this
39 subsection during the 2019-2021 fiscal biennium, a transit agency
40 must establish a process for private transportation providers to

1 apply for the use of park and ride facilities. For purposes of this
2 subsection, (i) "private transportation provider" means: An auto
3 transportation company regulated under chapter 81.68 RCW; a passenger
4 charter carrier regulated under chapter 81.70 RCW, except marked or
5 unmarked stretch limousines and stretch sport utility vehicles as
6 defined under department of licensing rules; a private nonprofit
7 transportation provider regulated under chapter 81.66 RCW; or a
8 private employer transportation service provider; and (ii) "private
9 employer transportation service" means regularly scheduled, fixed-
10 route transportation service that is offered by an employer for the
11 benefit of its employees.

12 (6) Funds provided for the commute trip reduction (CTR) program
13 may also be used for the growth and transportation efficiency center
14 program.

15 (7) \$7,670,000 of the multimodal transportation account—state
16 appropriation and \$784,000 of the state vehicle parking account—state
17 appropriation are provided solely for CTR grants and activities. Fuel
18 type may not be a factor in the grant selection process. Of this
19 amount:

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

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

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

37 (b) \$30,000 of the state vehicle parking account—state
38 appropriation is provided solely for the STAR pass program for state
39 employees residing in Mason and Grays Harbor Counties. Use of the

1 pass is for public transportation between Mason County and Thurston
2 County, and Grays Harbor and Thurston County. The pass may also be
3 used within Grays Harbor County. The STAR pass commute trip reduction
4 program is open to any state employee who expresses intent to commute
5 to his or her assigned state worksite using a public transit system
6 currently participating in the STAR pass program.

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

17 (8) Except as provided otherwise in this subsection, \$33,370,000
18 of the multimodal transportation account—state appropriation is
19 provided solely for connecting Washington transit projects identified
20 in LEAP Transportation Document ((2020)) 2021-2 ALL PROJECTS as
21 developed March ((11, 2020)) 22, 2021. It is the intent of the
22 legislature that entities identified to receive funding in the LEAP
23 document referenced in this subsection receive the amounts specified
24 in the time frame specified in that LEAP document. If an entity has
25 already completed a project in the LEAP document referenced in this
26 subsection before the time frame identified, the entity may
27 substitute another transit project or projects that cost a similar or
28 lesser amount.

29 (9) \$1,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for transit coordination grants.
31 Fuel type may not be a factor in the grant selection process.

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

34 (11)(a) For projects funded as part of the 2015 connecting
35 Washington transportation package listed on the LEAP transportation
36 document identified in subsection (4) 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 with an appropriation that cannot be

1 used for the current fiscal biennium to advance one or more of the
2 following projects:

3 (i) King County Metro - RapidRide Expansion, Burien-Delridge
4 (G2000031);

5 (ii) King County Metro - Route 40 Northgate to Downtown
6 (G2000032);

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

8 (iv) Pierce Transit - SR 7 Express Service (G2000045).

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

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

18 (12) \$750,000 of the multimodal transportation account—state
19 appropriation is provided solely for Intercity Transit for the Dash
20 shuttle program.

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

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

29 (ii) Providing administrative support to other interested school
30 districts in King county to prepare for implementing similar programs
31 for their students.

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

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

36 (ii) Available ridership data;

37 (iii) A cost estimate, including a detailed description of the
38 various expenses leading to the cost estimate, and any other factors
39 relevant to expanding the program to other King county school
40 districts;

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

5 (v) Opportunities for subsidized ORCA cards or local grant or
6 matching funds; and

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

9 (14) \$12,000,000 of the multimodal transportation account—state
10 appropriation is provided solely for the green transportation capital
11 grant program established in chapter 287, Laws of 2019 (advancing
12 green transportation adoption).

13 (15) \$555,000 of the multimodal transportation account—state
14 appropriation is provided solely for an interagency transfer to the
15 Washington State University extension energy program to establish and
16 administer a technical assistance and education program for public
17 agencies on the use of alternative fuel vehicles.

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

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

29 (b) The department must confirm that any modification requested
30 under this subsection of amounts provided solely for a specific
31 purpose are not expected to be used for that purpose in this
32 biennium;

33 (c) Allotment modifications authorized under this subsection may
34 not result in increased funding for any project beyond the amount
35 provided for that project in the 2019-2021 fiscal biennium in LEAP
36 Transportation Document ((~~2020~~)) 2021-2 ALL PROJECTS as developed
37 March ((~~11, 2020~~)) 22, 2021;

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

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

~~((18))~~ (17)(a) The Washington state department of transportation public transportation division, working with the Thurston regional planning council, shall provide state agency management, the office of financial management, and the transportation committees of the legislature with results of their regional mobility grant program demonstration project I-5/US 101 Practical Solutions: State Capitol Campus Transportation Demand Management - Mobile Work. This includes reporting after the 2020 legislative session on the measurable results of an early pilot initiative, "Telework Tuesday," beginning in January 2020.

(b) Capitol campus state agency management is directed to fully participate in this work, which aims to reduce greenhouse gases, require less office space and parking investments; provide low cost congestion relief on I-5 during peak periods, US 101, and the local transportation network; and improve retention and recruitment of public employees. The agencies should actively: Encourage employees qualified to telework to participate in this program and increase the number of employees who qualify for mobile work and schedule shifts.

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

Sec. 919. 2020 c 219 s 221 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X	
Motor Vehicle Account—State Appropriation.	\$250,000
Puget Sound Ferry Operations Account—State	
Appropriation	((\$545,997,000))
	<u>\$487,445,000</u>
Puget Sound Ferry Operations Account—Federal	

1	Appropriation	((\$7,932,000))
2		<u>\$47,169,000</u>
3	Puget Sound Ferry Operations Account—Private/Local	
4	Appropriation	\$121,000
5	TOTAL APPROPRIATION.	((\$554,300,000))
6		<u>\$534,985,000</u>

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

9 (1) The office of financial management budget instructions
10 require agencies to recast enacted budgets into activities. The
11 Washington state ferries shall include a greater level of detail in
12 its 2019-2021 supplemental and 2021-2023 omnibus transportation
13 appropriations act requests, as determined jointly by the office of
14 financial management, the Washington state ferries, and the
15 transportation committees of the legislature. This level of detail
16 must include the administrative functions in the operating as well as
17 capital programs.

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

22 (3) ((~~\$73,161,000~~)) \$67,052,000 of the Puget Sound ferry
23 operations account—state appropriation is provided solely for auto
24 ferry vessel operating fuel in the 2019-2021 fiscal biennium, which
25 reflect cost savings from a reduced biodiesel fuel requirement and,
26 therefore, is contingent upon the enactment of section 703, chapter
27 416, Laws of 2019. The amount provided in this subsection represents
28 the fuel budget for the purposes of calculating any ferry fare fuel
29 surcharge. The department shall review future use of alternative
30 fuels and dual fuel configurations, including hydrogen.

31 (4) \$650,000 of the Puget sound ferry operations account—state
32 appropriation is provided solely for increased staffing at Washington
33 ferry terminals to meet increased workload and customer expectations.
34 Within the amount provided in this subsection, the department shall
35 contract with uniformed officers for additional traffic control
36 assistance at the Kingston ferry terminal during peak ferry travel
37 times, with a particular focus on Sundays and holiday weekends.
38 Traffic control methods should include, but not be limited to,
39 holding traffic on the shoulder at Lindvog Road until space opens for

1 cars at the tollbooths and dock, and management of traffic on Highway
2 104 in order to ensure Kingston residents and business owners have
3 access to businesses, roads, and driveways.

4 (5) \$254,000 of the Puget Sound ferry operations account—state
5 appropriation is provided solely for a dedicated inventory logistics
6 manager on a one-time basis.

7 (6) \$500,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for operating costs related to
9 moving vessels for emergency capital repairs. Funds may only be spent
10 after approval by the office of financial management.

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

18 (8) \$160,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for a ferry fleet baseline noise
20 study, conducted by a consultant, for the purpose of establishing
21 plans and data-driven goals to reduce ferry noise when Southern
22 resident orca whales are present. In addition, the study must
23 establish prioritized strategies to address vessels serving routes
24 with the greatest exposure to orca whale movements.

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

32 (b) The Washington state transportation center must use new
33 traffic management models and scheduling tools to examine proposed
34 improvements for the triangle route. The department shall report to
35 the standing transportation committees of the legislature by January
36 15, 2021. The report must include:

37 (i) Implementation and status of data collection, modeling,
38 scheduling, capital investments, and procedural improvements to allow

1 Washington state ferries to schedule more sailings to and from all
2 stops on the triangle route with minimum time between sailings;

3 (ii) Recommendations for emergency boat allocations, regular
4 schedule policies, and emergency schedule policies based on all
5 customers alternative travel options to ensure that any dock with no
6 road access is prioritized in scheduling and scheduled service is
7 provided based on population size, demographics, and local medical
8 services;

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

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

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

21 (10) \$15,139,000 of the Puget Sound ferry operations account—
22 state appropriation is provided solely for training. Of the amount
23 provided in this subsection:

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

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

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

28 (11) \$1,600,000 of the Puget Sound ferry operations account—state
29 appropriation is provided solely for naval architecture staff support
30 for the marine maintenance program.

31 (12) \$336,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for inspections of fall restraint
33 systems.

34 (13) \$4,361,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for overtime expenses incurred by
36 engine and deck crew members.

37 (14) \$1,200,000 of the Puget Sound ferry operations account—state
38 appropriation is provided solely for familiarization for new
39 assignments of engine crew and terminal staff.

1 (15) \$100,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely to develop a plan for upgrading a
3 second vessel to meet the international convention for the safety of
4 life at sea standards. The plan must identify the option with the
5 lowest impacts to sailing schedules.

6 (16) The department must request reimbursement from the federal
7 transit administration for the maximum amount of ferry operating
8 expenses eligible for reimbursement under federal law.

9 **Sec. 920.** 2020 c 219 s 222 (uncodified) is amended to read as
10 follows:

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

12 Multimodal Transportation Account—State

13 Appropriation ((\$70,244,000))
14 \$46,851,000

15 Multimodal Transportation Account—Private/Local

16 Appropriation \$717,000

17 (~~Multimodal Transportation Account—Federal~~

18 ~~Appropriation \$500,000))~~

19 TOTAL APPROPRIATION. ((\$71,461,000))
20 \$47,568,000

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

23 (1) (a) (i) \$224,000 of the multimodal transportation account—state
24 appropriation and \$671,000 of the multimodal transportation account—
25 private/local appropriation are provided solely for continued
26 analysis of the ultra high-speed ground transportation corridor in a
27 new study, with participation from Washington, Oregon, and British
28 Columbia. No funds may be expended until the department is in receipt
29 of \$671,000 in private/local funding provided solely for this
30 purpose.

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

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

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

36 (i) Development of proposed corridor governance, general powers,
37 operating structure, legal instruments, and contracting requirements,

1 in the context of the roles of relevant jurisdictions, including
2 federal, state, provincial, and local governments;

3 (ii) Development of a long-term funding and financing strategy
4 for project initiation, development, construction, and program
5 administration of the high-speed corridor, building on the funding
6 and financing chapter of the 2019 business case analysis and aligned
7 with the recommendations of (b) (i) of this subsection; and

8 (iii) Development of recommendations for a department-led ultra-
9 high speed corridor engagement plan for policy leadership from
10 elected officials.

11 (c) This study must build on the results of the 2018 Washington
12 state ultra high-speed ground transportation business case analysis
13 and the 2019 Washington state ultra high-speed ground transportation
14 study findings report. The department shall consult with the
15 transportation committees of the legislature regarding all issues
16 related to proposed corridor governance.

17 (d) The development work referenced in (b) of this subsection is
18 intended to identify and make recommendations related to specific
19 entities, including interjurisdictional entities, policies, and
20 processes required for the purposes of furthering preliminary
21 analysis efforts for the ultra high-speed ground transportation
22 corridor. This development work is not intended to authorize one or
23 more entities to assume decision making authority for the design,
24 construction, or operation of an ultra high-speed rail corridor.

25 (e) By December 1, 2020, the department shall provide to the
26 governor and the transportation committees of the legislature a
27 report of the study's findings regarding the three elements noted in
28 this subsection. As applicable, the report should also be sent to the
29 executive and legislative branches of government in the state of
30 Oregon and appropriate government bodies in the province of British
31 Columbia.

32 (2) The department is directed to continue to pursue efforts to
33 reduce costs, increase ridership, and review Amtrak Cascades fares
34 and fare schedules. Within thirty days of each annual cost/revenue
35 reconciliation under the Amtrak service contract, the department
36 shall report annual credits to the office of financial management and
37 the legislative transportation committees. Annual credits from Amtrak
38 to the department including, but not limited to, credits due to
39 higher ridership, reduced level of service, and fare or fare schedule
40 adjustments, must be used to offset corresponding amounts of the

1 multimodal transportation account—state appropriation, which must be
2 placed in reserve.

3 **Sec. 921.** 2020 c 219 s 223 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
6 **OPERATING**

7	Motor Vehicle Account—State Appropriation	((\$12,187,000))
8		<u>\$12,441,000</u>
9	Motor Vehicle Account—Federal Appropriation	\$2,567,000
10	Multiuse Roadway Safety Account—State Appropriation	\$450,000
11	Multimodal Transportation Account—State	
12	Appropriation	\$350,000
13	TOTAL APPROPRIATION.	((\$15,554,000))
14		<u>\$15,808,000</u>

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

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

35 (2) \$1,142,000 of the motor vehicle account—state appropriation
36 is provided solely for the department, from amounts set aside out of
37 statewide fuel taxes distributed to counties according to RCW

1 46.68.120(3), to contract with the Washington state association of
2 counties to:

3 (a) In coordination with stakeholders, identify county-owned fish
4 passage barriers, with priority given to barriers that share the same
5 stream system as state-owned fish passage barriers. The study must
6 identify, map, and provide a preliminary assessment of county-owned
7 barriers that need correction, and provide, where possible,
8 preliminary costs estimates for each barrier correction. The study
9 must provide recommendations on:

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

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

15 (b) Update the local agency guidelines manual, including
16 exploring alternatives within the local agency guidelines manual on
17 county priorities;

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

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

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

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

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

33 (4) \$260,000 of the motor vehicle account—state appropriation is
34 provided solely for the Wahkiakum county ferry operating deficit.

35 **TRANSPORTATION AGENCIES—CAPITAL**

36 **Sec. 1001.** 2020 c 219 s 301 (uncodified) is amended to read as
37 follows:

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

2	Freight Mobility Investment Account—State	
3	Appropriation	((\$23,015,000))
4		<u>\$17,344,000</u>
5	Highway Safety Account—State Appropriation.	\$81,000
6	Motor Vehicle Account—State Appropriation.	((\$4,907,000))
7		<u>\$3,165,000</u>
8	Freight Mobility Multimodal Account—State	
9	Appropriation	((\$4,992,000))
10		<u>\$4,454,000</u>
11	Motor Vehicle Account—Federal Appropriation	\$1,899,000
12	Freight Mobility Multimodal Account—Private/Local	
13	Appropriation	\$1,250,000
14	TOTAL APPROPRIATION.	((\$36,144,000))
15		<u>\$28,193,000</u>

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

18 (1) Except as otherwise provided in this section, the entire
19 appropriations in this section are provided solely for the projects
20 by amount, as listed in the LEAP Transportation Document ((2020-3))
21 2021-2 ALL PROJECTS as developed March ((11, 2020)) 22, 2021,
22 ((Conference)) Program - FMSIB ((Project List)).

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

27 ((+4)) (3) It is the intent of the legislature to continue to
28 make strategic investments in a statewide freight mobility
29 transportation system with the help of the freight mobility strategic
30 investment board, including projects that mitigate the impact of
31 freight movement on local communities.

32 **Sec. 1002.** 2020 c 219 s 302 (uncodified) is amended to read as
33 follows:

34 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

35	Rural Arterial Trust Account—State Appropriation	((\$62,884,000))
36		<u>\$51,184,000</u>
37	Motor Vehicle Account—State Appropriation	\$1,456,000
38	County Arterial Preservation Account—State	

1 Appropriation \$39,590,000
 2 TOTAL APPROPRIATION. (~~(\$103,930,000)~~)
 3 \$92,230,000

4 **Sec. 1003.** 2020 c 219 s 304 (uncodified) is amended to read as
 5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
 7 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**
 8 Motor Vehicle Account—State Appropriation (~~(\$51,187,000)~~)
 9 \$49,717,000
 10 Connecting Washington Account—State Appropriation (~~(\$51,523,000)~~)
 11 \$50,746,000
 12 TOTAL APPROPRIATION. (~~(\$102,710,000)~~)
 13 \$100,463,000

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

16 (1) (~~(\$51,523,000)~~) \$50,746,000 of the connecting Washington
 17 account—state appropriation is provided solely for a new Olympic
 18 region maintenance and administration facility to be located on the
 19 department-owned site at the intersection of Marvin Road and 32nd
 20 Avenue in Lacey, Washington.

21 (2) (a) (~~(\$43,297,000)~~) \$41,827,000 of the motor vehicle account—
 22 state appropriation is provided solely for the department facility
 23 located at 15700 Dayton Ave N in Shoreline. This appropriation is
 24 contingent upon the department of ecology signing a not less than
 25 twenty-year agreement to pay a share of any financing contract issued
 26 pursuant to chapter 39.94 RCW.

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

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

30 (3) \$1,565,000 from the motor vehicle account—state appropriation
 31 is provided solely for furniture for the renovated Northwest Region
 32 Headquarters at Dayton Avenue. The department must efficiently
 33 furnish the renovated building.

34 **Sec. 1004.** 2020 c 219 s 305 (uncodified) is amended to read as
 35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**
 37 Transportation Partnership Account—State

1	Appropriation	((\$385,619,000))
2		<u>\$395,725,000</u>
3	Motor Vehicle Account—State Appropriation	((\$102,543,000))
4		<u>\$63,435,000</u>
5	Motor Vehicle Account—Federal Appropriation	((\$151,857,000))
6		<u>\$156,149,000</u>
7	Motor Vehicle Account—Private/Local Appropriation	((\$70,404,000))
8		<u>\$74,126,000</u>
9	<u>State Route Number 520 Corridor Account—State</u>	
10	<u>Appropriation.</u>	<u>\$1,000</u>
11	<u>State Route Number 520 Corridor Account—Federal</u>	
12	<u>Appropriation.</u>	<u>\$1,000</u>
13	Connecting Washington Account—State	
14	Appropriation	((\$2,355,205,000))
15		<u>\$1,631,186,000</u>
16	Special Category C Account—State Appropriation	((\$36,134,000))
17		<u>\$19,123,000</u>
18	Multimodal Transportation Account—State	
19	Appropriation	((\$3,853,000))
20		<u>\$3,855,000</u>
21	Alaskan Way Viaduct Replacement Project Account—State	
22	Appropriation	\$77,956,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation	((\$10,429,000))
25		<u>\$9,403,000</u>
26	Interstate 405 and State Route Number 167 Express	
27	Toll Lanes Account—State Appropriation.	((\$90,027,000))
28		<u>\$33,742,000</u>
29	TOTAL APPROPRIATION.	((\$3,284,027,000))
30		<u>\$2,464,702,000</u>

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

33 (1) Except as provided otherwise in this section, the entire
34 connecting Washington account—state appropriation and the entire
35 transportation partnership account—state appropriation are provided
36 solely for the projects and activities as listed by fund, project,
37 and amount in LEAP Transportation Document ((2020)) 2021-1 as
38 developed March ((11, 2020)) 22, 2021, Program - Highway Improvements
39 Program (I). However, limited transfers of specific line-item project

1 appropriations may occur between projects for those amounts listed
2 subject to the conditions and limitations in section 601 (~~of this~~
3 ~~act~~), chapter 219, Laws of 2020.

4 (2) Except as provided otherwise in this section, the entire
5 motor vehicle account—state appropriation and motor vehicle account—
6 federal appropriation are provided solely for the projects and
7 activities listed in LEAP Transportation Document ((2020)) 2021-2 ALL
8 PROJECTS as developed March ((11, 2020)) 22, 2021, Program - Highway
9 Improvements Program (I). Any federal funds gained through
10 efficiencies, adjustments to the federal funds forecast, additional
11 congressional action not related to a specific project or purpose, or
12 the federal funds redistribution process must then be applied to
13 highway and bridge preservation activities or fish passage barrier
14 corrections (OBI4001).

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

24 (4) The connecting Washington account—state appropriation
25 includes up to ((~~\$1,835,325,000~~)) \$1,085,325,000 in proceeds from the
26 sale of bonds authorized in RCW 47.10.889.

27 (5) The special category C account—state appropriation includes
28 up to ((~~\$24,910,000~~)) \$19,911,000 in proceeds from the sale of bonds
29 authorized in RCW 47.10.812.

30 (6) The transportation partnership account—state appropriation
31 includes up to ((~~\$162,658,000~~)) \$175,140,000 in proceeds from the
32 sale of bonds authorized in RCW 47.10.873.

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

36 (8) ((~~\$168,757,000~~)) \$162,005,000 of the transportation
37 partnership account—state appropriation, ((~~\$19,790,000~~)) \$17,898,000
38 of the motor vehicle account—private/local appropriation, \$3,384,000
39 of the transportation 2003 account (nickel account)—state

1 appropriation, \$77,956,000 of the Alaskan Way viaduct replacement
2 project account—state appropriation, and (~~(\$1,838,000)~~) \$854,000 of
3 the multimodal transportation account—state appropriation are
4 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
5 (809936Z). It is the intent of the legislature that the \$25,000,000
6 increase in funding provided in the 2021-2023 fiscal biennium be
7 covered by any legal damages paid to the state as a result of a
8 lawsuit related to contractual provisions for construction and
9 delivery of the Alaskan Way viaduct replacement project. The
10 legislature intends that the \$25,000,000 of the transportation
11 partnership account—state funds be repaid when those damages are
12 recovered.

13 (9) \$3,000,000 of the multimodal transportation account—state
14 appropriation is provided solely for transit mitigation for the SR
15 99/Viaduct Project - Construction Mitigation project (809940B).

16 (10) (~~(\$168,655,000)~~) \$148,097,000 of the connecting Washington
17 account—state appropriation, \$1,052,000 of the special category C
18 account—state appropriation, and (~~(\$738,000)~~) \$1,338,000 of the motor
19 vehicle account—private/local appropriation are provided solely for
20 the US 395 North Spokane Corridor project (M00800R).

21 (11) (~~(\$82,991,000)~~) \$29,187,000 of the Interstate 405 and state
22 route number 167 express toll lanes account—state appropriation is
23 provided solely for the I-405/SR 522 to I-5 Capacity Improvements
24 project (L2000234) for activities related to adding capacity on
25 Interstate 405 between state route number 522 and Interstate 5, with
26 the goals of increasing vehicle throughput and aligning project
27 completion with the implementation of bus rapid transit in the
28 vicinity of the project.

29 (12) (a) (~~(\$422,099,000)~~) \$356,007,000 of the connecting
30 Washington account—state appropriation and (~~(\$456,000)~~) \$400,000 of
31 the motor vehicle account—private/local appropriation are provided
32 solely for the SR 520 Seattle Corridor Improvements - West End
33 project (M00400R).

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

37 (i) Work with the operator of the Montlake boulevard market
38 located on parcel number 1-23190 to negotiate a lease allowing
39 continued operations up to January 1, 2020. After that time, the

1 department shall identify an area in the vicinity of the Montlake
2 property for a temporary market or other food service to be provided
3 during the period of project construction. Should the current
4 operator elect not to participate in providing that temporary
5 service, the department shall then develop an outreach plan with the
6 city to solicit community input on the food services provided, and
7 then advertise the opportunity to other potential vendors. Further,
8 the department shall work with the city of Seattle and existing
9 permit processes to facilitate vendor access to and use of the area
10 in the vicinity of the Montlake property.

11 (ii) Upon completion of the Montlake Phase of the West End
12 project (current anticipated contract completion of 2023), WSDOT
13 shall sell that portion of the property not used for permanent
14 transportation improvements and initiate a process to convey that
15 surplus property to a subsequent owner.

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

26 (13) It is the intent of the legislature that for the I-5 JBLM
27 Corridor Improvements project (M00100R), the department shall
28 actively pursue \$50,000,000 in federal funds to pay for this project
29 to supplant state funds in the future. \$50,000,000 in connecting
30 Washington account funding must be held in unallotted status during
31 the 2021-2023 fiscal biennium. These funds may only be used after the
32 department has provided notice to the office of financial management
33 that it has exhausted all efforts to secure federal funds from the
34 federal highway administration and the department of defense.

35 (14) (~~(\$310,469,000)~~) \$172,911,000 of the connecting Washington
36 account—state appropriation (~~(is)~~), \$12,599,000 of the motor vehicle
37 account—private/local appropriation, \$2,500,000 of the motor vehicle
38 account—state appropriation, and \$1,500,000 of the motor vehicle

1 account—federal appropriation are provided solely for the SR 167/SR
2 509 Puget Sound Gateway project (M00600R).

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

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

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

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

27 (e) In designing the state route number 509/state route number
28 516 interchange component of the SR 167/SR 509 Puget Sound Gateway
29 project (M00600R), the department shall make every effort to utilize
30 the preferred "4B" design.

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

36 (g) If sufficient bonding authority to complete this project is
37 not provided within chapter 421, Laws of 2019 (addressing tolling),
38 or within a bond authorization act referencing chapter 421, Laws of
39 2019 by June 30, 2019, it is the intent of the legislature to return
40 the Puget Sound Gateway project (M00600R) to its previously

1 identified construction schedule by moving \$128,900,000 in connecting
2 Washington account—state appropriation back to the 2027-2029 biennium
3 from the 2023-2025 biennium on the list referenced in subsection (2)
4 of this section. If sufficient bonding authority is provided, it is
5 the intent of the legislature to advance the project to allow for
6 earlier completion and inflationary savings.

7 (15) It is the intent of the legislature that, for the I-5/North
8 Lewis County Interchange project (L2000204), the department develop
9 and design the project with the objective of significantly improving
10 access to the industrially zoned properties in north Lewis county.
11 The design must consider the county's process of investigating
12 alternatives to improve such access from Interstate 5 that began in
13 March 2015.

14 (16) (~~(\$1,029,000)~~) \$1,030,000 of the transportation partnership
15 account—state appropriation is provided solely for the U.S. 2 Trestle
16 IJR project (L1000158).

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

23 (18) Any advisory group that the department convenes during the
24 2019-2021 fiscal biennium must consider the interests of the entire
25 state of Washington.

26 (19) The legislature finds that there are sixteen companies
27 involved in wood preserving in the state that employ four hundred
28 workers and have an annual payroll of fifteen million dollars. Before
29 the department's switch to steel guardrails, ninety percent of the
30 twenty-five hundred mile guardrail system was constructed of
31 preserved wood and one hundred ten thousand wood guardrail posts were
32 produced annually for state use. Moreover, the policy of using steel
33 posts requires the state to use imported steel. Given these findings,
34 where practicable, and until June 30, 2021, the department shall
35 include the design option to use wood guardrail posts, in addition to
36 steel posts, in new guardrail installations. The selection of posts
37 must be consistent with the agency design manual policy that existed
38 before December 2009.

39 (20)(a) For connecting Washington projects that have already
40 begun and are eligible for the authority granted in section 601 (~~of~~

1 ~~this act~~)), chapter 219, Laws of 2020, the department shall
2 prioritize advancing the following projects if expected
3 reappropriations become available:

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

15 (b) To the extent practicable, the department shall use the
16 flexibility and authority granted in this section and in section 601
17 of this act to minimize the amount of reappropriations needed each
18 biennium.

19 (c) The advancement of a project may not hinder the delivery of
20 the projects for which the reappropriations are necessary for the
21 2021-2023 fiscal biennium.

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

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

1 desirable products for recycling and reuse by state and federal
2 agencies.

3 As these recyclable materials have well established markets, are
4 substantially a primary or secondary product of necessary
5 construction processes and production, and are managed as an item of
6 commercial value, construction aggregate and recycled concrete
7 materials are exempt from chapter 173-350 WAC.

8 (22) (a) (~~(\$17,500,000)~~) \$8,072,000 of the motor vehicle account—
9 state appropriation (~~(is)~~) and \$7,329,000 of the motor vehicle
10 account—private/local appropriation are provided solely for staffing
11 of a project office to replace the Interstate 5 bridge across the
12 Columbia river (G2000088). If at least a \$9,000,000 transfer is not
13 authorized in section 406(29), chapter 416, Laws of 2019, then
14 \$9,000,000 of the motor vehicle account—state appropriation lapses.

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

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

1 ~~((d))~~ (c) Within the amount provided in this subsection, the
2 department must implement chapter 137, Laws of 2019 (projects of
3 statewide significance).

4 ~~((e))~~ (d) The department shall have as a goal to:

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

7 (ii) Develop a finance plan by December 1, 2020; and

8 (iii) Have made significant progress toward beginning the
9 supplemental environmental impact statement process by June 30, 2021.

10 The department shall aim to provide a progress report on these
11 activities to the governor and the transportation committees of the
12 legislature by December 1, 2019, and a final report to the governor
13 and the transportation committees of the legislature by December 1,
14 2020.

15 (23) ~~(\$17,500,000 of the motor vehicle account state
16 appropriation is provided solely to begin the pre-design phase on the
17 I-5/Columbia River Bridge project (G2000088)).~~

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

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

30 (c) The department shall coordinate with the Brian Abbott fish
31 passage barrier removal board to use a watershed approach to maximize
32 habitat gain by replacing both state and local culverts. The
33 department shall deliver high habitat value fish passage barrier
34 corrections that it has identified, guided by the following factors:
35 Opportunity to bundle projects, ability to leverage investments by
36 others, presence of other barriers, project readiness, other
37 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 Removal project (0BI4001) on the LEAP list referenced in subsection
7 (1) of this section, that accrued practical design savings deposited
8 in the transportation future funding program account be used to help
9 fund the cost of fully complying with the court injunction by 2030.

10 (~~((25))~~) (24)(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. The
28 department and Brian Abbott fish barrier removal board must submit
29 the final comprehensive statewide culvert remediation plan and the
30 process by which it will be adaptively managed over time to the
31 governor and the legislative fiscal committees by June 30, 2021.

32 (~~((26) \$16,649,000))~~ (25) \$4,880,000 of the connecting Washington
33 account—state appropriation, \$373,000 of the motor vehicle account—
34 state appropriation, and (~~(\$6,000,000))~~ \$113,000 of the motor vehicle
35 account—private/local appropriation are provided solely for the I-90/
36 Barker to Harvard - Improve Interchanges & Local Roads project
37 (L2000122). The connecting Washington account appropriation for the
38 improvements that fall within the city of Liberty Lake may only be
39 expended if the city of Liberty Lake agrees to cover any project
40 costs within the city of Liberty Lake above the \$20,900,000 of state

1 appropriation provided for the total project in LEAP Transportation
2 Document ~~((2020))~~ 2021-1 as developed March ~~((11, 2020))~~ 22, 2021,
3 Program - Highway Improvements (I).

4 ~~((27))~~ (26) (a) ~~(((\$6,799,000))~~ \$3,901,000 of the motor vehicle
5 account—federal appropriation, ~~(((\$31,000))~~ \$34,000 of the motor
6 vehicle account—state appropriation ~~((, \$3,812,000 of the~~
7 ~~transportation partnership account state appropriation))~~, and
8 ~~(((\$7,000,000))~~ \$4,519,000 of the Interstate 405 and state route
9 number 167 express toll lanes account—state appropriation are
10 provided solely for the SR 167/SR 410 to SR 18 - Congestion
11 Management project (316706C).

12 (b) If sufficient bonding authority to complete this project is
13 not provided within chapter 421, Laws of 2019 (addressing tolling),
14 or within a bond authorization act referencing chapter 421, Laws of
15 2019 by June 30, 2019, it is the intent of the legislature to remove
16 the \$100,000,000 in toll funding from this project on the list
17 referenced in subsection (2) of this section.

18 ~~((28))~~ (27) For the I-405/North 8th Street Direct Access Ramp
19 in Renton project (L1000280), if sufficient bonding authority to
20 begin this project is not provided within chapter 421, Laws of 2019
21 (addressing tolling), or within a bond authorization act referencing
22 chapter 421, Laws of 2019, it is the intent of the legislature to
23 remove the project from the list referenced in subsection (2) of this
24 section.

25 ~~((29) \$7,985,000))~~ (28) \$7,071,000 of the Special Category C
26 account—state appropriation ~~((and \$1,000,000 of the motor vehicle~~
27 ~~account private/local appropriation are))~~ is provided solely for the
28 SR 18 Widening - Issaquah/Hobart Rd to Raging River project
29 (L1000199) for improving and widening state route number 18 to four
30 lanes from Issaquah-Hobart Road to Raging River.

31 ~~((30))~~ (29) \$2,250,000 of the motor vehicle account—state
32 appropriation is provided solely for the I-5 Corridor from Mounts
33 Road to Tumwater project (L1000231) for completing a National and
34 State Environmental Policy Act (NEPA/SEPA) analysis to identify mid-
35 and long-term environmental impacts associated with future
36 improvements along the I-5 corridor from Tumwater to DuPont.

37 ~~((31) \$622,000))~~ (30) \$200,000 of the motor vehicle account—
38 state appropriation is provided solely for the US 101/East Sequim
39 Corridor Improvements project (L2000343).

1 (~~(32)~~ \$12,916,000) (31) \$777,000 of the motor vehicle account—
2 state appropriation is provided solely for the SR 522/Paradise Lk Rd
3 Interchange & Widening on SR 522 (Design/Engineering) project
4 (NPARADI).

5 (~~(33)~~ \$1,000,000) (32) \$1,001,000 of the motor vehicle account—
6 state appropriation ~~((is))~~ and \$1,227,000 of the motor vehicle
7 account—federal appropriation are provided solely for the US 101/
8 Morse Creek Safety Barrier project (L1000247).

9 (~~(34)~~ \$1,000,000) (33) \$85,000 of the motor vehicle account—
10 state appropriation is provided solely for the SR 162/410 Interchange
11 Design and Right of Way project (L1000276).

12 (~~(36)~~) (34) The appropriations in this section include savings
13 due to anticipated project underruns; however, it is unknown which
14 projects will provide savings. The legislature intends to provide
15 sufficient flexibility for the department to manage to this savings
16 target. To provide this flexibility, the office of financial
17 management may authorize, through an allotment modification,
18 reductions in the appropriated amounts that are provided solely for a
19 particular purpose within this section subject to the following
20 conditions and limitations:

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

25 (b) Allotment modifications authorized under this subsection may
26 not result in increased funding for any project beyond the amount
27 provided for that project in the 2019-2021 fiscal biennium in LEAP
28 Transportation Document ~~((2020))~~ 2021-2 ALL PROJECTS as developed
29 March ~~((11, 2020))~~ 22, 2021;

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

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

1 and amount in LEAP Transportation Document ((2020)) 2021-1 as
2 developed March ((11, 2020)) 22, 2021, Program - Highway Preservation
3 Program (P). However, limited transfers of specific line-item project
4 appropriations may occur between projects for those amounts listed
5 subject to the conditions and limitations in section 601 ((of this
6 act)), chapter 219, Laws of 2020.

7 (2) Except as provided otherwise in this section, the entire
8 motor vehicle account—state appropriation and motor vehicle account—
9 federal appropriation are provided solely for the projects and
10 activities listed in LEAP Transportation Document ((2020)) 2021-2 ALL
11 PROJECTS as developed March ((11, 2020)) 22, 2021, Program - Highway
12 Preservation Program (P). Any federal funds gained through
13 efficiencies, adjustments to the federal funds forecast, additional
14 congressional action not related to a specific project or purpose, or
15 the federal funds redistribution process must then be applied to
16 highway and bridge preservation activities or fish passage barrier
17 corrections (OBI4001).

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

27 (4) ((\$26,683,000)) \$21,517,000 of the connecting Washington
28 account—state appropriation is provided solely for the land mobile
29 radio upgrade (G2000055) and is subject to the conditions,
30 limitations, and review provided in section 701 ((of this act)),
31 chapter 219, Laws of 2020. The land mobile radio project is subject
32 to technical oversight by the office of the chief information
33 officer. The department, in collaboration with the office of the
34 chief information officer, shall identify where existing or proposed
35 mobile radio technology investments should be consolidated, identify
36 when existing or proposed mobile radio technology investments can be
37 reused or leveraged to meet multiagency needs, increase mobile radio
38 interoperability between agencies, and identify how redundant
39 investments can be reduced over time. The department shall also

1 provide quarterly reports to the technology services board on project
2 progress.

3 (5) (~~(\$4,000,000)~~) \$5,000,000 of the motor vehicle account—state
4 appropriation is provided solely for extraordinary costs incurred
5 from litigation awards, settlements, or dispute mitigation activities
6 not eligible for funding from the self-insurance fund. The amount
7 provided in this subsection must be held in unallotted status until
8 the department submits a request to the office of financial
9 management that includes documentation detailing litigation-related
10 expenses. The office of financial management may release the funds
11 only when it determines that all other funds designated for
12 litigation awards, settlements, and dispute mitigation activities
13 have been exhausted. No funds provided in this subsection may be
14 expended on any legal fees related to the SR 99/Alaskan Way viaduct
15 replacement project (809936Z).

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

20 (7) \$21,289,000 of the motor vehicle account—federal
21 appropriation and \$840,000 of the motor vehicle account—state
22 appropriation are provided solely for the preservation of
23 structurally deficient bridges or bridges that are at risk of
24 becoming structurally deficient (L1000068). These funds must be used
25 widely around the state of Washington. When practicable, the
26 department shall pursue design-build contracts for these bridge
27 projects to expedite delivery. The department shall provide a report
28 that identifies the progress of each project funded in this
29 subsection as part of its annual agency budget request.

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

37 (9) During the course of any planned resurfacing or other
38 preservation activity on state route number 26 between Colfax and

1 Othello in the 2019-2021 fiscal biennium, the department must add
2 dug-in reflectors.

3 (10) Within the connecting Washington account—state
4 appropriation, the department may transfer funds from Highway System
5 Preservation (L1100071) to other preservation projects listed in the
6 LEAP transportation document identified in subsection (1) of this
7 section, if it is determined necessary for completion of these high
8 priority preservation projects. The department's next budget
9 submittal after using this subsection must appropriately reflect the
10 transfer.

11 **Sec. 1006.** 2020 c 219 s 307 (uncodified) is amended to read as
12 follows:

13	FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—	
14	CAPITAL	
15	Motor Vehicle Account—State Appropriation	((\$7,746,000))
16		<u>\$6,296,000</u>
17	Motor Vehicle Account—Federal Appropriation	((\$6,137,000))
18		<u>\$5,039,000</u>
19	Motor Vehicle Account—Private/Local Appropriation	\$579,000
20	Interstate 405 and State Route Number 167 Express	
21	Toll Lanes Account—State Appropriation.	((\$100,000))
22		<u>\$189,000</u>
23	TOTAL APPROPRIATION.	((\$14,562,000))
24		<u>\$12,103,000</u>

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

27 ((~~(1)~~—\$700,000)) \$121,000 of the motor vehicle account—state
28 appropriation is provided solely for the SR 99 Aurora Bridge ITS
29 project (L2000338).

30 **Sec. 1007.** 2020 c 219 s 308 (uncodified) is amended to read as
31 follows:

32	FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES	
33	CONSTRUCTION—PROGRAM W	
34	Puget Sound Capital Construction Account—State	
35	Appropriation	((\$116,253,000))
36		<u>\$85,297,000</u>
37	Puget Sound Capital Construction Account—Federal	

1	Appropriation	((\$198,688,000))
2		<u>\$177,352,000</u>
3	Puget Sound Capital Construction Account—Private/Local	
4	Appropriation	((\$4,779,000))
5		<u>\$4,575,000</u>
6	Transportation Partnership Account—State	
7	Appropriation	((\$6,582,000))
8		<u>\$2,312,000</u>
9	Connecting Washington Account—State Appropriation . . .	\$112,426,000
10	Capital Vessel Replacement Account—State	
11	Appropriation.	((\$96,030,000))
12		<u>\$35,547,000</u>
13	Transportation 2003 Account (Nickel Account)—State	
14	Appropriation.	\$986,000
15	TOTAL APPROPRIATION.	((\$535,744,000))
16		<u>\$418,495,000</u>

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

19 (1) Except as provided otherwise in this section, the entire
20 appropriations in this section are provided solely for the projects
21 and activities as listed in LEAP Transportation Document ((2020))
22 2021-2 ALL PROJECTS as developed March ((11, 2020)) 22, 2021, Program
23 - Washington State Ferries Capital Program (W).

24 (2) \$2,857,000 of the Puget Sound capital construction account—
25 state appropriation, ((~~\$17,832,000~~)) \$18,818,000 of the Puget Sound
26 capital construction account—federal appropriation, and \$63,789,000
27 of the connecting Washington account—state appropriation, are
28 provided solely for the Mukilteo ferry terminal (952515P). To the
29 extent practicable, the department shall avoid the closure of, or
30 disruption to, any existing public access walkways in the vicinity of
31 the terminal project during construction.

32 (3) ((~~\$102,641,000~~)) \$94,643,000 of the Puget Sound capital
33 construction account—federal appropriation, \$47,819,000 of the
34 connecting Washington account—state appropriation, and \$4,355,000 of
35 the Puget Sound capital construction account—local appropriation are
36 provided solely for the Seattle Terminal Replacement project
37 (900010L).

38 (4) \$5,357,000 of the Puget Sound capital construction account—
39 state appropriation is provided solely for emergency capital repair

1 costs (999910K). Funds may only be spent after approval by the office
2 of financial management.

3 (5) (~~(\$2,300,000)~~) \$2,224,000 of the Puget Sound capital
4 construction account—state appropriation is provided solely for the
5 ORCA acceptance project (L2000300). The ferry system shall work with
6 Washington technology solutions and the tolling division on the
7 development of a new, interoperable ticketing system.

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

19 (7) (~~(\$35,000,000)~~) \$10,776,000 of the Puget Sound capital
20 construction account—state appropriation and \$8,000,000 of the Puget
21 Sound capital construction account—federal appropriation are provided
22 solely for the conversion of up to two Jumbo Mark II vessels to
23 electric hybrid propulsion (G2000084). The department shall seek
24 additional funds for the purposes of this subsection. The department
25 may spend from the Puget Sound capital construction account—state
26 appropriation in this section only as much as the department receives
27 in Volkswagen settlement funds for the purposes of this subsection.

28 (8) \$400,000 of the Puget Sound capital construction account—
29 state appropriation is provided solely for a request for proposals
30 for a new maintenance management system (project L2000301) and is
31 subject to the conditions, limitations, and review provided in
32 section 701 (~~(of this act)~~), chapter 219, Laws of 2020.

33 (9) (~~(\$96,030,000)~~) \$35,547,000 of the capital vessel replacement
34 account—state appropriation is provided solely for the acquisition of
35 a 144-car hybrid-electric vessel. The vendor must present to the
36 joint transportation committee and the office of financial
37 management, by September 15, 2019, a list of options that will result
38 in significant cost savings changes in terms of construction or the
39 long-term maintenance and operations of the vessel. The vendor must

1 allow for exercising the options without a penalty. It is the intent
2 of the legislature to provide an additional \$88,000,000 in funding in
3 the 2021-23 biennium. The reduction provided in this subsection is an
4 assumed underrun pursuant to subsection (11) of this section. The
5 commencement of construction of new vessels for the ferry system is
6 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 (~~(\$96,030,000)~~) \$35,547,000 in proceeds from the sale
21 of bonds authorized in RCW 47.10.873.

22 (~~((12))~~) (11) The appropriations in this section include savings
23 due to anticipated project underruns; however, it is unknown which
24 projects will provide savings. The legislature intends to provide
25 sufficient flexibility for the department to manage to this savings
26 target. To provide this flexibility, the office of financial
27 management may authorize, through an allotment modification,
28 reductions in the appropriated amounts that are provided solely for a
29 particular purpose within this section subject to the following
30 conditions and limitations:

31 (a) The department must confirm that any modification requested
32 under this subsection of amounts provided solely for a specific
33 purpose are not expected to be used for that purpose in this
34 biennium;

35 (b) Allotment modifications authorized under this subsection may
36 not result in increased funding for any project beyond the amount
37 provided for that project in the 2019-2021 fiscal biennium in LEAP
38 Transportation Document (~~(2020)~~) 2021-2 ALL PROJECTS as developed
39 March (~~(11, 2020)~~) 22, 2021;

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

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

Sec. 1008. 2020 c 219 s 309 (uncodified) is amended to read as follows:

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

Motor Vehicle Account—State Appropriation.	((\$3,300,000))
	<u>\$2,300,000</u>
Essential Rail Assistance Account—State Appropriation . . .	\$851,000
Transportation Infrastructure Account—State	
Appropriation	((\$7,554,000))
	<u>\$7,465,000</u>
Multimodal Transportation Account—State	
Appropriation	\$74,876,000
Multimodal Transportation Account—Federal	
Appropriation	\$8,601,000
Multimodal Transportation Account—Local	
Appropriation	\$336,000
TOTAL APPROPRIATION.	((\$95,518,000))
	<u>\$94,429,000</u>

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

(1) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed by project and amount in LEAP Transportation Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020)) 22, 2021, Program - Rail Program (Y).

(2) ((~~\$7,136,000~~)) \$7,047,000 of the transportation infrastructure account—state appropriation is provided solely for new low-interest loans approved by the department through the freight rail investment bank (FRIB) program. The department shall issue FRIB program loans with a repayment period of no more than ten years, and charge only so much interest as is necessary to recoup the

1 department's costs to administer the loans. The department shall
2 report annually to the transportation committees of the legislature
3 and the office of financial management on all FRIB loans issued.

4 (3) \$7,782,000 of the multimodal transportation account—state
5 appropriation, \$51,000 of the transportation infrastructure account—
6 state appropriation, and \$135,000 of the essential rail assistance
7 account—state appropriation are provided solely for new statewide
8 emergent freight rail assistance projects identified in the LEAP
9 transportation document referenced in subsection (1) of this section.

10 (4) \$367,000 of the transportation infrastructure account—state
11 appropriation and \$1,100,000 of the multimodal transportation account
12 —state appropriation are provided solely to reimburse Highline Grain,
13 LLC for approved work completed on Palouse River and Coulee City
14 (PCC) railroad track in Spokane county between the BNSF Railway
15 Interchange at Cheney and Geiger Junction and must be administered in
16 a manner consistent with freight rail assistance program projects.
17 The value of the public benefit of this project is expected to meet
18 or exceed the cost of this project in: Shipper savings on
19 transportation costs; jobs saved in rail-dependent industries; and/or
20 reduced future costs to repair wear and tear on state and local
21 highways due to fewer annual truck trips (reduced vehicle miles
22 traveled). The amounts provided in this subsection are not a
23 commitment for future legislatures, but it is the legislature's
24 intent that future legislatures will work to approve biennial
25 appropriations until the full \$7,337,000 cost of this project is
26 reimbursed.

27 (5) (a) \$716,000 of the essential rail assistance account—state
28 appropriation and \$82,000 of the multimodal transportation account—
29 state appropriation are provided solely for the purpose of the
30 rehabilitation and maintenance of the Palouse river and Coulee City
31 railroad line (F01111B).

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

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

37 (ii) Revenues from trackage rights agreement fees paid by
38 shippers; and

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

5 (6) The department shall issue a call for projects for the
6 freight rail assistance program, and shall evaluate the applications
7 in a manner consistent with past practices as specified in section
8 309, chapter 367, Laws of 2011. By November 15, 2020, the department
9 shall submit a prioritized list of recommended projects to the office
10 of financial management and the transportation committees of the
11 legislature.

12 (7) (~~(\$10,000,000)~~) \$4,031,000 of the multimodal transportation
13 account—state appropriation is provided solely as expenditure
14 authority for any insurance proceeds received by the state for
15 Passenger Rail Equipment Replacement (project 700010C.) The
16 department must use this expenditure authority only to purchase
17 replacement equipment that has been competitively procured and for
18 service recovery needs and corrective actions related to the December
19 2017 derailment.

20 (8) \$898,000 of the multimodal transportation account—federal
21 appropriation and \$8,000 of the multimodal transportation account—
22 state appropriation are provided solely for the Ridgefield Rail
23 Overpass (project 725910A). Total costs for this project may not
24 exceed \$909,000 across fiscal biennia.

25 (9)(a) For projects funded as part of the 2015 connecting
26 Washington transportation package listed on the LEAP transportation
27 document identified in subsection (1) of this section, if the
28 department expects to have substantial reappropriations for the
29 2021-2023 fiscal biennium, the department may, on a pilot basis,
30 apply funding from a project in this section with an appropriation
31 that cannot be used for the current fiscal biennium to advance the
32 South Kelso Railroad Crossing project (L1000147).

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

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

4 ~~(10) ((The multimodal transportation account state appropriation~~
5 ~~includes up to \$25,000,000 in proceeds from the sale of bonds~~
6 ~~authorized in RCW 47.10.867.~~

7 ~~(11))~~ The department must report to the joint transportation
8 committee on the progress made on freight rail investment bank
9 projects and freight rail assistance projects funded during this
10 biennium by January 1, 2020.

11 ~~((12))~~ (11) \$1,500,000 of the multimodal transportation account
12 —state appropriation is provided solely for the Chelatchie Prairie
13 railroad roadbed rehabilitation project (L1000233).

14 ~~((13))~~ (12) \$250,000 of the multimodal transportation account—
15 state appropriation is provided solely for the Port of Moses Lake
16 Northern Columbia Basin railroad feasibility study (L1000235).

17 ~~((14))~~ (13) \$500,000 of the multimodal transportation account—
18 state appropriation is provided solely for the Spokane airport
19 transload facility project (L1000242).

20 ~~((15) —\$1,000,000 of the motor vehicle account state~~
21 ~~appropriation is provided solely for the grade separation at Bell~~
22 ~~road project (L1000239)).~~

23 ~~(16))~~ (14) \$750,000 of the motor vehicle account—state
24 appropriation and \$399,000 of the multimodal transportation account—
25 state appropriation are provided solely for the rail crossing
26 improvements at 6th Ave. and South 19th St. project (L2000289).

27 ~~((18))~~ (15) The appropriations in this section include savings
28 due to anticipated project underruns; however, it is unknown which
29 projects will provide savings. The legislature intends to provide
30 sufficient flexibility for the department to manage to this savings
31 target. To provide this flexibility, the office of financial
32 management may authorize, through an allotment modification,
33 reductions in the appropriated amounts that are provided solely for a
34 particular purpose within this section subject to the following
35 conditions and 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)) 2021-2 ALL PROJECTS as developed
5 March ((11, 2020)) 22, 2021;

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

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

12 **Sec. 1009.** 2020 c 219 s 310 (uncodified) is amended to read as
13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
15 **CAPITAL**

16	Highway Infrastructure Account—State Appropriation	\$1,276,000
17	Highway Infrastructure Account—Federal Appropriation	\$1,337,000
18	Transportation Partnership Account—State	
19	Appropriation	((\$2,380,000))
20		<u>\$1,630,000</u>
21	Highway Safety Account—State Appropriation	\$1,314,000
22	Motor Vehicle Account—State Appropriation	((\$35,607,000))
23		<u>\$24,543,000</u>
24	Motor Vehicle Account—Federal Appropriation	((\$41,420,000))
25		<u>\$52,267,000</u>
26	Motor Vehicle Account—Private/Local Appropriation	((\$24,600,000))
27		<u>\$18,000,000</u>
28	Connecting Washington Account—State Appropriation	((\$155,550,000))
29		<u>\$130,708,000</u>
30	Multimodal Transportation Account—State	
31	Appropriation	((\$77,469,000))
32		<u>\$74,351,000</u>
33	TOTAL APPROPRIATION.	((\$340,953,000))
34		<u>\$305,426,000</u>

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

37 (1) Except as provided otherwise in this section, the entire
38 appropriations in this section are provided solely for the projects

1 and activities as listed by project and amount in LEAP Transportation
2 Document (~~(2020)~~) 2021-2 ALL PROJECTS as developed March (~~(11, 2020)~~)
3 22, 2021, Program - Local Programs Program (Z).

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

7 (a) (~~(\$18,380,000)~~) \$8,361,000 of the multimodal transportation
8 account—state appropriation is provided solely for newly selected
9 pedestrian and bicycle safety program projects. (~~(\$18,577,000)~~)
10 \$19,363,000 of the multimodal transportation account—state
11 appropriation and \$1,380,000 of the transportation partnership
12 account—state appropriation are reappropriated for pedestrian and
13 bicycle safety program projects selected in the previous biennia
14 (L2000188).

15 (b) (~~(\$11,400,000)~~) \$4,066,000 of the motor vehicle account—
16 federal appropriation and (~~(\$7,750,000)~~) \$4,668,000 of the multimodal
17 transportation account—state appropriation are provided solely for
18 newly selected safe routes to school projects. (~~(\$11,354,000)~~)
19 \$10,744,000 of the motor vehicle account—federal appropriation,
20 (~~(\$4,640,000)~~) \$3,075,000 of the multimodal transportation account—
21 state appropriation, and \$1,314,000 of the highway safety account—
22 state appropriation are reappropriated for safe routes to school
23 projects selected in the previous biennia (L2000189). The department
24 may consider the special situations facing high-need areas, as
25 defined by schools or project areas in which the percentage of the
26 children eligible to receive free and reduced-price meals under the
27 national school lunch program is equal to, or greater than, the state
28 average as determined by the department, when evaluating project
29 proposals against established funding criteria while ensuring
30 continued compliance with federal eligibility requirements.

31 (3) The department shall submit a report to the transportation
32 committees of the legislature by December 1, 2019, and December 1,
33 2020, on the status of projects funded as part of the pedestrian
34 safety/safe routes to school grant program. The report must include,
35 but is not limited to, a list of projects selected and a brief
36 description of each project's status.

37 (4) (~~(\$37,537,000)~~) \$32,976,000 of the multimodal transportation
38 account—state appropriation is provided solely for bicycle and

1 pedestrian projects listed in the LEAP transportation document
2 referenced in subsection (1) of this section.

3 (5) (~~(\$23,926,000)~~) \$13,829,000 of the connecting Washington
4 account—state appropriation is provided solely for the Covington
5 Connector (L2000104). The amounts described in the LEAP
6 transportation document referenced in subsection (1) of this section
7 are not a commitment by future legislatures, but it is the
8 legislature's intent that future legislatures will work to approve
9 appropriations in the 2019-2021 fiscal biennium to reimburse the city
10 of Covington for approved work completed on the project up to the
11 full \$24,000,000 cost of this project.

12 (6) (a) For projects funded as part of the 2015 connecting
13 Washington transportation package listed on the LEAP transportation
14 document identified in subsection (1) of this section, if the
15 department expects to have substantial reappropriations for the
16 2021-2023 fiscal biennium, the department may, on a pilot basis,
17 apply funding from a project in this section with an appropriation
18 that cannot be used for the current fiscal biennium to advance one or
19 more of the following projects:

- 20 (i) I-5/Port of Tacoma Road Interchange (L1000087);
- 21 (ii) SR 99 Revitalization in Edmonds (NEDMOND); or
- 22 (iii) SR 523 145th Street (L1000148);

23 (b) At least ten business days before advancing a project
24 pursuant to this subsection, the department must notify the office of
25 financial management and the transportation committees of the
26 legislature. The advancement of a project may not hinder the delivery
27 of the projects for which the reappropriations are necessary for the
28 2021-2023 fiscal biennium.

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

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

35 (8) (a) (~~(\$15,213,000)~~) \$22,500,000 of the motor vehicle account—
36 federal appropriation is provided solely for national highway freight
37 network projects identified on the project list submitted in
38 accordance with section 218(4)(b), chapter 14, Laws of 2016 on
39 October 31, 2016.

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

22 (9) \$1,000,000 of the motor vehicle account—state appropriation
23 is provided solely for the Beech Street Extension project (L1000222).

24 (10) (~~(\$3,900,000)~~) \$2,000,000 of the motor vehicle account—state
25 appropriation is provided solely for the Dupont-Steilacoom road
26 improvements project (L1000224).

27 (11) (~~(\$650,000)~~) \$100,000 of the motor vehicle account—state
28 appropriation is provided solely for the SR 104/40th place northeast
29 roundabout project (L1000244).

30 (12) (~~(\$860,000)~~) \$360,000 of the multimodal transportation
31 account—state appropriation is provided solely for the Clinton to
32 Ken's corner trail project (L1000249).

33 (13) (~~(\$210,000 of the motor vehicle account—state appropriation~~
34 ~~is provided solely for the I-405/44th gateway signage and green-~~
35 ~~scaping improvements project (L1000250).~~

36 (~~(\$650,000)~~) \$50,000 of the motor vehicle account—state
37 appropriation is provided solely for the Wallace Kneeland and Shelton
38 springs road intersection improvements project (L1000260).

1 ~~((15))~~ (14) \$1,000,000 of the motor vehicle account—state
2 appropriation and \$500,000 of the multimodal transportation account—
3 state appropriation are provided solely for the complete 224th Phase
4 two project (L1000270).

5 ~~((16))~~ (15) \$60,000 of the multimodal transportation account—
6 state appropriation is provided solely for the installation of an
7 updated meteorological station at the Colville airport (L1000279).

8 ~~((17))~~ (16)(a) \$700,000 of the motor vehicle account—state
9 appropriation is provided solely for the Ballard-Interbay Regional
10 Transportation system plan project (L1000281).

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

29 ~~((18))~~ (17) \$750,000 of the motor vehicle account—state
30 appropriation is provided solely for the Mickelson Parkway project
31 (L1000282).

32 ~~((19)—\$300,000)~~ (18) \$175,000 of the motor vehicle account—
33 state appropriation is provided solely for the South 314th Street
34 Improvements project (L1000283).

35 ~~((20)—\$250,000)~~ (19) \$200,000 of the motor vehicle account—
36 state appropriation is provided solely for the Ridgefield South I-5
37 Access Planning project (L1000284).

1 ~~((21) \$300,000)~~ (20) \$50,000 of the motor vehicle account—state
2 appropriation is provided solely for the Washougal 32nd Street
3 Underpass Design and Permitting project (L1000285).

4 ~~((22) \$600,000 of the connecting Washington account—state
5 appropriation, \$150,000)~~ (21) \$25,000 of the motor vehicle account—
6 state appropriation, and \$267,000 of the multimodal transportation
7 account—state appropriation are provided solely for the Bingen Walnut
8 Creek and Maple Railroad Crossing (L2000328).

9 ~~((23) \$1,500,000)~~ (22) \$200,000 of the motor vehicle account—
10 state appropriation is provided solely for the SR 303 Warren Avenue
11 Bridge Pedestrian Improvements project (L2000339).

12 ~~((24) \$1,000,000)~~ (23) \$150,000 of the motor vehicle account—
13 state appropriation is provided solely for the 72nd/Washington
14 Improvements in Yakima project (L2000341).

15 ~~((25) \$650,000)~~ (24) \$150,000 of the motor vehicle account—
16 state appropriation is provided solely for the 48th/Washington
17 Improvements in Yakima project (L2000342).

18 ~~((27))~~ (25) The appropriations in this section include savings
19 due to anticipated project underruns; however, it is unknown which
20 projects will provide savings. The legislature intends to provide
21 sufficient flexibility for the department to manage to this savings
22 target. To provide this flexibility, the office of financial
23 management may authorize, through an allotment modification,
24 reductions in the appropriated amounts that are provided solely for a
25 particular purpose within this section subject to the following
26 conditions and limitations:

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

31 (b) Allotment modifications authorized under this subsection may
32 not result in increased funding for any project beyond the amount
33 provided for that project in the 2019-2021 fiscal biennium in LEAP
34 Transportation Document ~~((2020))~~ 2021-2 ALL PROJECTS as developed
35 March ~~((11, 2020))~~ 22, 2021;

36 (c) Allotment modifications authorized under this subsection
37 apply only to amounts appropriated in this section from the following
38 accounts: Connecting Washington account—state and multimodal
39 transportation account—state; and

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

(26) \$11,679,000 of the motor vehicle account—federal appropriation is provided solely to accelerate local preservation projects that ensure the reliable movement of freight on the national highway freight system. The department will identify projects through its current national highway system asset management call for projects with applications due in February 2021.

TRANSFERS AND DISTRIBUTIONS

Sec. 1101. 2020 c 219 s 401 (uncodified) is amended to read as follows:

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

Special Category C Account—State Appropriation.	((\$105,000))
	<u>\$21,000</u>
((Multimodal Transportation Account—State Appropriation. . . \$125,000))	
Transportation Partnership Account—State Appropriation ((\$1,407,000))	
	<u>\$182,000</u>
Connecting Washington Account—State Appropriation. . . ((\$7,723,000))	
	<u>\$2,455,000</u>
Highway Bond Retirement Account—State	
Appropriation.	((\$1,378,835,000))
	<u>\$1,308,311,000</u>
Ferry Bond Retirement Account—State Appropriation. . ((\$25,078,000))	
	<u>\$25,079,000</u>
Transportation Improvement Board Bond Retirement	
Account—State Appropriation.	((\$12,452,000))
	<u>\$12,062,000</u>
Nondebt-Limit Reimbursable Bond Retirement	
Account—State Appropriation.	((\$31,253,000))
	<u>\$29,514,000</u>
Toll Facility Bond Retirement Account—State	
Appropriation.	((\$86,483,000))

1 \$69,407,000
2 TOTAL APPROPRIATION. ((~~\$1,543,461,000~~))
3 \$1,447,031,000

4 **Sec. 1102.** 2020 c 219 s 402 (uncodified) is amended to read as
5 follows:

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

9 (~~(Multimodal Transportation Account—State Appropriation. . . \$25,000)~~)
10 Transportation Partnership Account—State
11 Appropriation. ((~~\$281,000~~))
12 \$68,000
13 Connecting Washington Account—State Appropriation. . . ((~~\$1,599,000~~))
14 \$640,000
15 Special Category C Account—State Appropriation. ((~~\$21,000~~))
16 \$9,000
17 TOTAL APPROPRIATION. ((~~\$1,926,000~~))
18 \$717,000

19 **Sec. 1103.** 2020 c 219 s 403 (uncodified) is amended to read as
20 follows:

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

22 Motor Vehicle Account—State Appropriation:
23 For motor vehicle fuel tax distributions to
24 cities and counties. ((~~\$508,276,000~~))
25 \$456,823,000

26 **Sec. 1104.** 2020 c 219 s 404 (uncodified) is amended to read as
27 follows:

28 **FOR THE STATE TREASURER—TRANSFERS**

29 Motor Vehicle Account—State Appropriation:
30 For motor vehicle fuel tax refunds and
31 statutory transfers. ((~~\$2,146,790,000~~))
32 \$1,921,901,000

33 **Sec. 1105.** 2020 c 219 s 405 (uncodified) is amended to read as
34 follows:

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

2 Motor Vehicle Account—State Appropriation:

3 For motor vehicle fuel tax refunds and

4 transfers. ((\$235,788,000))

5 \$240,415,000

6 **Sec. 1106.** 2020 c 219 s 406 (uncodified) is amended to read as
7 follows:

8 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

9 (1) (~~Highway Safety Account—State Appropriation:~~

10 ~~For transfer to the Multimodal Transportation~~

11 ~~Account—State. \$54,000,000~~

12 ~~(2) Transportation Partnership Account—State~~

13 ~~Appropriation: For transfer to the Motor Vehicle~~

14 ~~Account—State. \$45,000,000~~

15 ~~(3)) Motor Vehicle Account—State Appropriation:~~

16 ~~For transfer to the State Patrol Highway~~

17 ~~Account—State. ((\$57,000,000))~~

18 \$29,000,000

19 ~~((4)) (2) Motor Vehicle Account—State Appropriation:~~

20 ~~For transfer to the Freight Mobility Investment~~

21 ~~Account—State. \$8,070,000~~

22 ~~((5)) (3) Motor Vehicle Account—State Appropriation:~~

23 ~~For transfer to the Rural Arterial Trust~~

24 ~~Account—State. \$1,732,000~~

25 ~~((6)) (4) Motor Vehicle Account—State Appropriation:~~

26 ~~For transfer to the Transportation Improvement~~

27 ~~Account—State. ((\$5,067,000))~~

28 \$34,067,000

29 ~~((7)) (5) Motor Vehicle Account—State Appropriation:~~

30 ~~For transfer to the Puget Sound Capital Construction~~

31 ~~Account—State. ((\$52,000,000))~~

32 \$43,000,000

33 ~~((8) Motor Vehicle)) (6) Multimodal Transportation~~

34 ~~Account—State Appropriation: For transfer to the~~

35 ~~Puget Sound Ferry Operations Account—State. ((\$55,000,000))~~

36 \$50,000,000

37 ~~((9)) (7) Rural Mobility Grant Program Account—State~~

1 Appropriation: For transfer to the Multimodal
2 Transportation Account—State. \$3,000,000
3 ((~~10~~)) (8) State Route Number 520 Civil Penalties
4 Account—State Appropriation: For transfer to
5 the State Route Number 520 Corridor
6 Account—State. (~~(\$1,434,000)~~)
7 \$1,666,000
8 ((~~11~~)) (9) Capital Vessel Replacement Account—State
9 Appropriation: For transfer to the Connecting
10 Washington Account—State. \$60,000,000
11 ((~~12~~)) (10) Multimodal Transportation Account—State
12 Appropriation: For transfer to the Regional
13 Mobility Grant Program Account—State. \$11,215,000
14 ((~~13~~)) (11) Multimodal Transportation Account—State
15 Appropriation: For transfer to the Rural
16 Mobility Grant Program Account—State. \$15,223,000
17 (~~((14) Transportation 2003 Account (Nickel~~
18 ~~Account))~~) (12) Multimodal Transportation Account—
19 State Appropriation: For transfer to the Puget
20 Sound Capital Construction Account—State. (~~(\$15,000,000)~~)
21 \$20,000,000
22 (~~((15) (a) Alaskan Way Viaduct Replacement Project~~
23 ~~Account—State Appropriation: For transfer to the~~
24 ~~Motor Vehicle Account—State. \$9,992,000~~
25 ~~(b) The transfer identified in this subsection is provided solely~~
26 ~~to repay in full the motor vehicle account state appropriation loan~~
27 ~~from section 1005(21), chapter 416, Laws of 2019.~~
28 ~~(16))~~) (13) (a) Transportation Partnership Account—State
29 Appropriation: For transfer to the Alaskan Way Viaduct
30 Replacement Project Account—State. \$77,956,000
31 (b) The amount transferred in this subsection represents that
32 portion of the up to \$200,000,000 in proceeds from the sale of bonds
33 authorized in RCW 47.10.873, intended to be sold through the
34 2021-2023 fiscal biennium, used only for construction of the SR 99/
35 Alaskan Way Viaduct Replacement project (809936Z), and that must be
36 repaid from the Alaskan Way viaduct replacement project account
37 consistent with RCW 47.56.864.
38 ((~~17~~)) (14) Motor Vehicle Account—State Appropriation:
39 For transfer to the County Arterial Preservation

1 Account—State. ((~~\$4,829,000~~))
2 \$9,902,000

3 ((~~18~~)) (15) (a) General Fund Account—State Appropriation:
4 For transfer to the State Patrol Highway
5 Account—State. \$625,000

6 (b) The state treasurer shall transfer the funds only after
7 receiving notification from the Washington state patrol under section
8 207(7), chapter 416, Laws of 2019.

9 ((~~19~~ Capital Vessel Replacement Account—State
10 Appropriation: For transfer to the Transportation
11 Partnership Account—State. ~~\$2,312,000~~
12 ~~+20~~)) (16) (a) Alaskan Way Viaduct Replacement Project
13 Account—State Appropriation: For transfer to the
14 Transportation Partnership Account—State. ((~~\$15,858,000~~))
15 \$15,577,000

16 (b) The amount transferred in this subsection represents
17 repayment of debt service incurred for the construction of the SR 99/
18 Alaskan Way Viaduct Replacement project (809936Z).

19 ((~~21~~)) (17) Tacoma Narrows Toll Bridge Account—State
20 Appropriation: For transfer to the Motor
21 Vehicle Account—State. \$950,000

22 ((~~22~~)) (18) (a) Tacoma Narrows Toll Bridge Account—State
23 Appropriation:
24 For transfer to the Motor Vehicle
25 Account—State. \$5,000,000

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

32 ((~~23~~)) (19) (a) Transportation ((~~2003 Account (Nickel Account)~~))
33 Partnership Account
34 —State Appropriation: For transfer to the Tacoma
35 Narrows Toll Bridge Account—State. \$12,543,000

36 (b) It is the intent of the legislature that this transfer is
37 temporary, for the purpose of minimizing the impact of toll
38 increases, and an equivalent reimbursing transfer is to occur after
39 the debt service and deferred sales tax on the Tacoma Narrows bridge

1 construction costs are fully repaid in accordance with chapter 195,
2 Laws of 2018.

3 ~~((24))~~ (20) Transportation Infrastructure Account—State
4 Appropriation: For transfer to the multimodal
5 Transportation Account—State. \$9,000,000

6 ~~((25))~~ (21) Multimodal Transportation Account—State
7 Appropriation: For transfer to the Pilotage
8 Account—State. \$2,500,000

9 ~~((26))~~ (22)(a) Motor Vehicle Account—State
10 Appropriation: For transfer to the County Road
11 Administration Board Emergency Loan Account—State. \$1,000,000

12 (b) If chapter 157, Laws of 2019 is not enacted by June 30, 2019,
13 the amount provided in this subsection lapses.

14 ~~((27))~~ (23)(a) Advanced Environmental Mitigation
15 Revolving Account—State Appropriation: For transfer
16 to the Motor Vehicle Account—State. \$9,000,000

17 (b) The amount transferred in this subsection is contingent on at
18 least a \$9,000,000 transfer to the advanced environmental mitigation
19 revolving account authorized by June 30, 2019, in the omnibus capital
20 appropriations act.

21 ~~((28))~~ (24) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Electric Vehicle
23 Charging Infrastructure Account—State. \$1,000,000

24 ~~((29))~~ (25) Multimodal Transportation Account—State
25 Appropriation: For transfer to the Complete Streets
26 Grant Program Account—State. \$10,200,000

27 ~~((30))~~ (26)(a) Transportation Partnership
28 Account—State Appropriation: For transfer to the Capital Vessel
29 Replacement Account—State. (~~(\$96,030,000)~~)
30 \$35,547,000

31 (b) The amount transferred in this subsection represents proceeds
32 from the sale of bonds authorized in RCW 47.10.873.

33 ~~((31))~~ (27) Freight Mobility Multimodal Account—State
34 Appropriation: For transfer to the Multimodal Transportation
35 Account—State. \$7,296,000

36 ~~((32))~~ (28) Connecting Washington Account—State
37 Appropriation: For transfer to the Motor Vehicle
38 Account—State. \$115,000,000

39 (29) Motor Vehicle Account—State Appropriation:

1	<u>For transfer to the Alaskan Way Viaduct Replacement</u>	
2	<u>Project Account—State.</u>	<u>\$11,783,000</u>
3	<u>(30) Motor Vehicle Account—State Appropriation:</u>	
4	<u>For transfer to the 520 Civil Penalties Account—State. . .</u>	<u>\$6,000,000</u>
5	<u>(31) Motor Vehicle Account—State Appropriation:</u>	
6	<u>For transfer to the Transportation 2003 Account</u>	
7	<u>(Nickel Account)—State.</u>	<u>\$13,000,000</u>

8 NEW SECTION. Sec. 1107. A new section is added to 2020 c 219
9 (uncodified) to read as follows:

10 **FOR THE OFFICE OF FINANCIAL MANAGEMENT—AMERICAN RESCUE PLAN ACT OF**
11 **2021—REVENUE LOSS DEPOSITS**

12	Coronavirus State Fiscal Recovery Fund—Federal	
13	Appropriation	\$315,866,000

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

16 (1) The appropriation is provided solely for expenditure into
17 accounts in the amounts specified in subsection (2) of this section.
18 These amounts reflect revenue losses to state transportation accounts
19 in state fiscal year 2020 relative to revenues collected in state
20 fiscal year 2019 and shall be used to maintain government services
21 pursuant to the federal American rescue plan act of 2021.

22 (2) The appropriation must be distributed to the following
23 accounts in the amounts designated:

24	Aeronautics Account—State.	\$328,000
25	State Patrol Highway Account—State.	\$12,358,000
26	Puget Sound Capital Construction Account—State.	\$790,000
27	Transportation Partnership Account—State.	\$16,530,000
28	Highway Safety Account—State.	\$8,218,000
29	Motor Vehicle Account—State.	\$99,416,000
30	Puget Sound Ferry Operations Account—State.	\$30,742,000
31	Connecting Washington Account—State.	\$17,246,000
32	Special Category C Account—State.	\$1,086,000
33	Multimodal Transportation Account—State.	\$115,609,000
34	Transportation 2003 Account (Nickel Account)—State. . . .	\$13,543,000

35 **MISCELLANEOUS**

1 NEW SECTION. **Sec. 1201.** If any provision of this act or its
2 application to any person or circumstance is held invalid, the
3 remainder of the act or the application of the provision to other
4 persons or circumstances is not affected.

5 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate
6 preservation of the public peace, health, or safety, or support of
7 the state government and its existing public institutions, and takes
8 effect immediately."

9 Correct the title.

(End of Bill)

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