

---

**SUBSTITUTE HOUSE BILL 1135**

---

**State of Washington**

**67th Legislature**

**2021 Regular Session**

**By** House Transportation (originally sponsored by Representatives Fey, Bronoske, Hackney, and Ramos; by request of Office of Financial Management)

READ FIRST TIME 03/26/21.

1 AN ACT Relating to transportation funding and appropriations;  
2 amending RCW 43.19.642, 46.20.745, 47.66.120, 46.68.063, 46.68.370,  
3 46.68.300, 47.12.370, 47.60.530, 47.60.315, 34.05.350, 46.68.060,  
4 46.68.325, 47.56.876, 47.60.322, and 46.68.395; amending 2019 c 416  
5 ss 101 and 106 (uncodified); amending 2020 c 219 ss 101, 201, 202,  
6 204, 205, 207-223, 301, 302, 304-310, and 401-406 (uncodified);  
7 adding a new section to 2020 c 219 (uncodified); creating new  
8 sections; making appropriations and authorizing expenditures for  
9 capital improvements; providing an expiration date; and declaring an  
10 emergency.

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

12 **2021-2023 FISCAL BIENNIUM**

13 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state  
14 is hereby adopted and, subject to the provisions set forth, the  
15 several amounts specified, or as much thereof as may be necessary to  
16 accomplish the purposes designated, are hereby appropriated from the  
17 several accounts and funds named to the designated state agencies and  
18 offices for employee compensation and other expenses, for capital  
19 projects, and for other specified purposes, including the payment of

1 any final judgments arising out of such activities, for the period  
2 ending June 30, 2023.

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

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

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

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

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

12 (e) "Provided solely" means the specified amount may be spent  
13 only for the specified purpose. Unless otherwise specifically  
14 authorized in this act, any portion of an amount provided solely for  
15 a specified purpose that is not expended subject to the specified  
16 conditions and limitations to fulfill the specified purpose shall  
17 lapse.

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

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

23 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

26 Motor Vehicle Account—State Appropriation . . . . . \$546,000

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

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

30 Pilotage Account—State Appropriation. . . . . \$150,000

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

32 TOTAL APPROPRIATION. . . . . \$2,486,000

33 The appropriations in this section are subject to the following  
34 conditions and limitations: \$1,832,000 of the multimodal  
35 transportation account—state appropriation is provided solely for the  
36 implementation of chapter . . . (Engrossed Substitute House Bill No.

1 1418), Laws of 2021 (enhancing rail safety governance). If  
2 chapter . . . (Engrossed Substitute House Bill No. 1418), Laws of  
3 2021 is not enacted by June 30, 2021, the multimodal transportation  
4 account—state appropriation of \$1,832,000 provided in this section  
5 lapses.

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

7	Motor Vehicle Account—State Appropriation . . . . .	\$1,441,000
8	Puget Sound Ferry Operations Account—State Appropriation . .	\$126,000
9	TOTAL APPROPRIATION. . . . .	\$1,567,000

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

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

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

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

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

18 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**  
19 **ACCOUNTABILITY PROGRAM COMMITTEE**

20	Motor Vehicle Account—State Appropriation . . . . .	\$668,000
----	---	-----------

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

23	Motor Vehicle Account—State Appropriation . . . . .	\$2,000,000
----	---	-------------

24 The appropriation in this section is subject to the following  
25 conditions and limitations: The entire appropriation in this section  
26 is provided solely for increasing the number of certified women and  
27 minority-owned contractors outside of the Puget Sound area in the  
28 transportation sector and supporting these contractors to  
29 successfully compete and earn more transportation contracting  
30 opportunities. This shall be done through various programs including  
31 but not limited to: (1) Outreach to women and minority business  
32 communities and individuals; (2) technical assistance as needed in  
33 areas such as financing, accounting, contracting, procurement, and  
34 resolution of disputes and grievances; (3) language access programs

1 for those with limited English proficiency; and (4) other programs  
2 that aim to increase the number of women and minority contractors  
3 that are successful in obtaining contracts in the transportation  
4 sector either directly with state agencies such as the department,  
5 with local jurisdictions, or as subcontractors for prime contractors.

6 NEW SECTION. **Sec. 108. FOR THE WASHINGTON STATE INSTITUTE FOR**  
7 **PUBLIC POLICY**

8 Motor Vehicle Account—State Appropriation . . . . . \$150,000

9 The appropriation in this section is subject to the following  
10 conditions and limitations: The total appropriation in this section  
11 is provided solely for the Washington state institute for public  
12 policy to conduct a cost-benefit analysis for an exclusive or partial  
13 American steel requirement for future transportation contracts and  
14 subcontracts authorized in the transportation budget. This cost-  
15 benefit analysis must, to the extent feasible, (1) compare existing  
16 types and uses of steel to made in America steel alternatives  
17 including evaluation of quality, (2) examine benefits to Washington  
18 workers and the Washington economy, (3) examine lifecycle and  
19 embodied carbon greenhouse gas emissions, (4) identify requirements  
20 for purchasing American steel that minimize costs and maximize  
21 benefits, and (5) evaluate American steel requirements or preferences  
22 in other states. The Washington state institute for public policy may  
23 solicit input for the analysis from representatives of interested  
24 parties to include, but not be limited to, the construction and  
25 manufacturing sectors, organized labor in the construction and  
26 manufacturing sectors, cities, counties, American steel manufacturing  
27 companies, environmental advocacy organizations, and appropriate  
28 state agencies. A final report is due to the legislature by December  
29 1, 2021.

30 NEW SECTION. **Sec. 109. FOR THE BOARD OF PILOTAGE COMMISSIONERS**  
31 Pilotage Account—State Appropriation . . . . . \$5,776,000

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

34 (1) \$2,926,000 of the pilotage account—state appropriation is  
35 provided solely for self-insurance liability premium expenditures;  
36 however, this appropriation is contingent upon the board:

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

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

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

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

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

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

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

19 NEW SECTION. **Sec. 112. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

20 Motor Vehicle Account—State Appropriation. . . . . \$400,000

21 The appropriation in this section is subject to the following  
22 conditions and limitations: \$400,000 of the motor vehicle account—  
23 state appropriation is provided solely for the department, from  
24 amounts set aside out of statewide fuel taxes distributed to cities  
25 according to RCW 46.68.110(2), to contract with the association of  
26 Washington cities to inventory and assess fish passage barriers  
27 associated with city roads located in the *U.S. v. Washington* case  
28 area, water resource inventory area numbers one through 23. The study  
29 is a continuation of previous inventories, and must finalize a  
30 complete inventory of city-owned fish passage barriers in water  
31 resource inventory area numbers one through 23. The inventories and  
32 assessments must be conducted using the methods described in the  
33 department's fish passage, inventory, assessment, and prioritization  
34 manual. A report of the study must be provided to the office of  
35 financial management and the transportation committees of the  
36 legislature by July 1, 2023.

1 NEW SECTION. **Sec. 113. FOR THE DEPARTMENT OF ECOLOGY**

2 (1) When distributing funds for litter control the department  
3 shall give priority to litter control along state highways.

4 (2) The department shall contract with the department of  
5 transportation to schedule litter prevention messaging and  
6 coordination of litter emphasis patrols with the Washington state  
7 patrol. The department of transportation may coordinate with the  
8 department to conduct litter pickup during scheduled maintenance  
9 closures as situations allow.

10 **TRANSPORTATION AGENCIES—OPERATING**

11 NEW SECTION. **Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**  
12 **COMMISSION**

13 Highway Safety Account—State Appropriation . . . . .	\$4,601,000
14 Highway Safety Account—Federal Appropriation . . . . .	\$27,198,000
15 Highway Safety Account—Private/Local Appropriation . . . . .	\$60,000
16 School Zone Safety Account—State Appropriation . . . . .	\$850,000
17 TOTAL APPROPRIATION. . . . .	\$32,709,000

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

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

1 For purposes of the demonstration project, an automated  
2 enforcement technology device may record an image of a driver and  
3 passenger of a motor vehicle. The county and PTBA must erect signs  
4 marking the locations where the automated enforcement for HOV  
5 passenger requirements is occurring.

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

12 (2) The Washington traffic safety commission shall coordinate  
13 with each city that implements a pilot program as authorized in RCW  
14 46.63.170, chapter 224, Laws of 2020 to provide the transportation  
15 committees of the legislature with the following information by June  
16 30, 2023:

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

19 (b) 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 (c) The frequency with which warnings and infractions are issued  
23 on weekdays versus weekend days.

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

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

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

35 (c) Any city administering a pilot program overseen by the  
36 traffic safety commission shall use the following guidelines to  
37 administer the program:

38 (i) Automated vehicle noise enforcement camera may record  
39 photographs or audio of the vehicle and vehicle license plate only

1 while a violation is occurring. The picture must not reveal the face  
2 of the driver or of passengers in the vehicle;

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

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

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

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

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

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

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

37 Rural Arterial Trust Account—State Appropriation . . . . . \$1,134,000  
38 Motor Vehicle Account—State Appropriation . . . . . \$7,743,000



1	County Arterial Preservation Account—State	
2	Appropriation . . . . .	\$1,669,000
3	TOTAL APPROPRIATION. . . . .	\$10,546,000

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

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

9	Transportation Improvement Account—State	
10	Appropriation . . . . .	\$4,495,000

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

12	Motor Vehicle Account—State Appropriation . . . . .	\$2,660,000
13	Multimodal Transportation Account—State Appropriation. . . . .	\$770,000
14	TOTAL APPROPRIATION. . . . .	\$3,430,000

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

17       (1) \$220,000 of the multimodal transportation account—state  
18 appropriation is provided solely for overseeing a consultant study to  
19 provide recommendations related to the Washington state department of  
20 transportation's role in broadband service expansion efforts as  
21 directed in chapter . . . (Engrossed Substitute House Bill No. 1457),  
22 Laws of 2021 (broadband and highway rights-of-way). If chapter . . .  
23 (Engrossed Substitute House Bill No. 1457), Laws of 2021 (broadband  
24 and highway rights-of-way) is not enacted by June 30, 2021, the  
25 amount provided in this subsection lapses.

26       (2) \$250,000 of the motor vehicle account—state appropriation is  
27 provided solely for the joint transportation committee to convene a  
28 study on the impacts of current and historical city transportation  
29 investments on designated populations, including communities of  
30 color, low-income households, vulnerable populations, and displaced  
31 communities. The study must identify and measure the true costs of  
32 underinvestment of accessible transportation for designated  
33 populations, including the secondary impacts to public health,  
34 economic opportunity, educational access, and environmental risk  
35 factors. The assessment must include specific approaches to  
36 addressing existing inequities within cities, as well as  
37 recommendations to develop best practices to improve, diversify, and

1 expand city transportation investments. A report must be provided to  
2 the office of financial management and the transportation committees  
3 of the legislature by December 20, 2022.

4 (3) \$400,000 of the motor vehicle account—state appropriation is  
5 provided for the development of a workforce plan for the Washington  
6 state ferries which addresses recruitment, retention, diversity,  
7 training needs, leadership development, succession planning and other  
8 elements needed to ensure sufficient and cost-effective crewing and  
9 staffing of the ferry system. In developing the scope of work for the  
10 plan and throughout plan development, the joint transportation  
11 committee must solicit input from representatives of the Washington  
12 state ferries division and the human resources division of the  
13 Washington state department of transportation. Represented employee  
14 groups must also be consulted as part of plan development. The plan  
15 must include a roadmap for Washington state ferries to  
16 comprehensively address persistent staffing challenges and  
17 strategically position itself for its future workforce needs. The  
18 joint transportation committee must issue an interim report  
19 identifying short-term strategies to reduce reliance on overtime for  
20 staffing day-to-day ferry service. The interim report is due to the  
21 transportation committees of the legislature by January 1, 2022. The  
22 final report is due to the transportation committees of the  
23 legislature by December 20, 2022.

24 (4) \$250,000 of the motor vehicle account—state appropriation is  
25 provided for the joint transportation committee to examine best  
26 practices from other states for insuring highway facilities. The  
27 joint transportation committee shall report to the legislature on  
28 findings and include recommendations for best practices for  
29 Washington state by December 15, 2021.

30 (5) \$150,000 of the multimodal transportation account—state  
31 appropriation is for the joint transportation committee to update the  
32 Washington State Short Line Rail Inventory and Needs Assessment,  
33 prepared in 2015, and to facilitate a stakeholder process to assess  
34 the effectiveness of state support for short line rail infrastructure  
35 based on current and future short line rail infrastructure needs.  
36 This assessment must include consideration of current state grant and  
37 loan programs, including state investment in nonstate owned short  
38 lines, the state's role and investments in the Palouse River and  
39 Coulee City (PCC) rail system, and any other ongoing state activities

1 related to short line rail infrastructure. The joint transportation  
2 committee must solicit input from all regions of the state from  
3 representatives of: Short line rail infrastructure owners, short line  
4 rail operators, short line rail customers from representative  
5 industries, ports served by short line rail infrastructure, the  
6 Washington state department of transportation, the utilities and  
7 transportation commission, and other relevant stakeholders as  
8 identified by the joint transportation committee. A report with  
9 recommendations to enhance the state's support for short line rail  
10 infrastructure is due to the transportation committees of the  
11 legislature by January 1, 2022.

12 (6) (a) \$200,000 of the motor vehicle account—state appropriation  
13 is for the joint transportation committee to develop a truck parking  
14 action plan with recommendations for immediate next steps for near-  
15 term and lasting change in the availability of truck parking for  
16 short-haul and long-distance commercial vehicle drivers who require  
17 reasonable accommodations for parking commercial motor vehicles,  
18 obtaining adequate services, and complying with federal rest  
19 requirements. For each opportunity identified, the action plan must:

20 (i) Assess the magnitude of potential impact;  
21 (ii) Assess the potential difficulty level of implementation; and  
22 (iii) Explain barriers to success and specific steps required to  
23 overcome them.

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

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

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

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

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

36 (d) Outreach for action plan input, including on the feasibility  
37 of each opportunity evaluated, must include outreach to  
38 representatives of: The trucking industry; truck labor organizations;  
39 the shipping industry; truck stop owners; commercial freight delivery  
40 recipients, including warehouse and retail recipients; the

1 association of Washington cities; the Washington state association of  
2 counties; the Washington state department of transportation; the  
3 Washington state patrol; and an academic or research institution that  
4 can provide input on technical components of the plan.

5 (e) A concise action plan with specific recommended next steps is  
6 due to the transportation committees of the legislature by January 1,  
7 2022.

8 (7) \$400,000 of the multimodal transportation account—state  
9 appropriation is for the joint transportation committee to evaluate  
10 options for providing connectivity in the Pacific Northwest region  
11 from Portland, Oregon to Vancouver, British Columbia in light of new  
12 trends impacting the transportation system to determine how updated  
13 forecasts of future highway volumes and changes to future  
14 transportation mobility needs impact earlier assessments of options  
15 for facilitating mobility in the region, including ultra high speed  
16 rail. The assessment must consider and update relevant information  
17 provided in past Washington state department of transportation long  
18 range plans for the Cascades corridor. A comparative assessment of  
19 the potential benefits and costs of each option evaluated must be  
20 included. A report is due to the legislature by December 1, 2022.

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

22	Motor Vehicle Account—State Appropriation . . . . .	\$2,332,000
23	Interstate 405 and state Route Number 167 Express Toll Lanes	
24	Account—State Appropriation. . . . .	\$127,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation. . . . .	\$276,000
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation. . . . .	\$180,000
29	Alaskan Way Viaduct Replacement Project	
30	Account—State Appropriation. . . . .	\$172,000
31	TOTAL APPROPRIATION. . . . .	\$3,087,000

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

34 (1) \$127,000 of the Interstate 405 and state route number 167  
35 express toll lanes account—state appropriation, \$276,000 of the state  
36 route number 520 corridor account—state appropriation, \$180,000 of  
37 the Tacoma Narrows toll bridge account—state appropriation, and  
38 \$172,000 of the Alaskan Way viaduct replacement project account—state

1 appropriation are provided solely for the transportation commission's  
2 proportional share of time spent supporting tolling operations for  
3 the respective tolling facilities.

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

9 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**  
10 **INVESTMENT BOARD**

11 Freight Mobility Investment Account—State  
12 Appropriation . . . . . \$831,000

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

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

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

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

1 subject to guidelines developed by the chief of the Washington state  
2 patrol.

3 (2) \$510,000 of the ignition interlock device revolving account—  
4 state appropriation is provided solely for the ignition interlock  
5 program at the Washington state patrol to provide funding for two  
6 staff to work and provide support for the program in working with  
7 manufacturers, service centers, technicians, and participants in the  
8 program.

9 (3) \$16,099,000 of the state patrol highway account—state  
10 appropriation is provided solely for the land mobile radio system  
11 replacement, upgrade, and other related activities. Beginning January  
12 1, 2022, the Washington state patrol must report semiannually to the  
13 office of the state chief information officer on the progress related  
14 to the projects and activities associated with the land mobile radio  
15 system, including the governance structure, outcomes achieved in the  
16 prior six-month time period, and how the activities are being managed  
17 holistically as recommended by the office of the chief information  
18 officer. At the time of submittal to the office of the state chief  
19 information officer, this report shall be transmitted to the office  
20 of financial management and the house and senate transportation  
21 committees.

22 (4) \$493,000 of the state patrol highway account—state  
23 appropriation is provided solely for aerial criminal investigation  
24 tools, including software licensing and maintenance, and annual  
25 certification, and is subject to the conditions, limitations, and  
26 review requirements of section 701 of this act.

27 (5) \$786,000 of the state patrol highway account—state  
28 appropriation is provided solely for one-time costs associated with  
29 establishing the second toxicology laboratory and addressing the  
30 backlog of toxicology cases from impaired driving and death  
31 investigations.

32 (6) \$580,000 of the state patrol highway account—state  
33 appropriation is provided solely for the operation of and  
34 administrative support to the license investigation unit to enforce  
35 vehicle registration laws in southwestern Washington. The Washington  
36 state patrol, in consultation with the department of revenue, shall  
37 maintain a running estimate of the additional vehicle registration  
38 fees, sales and use taxes, and local vehicle fees remitted to the  
39 state pursuant to activity conducted by the license investigation

1 unit. Beginning October 1, 2021, and quarterly thereafter, the  
2 Washington state patrol shall submit a report detailing the  
3 additional revenue amounts generated since January 1, 2021, to the  
4 director of the office of financial management and the transportation  
5 committees of the legislature. At the end of the calendar quarter in  
6 which it is estimated that more than \$625,000 in state sales and use  
7 taxes have been remitted to the state since January 1, 2021, the  
8 Washington state patrol shall notify the state treasurer and the  
9 state treasurer shall transfer funds pursuant to section 406(18) of  
10 this act.

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

19 (8) \$4,180,000 of the state patrol highway account—state  
20 appropriation is provided solely for an additional arming and trooper  
21 basic training class. The cadet class is expected to graduate in June  
22 2023.

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

- 27 (a) A summary of recruitment and retention strategies;  
28 (b) The number of transportation funded staff vacancies by major  
29 category;  
30 (c) The number of applicants for each of the positions by these  
31 categories;  
32 (d) The composition of workforce; and  
33 (e) Other relevant outcome measures with comparative information  
34 with recent comparable months in prior years.

35 (10) \$1,348,000 of the Interstate 405 and state route number 167  
36 express toll lanes account—state appropriation, \$433,000 of the state  
37 route number 520 corridor account—state appropriation, and \$77,000 of  
38 the Tacoma Narrows toll bridge account—state appropriation are  
39 provided solely for the Washington state patrol's proportional share

1 of time spent supporting tolling operations and enforcement for the  
2 respective tolling facilities.

3 (11) \$289,000 of the state patrol highway account—state  
4 appropriation is provided solely for the replacement of 911  
5 workstations.

6 (12) \$35,000 of the state patrol highway account—state  
7 appropriation is provided solely for the replacement of bomb response  
8 equipment.

9 (13) \$713,000 of the state patrol highway account—state  
10 appropriation is provided solely for information technology  
11 infrastructure maintenance.

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

16 (15) \$945,000 of the state patrol highway account—state  
17 appropriation is provided solely for implementation of chapter . . .  
18 (Substitute House Bill No. 1223), Laws of 2021 (custodial  
19 interrogations). If chapter . . . (Substitute House Bill No. 1223),  
20 Laws of 2021 (custodial interrogations) is not enacted by June 30,  
21 2021, the amount provided in this subsection lapses.

22 (16) \$92,000 of the state patrol highway account—state  
23 appropriation is provided solely for implementation of chapter . . .  
24 (Engrossed Substitute House Bill No. 1054), Laws of 2021 (peace  
25 officer tactics). If chapter . . . (Engrossed Substitute House Bill  
26 No. 1054), Laws of 2021 (peace officer tactics) is not enacted by  
27 June 30, 2021, the amount provided in this subsection lapses.

28 (17) \$92,000 of the state patrol highway account—state  
29 appropriation is provided solely for implementation of chapter . . .  
30 (Second Substitute House Bill No. 1310), Laws of 2021 (use of force  
31 by officers). If chapter . . . (Second Substitute House Bill No.  
32 1310), Laws of 2021 (use of force by officers) is not enacted by June  
33 30, 2021, the amount provided in this subsection lapses.

34 (18)(a) The Washington state patrol is directed to terminate its  
35 "Agreement for Utility Connection and Reimbursement of Water  
36 Extension Expenses" with the city of Shelton, executed on June 12,  
37 2017, subject to the city of Shelton's consent to terminate the  
38 agreement. The legislature finds that the water connection extension  
39 constructed by the Washington state patrol from the city of Shelton's



1 water facilities to the Washington state patrol academy was necessary  
 2 to meet the water supply needs of the academy. The legislature also  
 3 finds that the water connection provides an ongoing water supply that  
 4 is necessary to the operation of the training facility, that the  
 5 state is making use of the water connection for these public  
 6 activities, and that any future incidental use of the municipal  
 7 infrastructure put in place to support these activities will not  
 8 impede the Washington state patrol's ongoing use of the water  
 9 connection extension.

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

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

26	Marine Fuel Tax Refund Account—State Appropriation . . . . .	\$34,000
27	Motorcycle Safety Education Account—State	
28	Appropriation . . . . .	\$4,928,000
29	Highway Safety Account—State Appropriation . . . . .	\$242,488,000
30	Highway Safety Account—Federal Appropriation . . . . .	\$1,294,000
31	Motor Vehicle Account—State Appropriation . . . . .	\$79,421,000
32	Motor Vehicle Account—Federal Appropriation. . . . .	\$150,000
33	Ignition Interlock Device Revolving Account—State	
34	Appropriation . . . . .	\$4,099,000
35	Department of Licensing Services Account—State	
36	Appropriation . . . . .	\$8,189,000
37	License Plate Technology Account—State	
38	Appropriation . . . . .	\$4,250,000

1	Abandoned Recreational Vehicle Account—State	
2	Appropriation. . . . .	\$3,074,000
3	Limousine Carriers Account—State Appropriation. . . . .	\$110,000
4	Electric Vehicle Account—State Appropriation. . . . .	\$417,000
5	DOL Technology Improvement & Data Management	
6	Account—State Appropriation. . . . .	\$816,000
7	Agency Financial Transaction Account—State	
8	Appropriation. . . . .	\$21,257,000
9	Limited Fish and Wildlife Account—State Appropriation. . . . .	\$916,000
10	TOTAL APPROPRIATION. . . . .	\$371,443,000

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

13       (1) \$12,000 of the motorcycle safety education account—state  
14 appropriation, \$2,000 of the limited fish and wildlife account—state  
15 appropriation, \$728,000 of the highway safety account—state  
16 appropriation, \$238,000 of the motor vehicle account—state  
17 appropriation, \$10,000 of the ignition interlock device revolving  
18 account—state appropriation, and \$10,000 of the department of  
19 licensing services account—state appropriation are provided solely  
20 for the department to redesign and improve its online services and  
21 website, and are subject to the conditions, limitations, and review  
22 requirements of section 701 of this act.

23       (2) \$28,636,000 of the highway safety account—state appropriation  
24 is provided solely for costs necessary to accommodate increased  
25 demand for enhanced drivers' licenses and enhanced identicards. The  
26 department shall report on a quarterly basis on the use of these  
27 funds, associated workload, and information with comparative  
28 information with recent comparable months in prior years. The report  
29 must include detailed statewide and by licensing service office  
30 information on staffing levels, average monthly wait times, the  
31 number of enhanced drivers' licenses and enhanced identicards issued/  
32 renewed, and the number of primary drivers' licenses and identicards  
33 issued/renewed. Within the amounts provided in this subsection, the  
34 department shall implement efficiency measures to reduce the time for  
35 licensing transactions and wait times including, but not limited to,  
36 the installation of additional cameras at licensing service offices  
37 that reduce bottlenecks and align with the "keep your customer"  
38 initiative.

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

12 (b) The appropriations in this section assume implementation by  
13 the department of cost recovery mechanisms to recoup at least  
14 \$21,257,000 during the 2021-2023 biennium in credit card and other  
15 financial transaction costs as part of charges imposed for driver and  
16 vehicle fee transactions. During the 2021-2023 fiscal biennium, the  
17 department must report any amounts recovered to the office of  
18 financial management and appropriate committees of the legislature on  
19 a quarterly basis.

20 (4) \$3,074,000 of the abandoned recreational vehicle disposal  
21 account—state appropriation is provided solely for providing  
22 reimbursements in accordance with the department's abandoned  
23 recreational vehicle disposal reimbursement program. It is the intent  
24 of the legislature that the department prioritize this funding for  
25 allowable and approved reimbursements and not to build a reserve of  
26 funds within the account. During the 2021-2023 fiscal biennium, the  
27 department must report any amounts recovered to the office of  
28 financial management and appropriate committees of the legislature on  
29 a quarterly basis.

30 (5) \$1,550,000 of the highway safety account—state appropriation  
31 is provided solely for the department to provide an interagency  
32 transfer to the department of social and health services, children's  
33 administration division for the purpose of providing driver's license  
34 support to a larger population of foster youth than is already served  
35 within existing resources. Support services include reimbursement of  
36 driver's license issuance costs, fees for driver training education,  
37 and motor vehicle liability insurance costs.

38 (6) \$500,000 of the highway safety account—state appropriation is  
39 provided solely for communication and outreach activities necessary

1 to inform the public of federally acceptable identification options  
2 including, but not limited to, enhanced drivers' licenses and  
3 enhanced identicards. The department shall continue the outreach plan  
4 that includes informational material that can be effectively  
5 communicated to all communities and populations in Washington. To  
6 accomplish this work, the department shall contract with an external  
7 vendor with demonstrated experience and expertise in outreach and  
8 marketing to underrepresented communities in a culturally responsive  
9 fashion.

10 (7) \$23,000 of the highway safety account—state appropriation is  
11 provided solely for the implementation of chapter . . . (Engrossed  
12 Substitute House Bill No. 1078), Laws of 2021 (restoring voter  
13 eligibility after felony conviction). If chapter . . . (Engrossed  
14 Substitute House Bill No. 1078), Laws of 2021 (restoring voter  
15 eligibility after felony conviction) is not enacted by June 30, 2021,  
16 the amount provided in this subsection lapses.

17 (8) \$523,000 of the highway safety account—state appropriation is  
18 provided solely for the implementation of chapter . . . (Substitute  
19 House Bill No. 1207), Laws of 2021 (department of licensing issued  
20 documents). If chapter . . . (Substitute House Bill No. 1207), Laws  
21 of 2021 (department of licensing issued documents) is not enacted by  
22 June 30, 2021, the amount provided in this subsection lapses.

23 (9) \$57,000 of the motor vehicle account—state appropriation is  
24 provided solely for the implementation of chapter . . . (Substitute  
25 House Bill No. 1322), Laws of 2021 (off-road vehicle enforcement). If  
26 chapter . . . (Substitute House Bill No. 1322), Laws of 2021 (off-  
27 road vehicle enforcement) is not enacted by June 30, 2021, the amount  
28 provided in this subsection lapses.

29 (10)(a) \$54,000 of the motor vehicle account—state appropriation  
30 is provided solely for the issuance of nonemergency medical  
31 transportation vehicle decals to implement the high occupancy vehicle  
32 lane access pilot program established elsewhere in this act. A for  
33 hire nonemergency medical transportation vehicle is a vehicle that is  
34 a "for hire vehicle" under RCW 46.04.190 that provides nonemergency  
35 medical transportation, including for life-sustaining transportation  
36 purposes, to meet the medical transportation needs of individuals  
37 traveling to medical practices and clinics, cancer centers, dialysis  
38 facilities, hospitals, and other care providers.

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

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

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

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

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

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

21 (i) The name and address of the person who is the owner of the  
22 vehicle;

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

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

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

35 (v) Other information as required by the department upon  
36 application.

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

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

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

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

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

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

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

27	State Route Number 520 Corridor Account—State	
28	Appropriation . . . . .	\$53,747,000
29	State Route Number 520 Civil Penalties Account—State	
30	Appropriation . . . . .	\$4,150,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation . . . . .	\$29,809,000
33	Alaskan Way Viaduct Replacement Project Account—State	
34	Appropriation. . . . .	\$20,933,000
35	Interstate 405 and State Route Number 167 Express	
36	Toll Lanes Account—State Appropriation. . . . .	\$23,984,000
37	TOTAL APPROPRIATION. . . . .	\$132,623,000

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

3 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
4 appropriation and \$12,483,846 of the state route number 520 corridor  
5 account—state appropriation are provided solely for the purposes of  
6 addressing unforeseen operations and maintenance costs on the Tacoma  
7 Narrows bridge and the state route number 520 bridge, respectively.  
8 The office of financial management shall place the amounts provided  
9 in this subsection, which represent a portion of the required minimum  
10 fund balance under the policy of the state treasurer, in unallotted  
11 status. The office may release the funds only when it determines that  
12 all other funds designated for operations and maintenance purposes  
13 have been exhausted.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

32 (iv) Workload costs related to hearings;

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

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

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

38 (4) During the 2021-2023 fiscal biennium, the department plans to  
39 issue a request for proposals as the first stage of a competitive  
40 procurement process that will replace the toll equipment and select a



1 new tolling operator for the Tacoma Narrows Bridge. The request for  
2 proposals and subsequent competitive procurement must incorporate  
3 elements that prioritize the overall goal of lowering costs per  
4 transaction for the facility, such as incentives for innovative  
5 approaches which result in lower transactional costs, requests for  
6 efficiencies on the part of the bidder that lower operational costs,  
7 and incorporation of technologies such as self-serve credit card  
8 machines or other point-of-payment technologies that lower costs or  
9 improve operational efficiencies.

10 (5) \$20,001,000 of the Alaskan Way viaduct replacement project  
11 account—state appropriation is provided solely for the new state  
12 route number 99 tunnel toll facility's expected share of collecting  
13 toll revenues, operating customer services, and maintaining toll  
14 collection systems. The legislature expects to see appropriate  
15 reductions to the other toll facility accounts once tolling on the  
16 new state route number 99 tunnel toll facility stabilizes and any  
17 previously incurred costs for start-up of the new facility are  
18 charged back to the Alaskan Way viaduct replacement project account.  
19 The office of financial management shall closely monitor the  
20 application of the cost allocation model and ensure that the new  
21 state route number 99 tunnel toll facility is adequately sharing  
22 costs and the other toll facility accounts are not being overspent or  
23 subsidizing the new state route number 99 tunnel toll facility.

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

33 (b) The department shall continue to work with the office of  
34 financial management, office of the chief information officer, and  
35 the transportation committees of the legislature on the project  
36 management plan that includes a provision for independent  
37 verification and validation of contract deliverables from the  
38 successful bidder and a provision for quality assurance that includes

1 reporting independently to the office of the chief information  
2 officer on an ongoing basis during system implementation.

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

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

19 (8) \$1,516,000 of the state route number 520 corridor account—  
20 state appropriation is provided solely for the increased costs of  
21 insurance for the state route number 520 floating bridge. The  
22 department shall conduct an evaluation of the short and long-term  
23 costs and benefits including risk mitigation of self-insurance as  
24 compared to the commercial insurance option for the state route  
25 number 520 floating bridge, as allowed under the terms of the state  
26 route number 520 master bond resolution. By December 15, 2021, the  
27 department shall report to the legislature on the results of this  
28 evaluation.

29 (9) As part of the department's 2023-2025 biennial budget  
30 request, the department shall update the cost allocation  
31 recommendations that assign appropriate costs to each of the toll  
32 funds for services provided by relevant Washington state department  
33 of transportation programs, the Washington state patrol, and the  
34 transportation commission. The recommendations shall be based on  
35 updated traffic and toll transaction patterns and other relevant  
36 factors.

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

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

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

12 (1) \$8,546,000 of the motor vehicle account—state appropriation  
13 is provided solely for the department's cost related to the one  
14 Washington project, and is subject to the conditions, limitations,  
15 and review requirements of section 701 of this act.

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

19 NEW SECTION.   **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**  
20 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**  
21 **OPERATING**

22	Motor Vehicle Account—State Appropriation . . . . .	\$35,771,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation . . . . .	\$34,000
25	TOTAL APPROPRIATION. . . . .	\$35,805,000

26 NEW SECTION.   **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**  
27 **AVIATION—PROGRAM F**

28	Aeronautics Account—State Appropriation . . . . .	\$8,480,000
29	Aeronautics Account—Federal Appropriation . . . . .	\$3,916,000
30	Aeronautics Account—Private/Local Appropriation . . . . .	\$60,000
31	TOTAL APPROPRIATION. . . . .	\$12,456,000

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

34 (1) \$2,888,000 of the aeronautics account—state appropriation is  
35 provided solely for the airport aid grant program, which provides

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

3 (2) \$505,000 of the aeronautics account—state appropriation is  
4 provided solely for the implementation of chapter . . . (House Bill  
5 No. 1198), Laws of 2021 (aviation coordinating commission). If  
6 chapter . . . (House Bill No. 1198), Laws of 2021 is not enacted by  
7 June 30, 2021, the amount provided in this subsection lapses.

8 (3) \$280,000 of the aeronautics account—state appropriation is  
9 provided solely for the implementation of chapter . . . (Substitute  
10 House Bill No. 1379), Laws of 2021 (unpiloted aircraft system state  
11 coordinator). If chapter . . . (Substitute House Bill No. 1379), Laws  
12 of 2021 (unpiloted aircraft system state coordinator) is not enacted  
13 by June 30, 2021, the amount provided in this subsection lapses.

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

16	Motor Vehicle Account—State Appropriation. . . . .	\$60,273,000
17	Motor Vehicle Account—Federal Appropriation . . . . .	\$500,000
18	Multimodal Transportation Account—State Appropriation . . .	\$258,000
19	TOTAL APPROPRIATION. . . . .	\$61,031,000

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

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

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

36 (b) Prior to completing the transfer in this subsection (1), the  
37 department must ensure that provisions are made to accommodate  
38 private and public utilities and any facilities that predate the

1 department's acquisition of the property, at no cost to those  
2 entities. Prior to completing the transfer, the department shall also  
3 ensure that provisions, by fair market assessment, are made to  
4 accommodate other private and public utilities and any facilities  
5 that have been legally allowed by permit or other instrument.

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

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

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

31 (4) The department shall report to the transportation committees  
32 of the legislature by December 1, 2021, on the status of its efforts  
33 to consolidate franchises for broadband facilities across the state,  
34 including plans for increasing the number of consolidated franchises  
35 in the future.

36 NEW SECTION. **Sec. 214. FOR THE DEPARTMENT OF TRANSPORTATION—**  
37 **PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K**  
38 Motor Vehicle Account—State Appropriation . . . . . \$675,000

1	Electric Vehicle Account—State Appropriation. . . . .	\$3,900,000
2	Multimodal Transportation Account—State Appropriation. .	\$12,533,000
3	TOTAL APPROPRIATION. . . . .	\$17,108,000

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

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

9 (2) \$2,400,000 of the multimodal transportation account—state  
10 appropriation is provided solely for the pilot program established  
11 under RCW 47.04.355, to provide clean alternative fuel vehicle use  
12 opportunities to underserved communities and low to moderate income  
13 members of the workforce not readily served by transit or located in  
14 transportation corridors with emissions that exceed federal or state  
15 emissions standards.

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

26 (ii) The assessment must include a review of existing  
27 infrastructure needs assessments, mapping and forecasting tools,  
28 environmental health disparity resources, and related modeling. It  
29 must be performed in consultation with the department of ecology,  
30 department of commerce, and office of equity, and include a  
31 stakeholder process to address community, public agency, and relevant  
32 public and private utility needs to determine the resources needed to  
33 facilitate statewide and local transportation electrification efforts  
34 to drive emission reductions consistent with RCW 70A.45.020.

35 (iii) A report summarizing the findings of the assessment and the  
36 options recommended by the department for the tool's development is  
37 due to the transportation committees of the legislature by December  
38 31, 2021.

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

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

23	Motor Vehicle Account—State Appropriation . . . . .	\$505,498,000
24	Motor Vehicle Account—Federal Appropriation . . . . .	\$7,000,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation . . . . .	\$4,222,000
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation . . . . .	\$1,529,000
29	Alaskan Way Viaduct Replacement Project	
30	Account—State Appropriation . . . . .	\$8,443,000
31	Interstate 405 and State Route Number 167 Express	
32	Toll Lanes Account—State Appropriation. . . . .	\$2,573,000
33	TOTAL APPROPRIATION. . . . .	\$529,265,000

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

36 (1) \$7,529,000 of the motor vehicle account—state appropriation  
 37 is provided solely for utility fees assessed by local governments as  
 38 authorized under RCW 90.03.525 for the mitigation of stormwater

1 runoff from state highways. Plan and reporting requirements as  
2 required in chapter 435, Laws of 2019 (Local Stormwater Charges)  
3 shall be consistent with the January 2012 findings of the Joint  
4 Transportation Committee Report for Effective Cost Recovery Structure  
5 for WSDOT, Jurisdictions, and Efficiencies in Stormwater Management.

6 (2) \$5,000,000 of the motor vehicle account—state appropriation  
7 is provided solely for a contingency pool for snow and ice removal.  
8 The department must notify the office of financial management and the  
9 transportation committees of the legislature when they have spent the  
10 base budget for snow and ice removal and will begin using the  
11 contingency pool funding.

12 (3) \$1,025,000 of the motor vehicle account—state appropriation  
13 is provided solely for the department to implement safety  
14 improvements and debris clean up on department-owned rights-of-way in  
15 the city of Seattle at levels above that being implemented as of  
16 January 1, 2019. The department must contract out or hire a crew  
17 dedicated solely to collecting and disposing of garbage, clearing  
18 debris or hazardous material, and implementing safety improvements  
19 where hazards exist to the traveling public, department employees, or  
20 people encamped upon department-owned rights-of-way. The department  
21 may request assistance from the Washington state patrol as necessary  
22 in order for both agencies to provide enhanced safety-related  
23 activities regarding the emergency hazards along state highway  
24 rights-of-way in the Seattle area.

25 (4) \$1,015,000 of the motor vehicle account—state appropriation  
26 is provided solely for a partnership program between the department  
27 and the city of Tacoma. The program shall address the safety and  
28 public health problems created by homeless encampments on the  
29 department's property along state highways within the city limits.  
30 \$570,000 is for dedicated department maintenance staff and associated  
31 clean-up costs. The department and the city of Tacoma shall enter  
32 into a reimbursable agreement to cover up to \$445,000 of the city's  
33 expenses for clean-up crews and landfill costs.

34 (5) The department must continue a pilot program for the  
35 2021-2023 fiscal biennium at the four highest demand safety rest  
36 areas to create and maintain an online calendar for volunteer groups  
37 to check availability of weekends for the free coffee program. The  
38 calendar must be updated at least weekly and show dates and times  
39 that are, or are not, available to participate in the free coffee



1 program. The department must submit a report to the legislature on  
2 the ongoing pilot by December 1, 2022, outlining the costs and  
3 benefits of the online calendar pilot, and including surveys from the  
4 volunteer groups and agency staff to determine its effectiveness.

5 (6) \$686,000 of the motor vehicle account—state appropriation is  
6 provided solely for reimbursing the Oregon department of  
7 transportation (ODOT) for the department's share of increased  
8 maintenance costs of six highway bridges over the Columbia River that  
9 are maintained by ODOT.

10 (7) \$4,145,000 of the motor vehicle account—state appropriation  
11 is provided solely for increased costs of highway maintenance  
12 materials.

13 (8) \$5,816,000 of the motor vehicle account—state appropriation  
14 is provided solely for a contingency pool for repairing damages to  
15 highways caused by known and unknown third parties. The department  
16 must notify the office of financial management and the transportation  
17 committees of the legislature when they have spent the base budget  
18 for third-party damage repair and will begin using the contingency  
19 pool funding.

20 (9) \$5,000,000 of the motor vehicle account—state appropriation  
21 is provided solely for the department to address the risks to safety  
22 and public health associated with homeless encampments on department  
23 owned rights-of-way. The department must coordinate and work with  
24 local government officials and social service organizations to  
25 provide services and direct people to housing alternatives that are  
26 not in highway rights-of-way to help prevent future encampments from  
27 forming on highway rights of way. The department may hire crews  
28 specializing in collecting and disposing of garbage, clearing debris  
29 or hazardous material, and implementing safety improvements where  
30 hazards exist. The department may request assistance from the  
31 Washington state patrol as necessary to provide enhanced safety-  
32 related activities along state highway rights-of-way.

33 (10) \$623,000 of the motor vehicle account—state appropriation is  
34 provided solely for the implementation of chapter . . . (Substitute  
35 House Bill No. 1355), Laws of 2021 (noxious weeds). If chapter . . .  
36 (Substitute House Bill No. 1355), Laws of 2021 (noxious weeds) is not  
37 enacted by June 30, 2021, the amount provided in this subsection  
38 lapses.

1        NEW SECTION.    **Sec. 216.    FOR THE DEPARTMENT OF TRANSPORTATION—**

2    **TRAFFIC OPERATIONS—PROGRAM Q—OPERATING**

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

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

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

23        (2) (a) During the 2021-2023 fiscal biennium, the department shall  
24 continue a pilot program that expands private transportation  
25 providers' access to high occupancy vehicle lanes. Under the pilot  
26 program, when the department reserves a portion of a highway based on  
27 the number of passengers in a vehicle, the following vehicles must be  
28 authorized to use the reserved portion of the highway if the vehicle  
29 has the capacity to carry eight or more passengers, regardless of the  
30 number of passengers in the vehicle: (i) Auto transportation company  
31 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter  
32 carrier vehicles regulated under chapter 81.70 RCW, except marked or  
33 unmarked stretch limousines and stretch sport utility vehicles as  
34 defined under department of licensing rules; (iii) private nonprofit  
35 transportation provider vehicles regulated under chapter 81.66 RCW;  
36 and (iv) private employer transportation service vehicles. For  
37 purposes of this subsection, "private employer transportation  
38 service" means regularly scheduled, fixed-route transportation  
39 service that is offered by an employer for the benefit of its

1 employees. Nothing in this subsection is intended to authorize the  
2 conversion of public infrastructure to private, for-profit purposes  
3 or to otherwise create an entitlement or other claim by private users  
4 to public infrastructure.

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

15 (c) The department shall expand the high occupancy vehicle lane  
16 access pilot program to organ transport vehicles transporting a time  
17 urgent organ for an organ procurement organization as defined in RCW  
18 68.64.010. Under the pilot program, when the department reserves a  
19 portion of a highway based on the number of passengers in a vehicle,  
20 organ transport vehicles that are clearly and identifiably marked as  
21 such on all sides of the vehicle are considered emergency vehicles  
22 and must be authorized to use the reserved portion of the highway.

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

33 (e) The department shall expand the high occupancy vehicle lane  
34 access pilot program to for hire nonemergency medical transportation  
35 vehicles, when in use for medical purposes, as described elsewhere in  
36 this act. Under the pilot program, when the department reserves a  
37 portion of a highway based on the number of passengers in a vehicle,  
38 nonemergency medical transportation vehicles that meet the  
39 requirements identified elsewhere in this act must be authorized to  
40 use the reserved portion of the highway.

1 (f) Nothing in this subsection (2) is intended to exempt these  
2 vehicles from paying tolls when they do not meet the occupancy  
3 requirements established by the department for express toll lanes.

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

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

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

12	Motor Vehicle Account—State Appropriation . . . . .	\$43,973,000
13	Motor Vehicle Account—Federal Appropriation . . . . .	\$780,000
14	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$500,000
15	Multimodal Transportation Account—State	
16	Appropriation . . . . .	\$1,129,000
17	State Route Number 520 Corridor Account—State	
18	Appropriation. . . . .	\$185,000
19	Tacoma Narrows Toll Bridge Account—State Appropriation. . .	\$150,000
20	Alaskan Way Viaduct Replacement Project Account—	
21	State Appropriation. . . . .	\$121,000
22	Interstate 405 and State Route Number 167 Express	
23	Toll Lanes Account—State Appropriation. . . . .	\$77,000
24	TOTAL APPROPRIATION. . . . .	\$46,915,000

25 The appropriations in this section are subject to the following  
26 conditions and limitations: \$6,000,000 of the motor vehicle account—  
27 state appropriation is provided solely for efforts to increase  
28 diversity in the transportation construction workforce through: (1)  
29 The preapprenticeship support services (PASS) program, which aims to  
30 increase diversity in the highway construction workforce and prepare  
31 individuals interested in entering the highway construction  
32 workforce. In addition to the services allowed by RCW 47.01.435, the  
33 PASS program may provide housing assistance for youth aging out of  
34 the foster care and juvenile rehabilitation systems in order to  
35 support the participation of these youth in a transportation-related  
36 preapprenticeship program; (2) assisting minority and women-owned  
37 businesses to perform work in the highway construction industry. This  
38 assistance shall include technical assistance, business training,

1 counseling, guidance, prime to subcontractor relationship building,  
2 and a capacity building mentorship program. At a minimum, \$1,000,000  
3 of the total appropriation in this subsection shall be directed  
4 towards the efforts outlined in this subsection. Of the total  
5 appropriation in this subsection, up to one full time position can be  
6 created to support all this work. The provider(s) chosen to complete  
7 the work in this subsection shall be selected through a competitive  
8 bidding process. The program shall be administered by the Washington  
9 state department of transportation's office of equal opportunity.

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

12	Motor Vehicle Account—State Appropriation . . . . .	\$26,776,000
13	Motor Vehicle Account—Federal Appropriation . . . . .	\$34,865,000
14	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$400,000
15	State Route Number 520 Corridor Account—State	
16	Appropriation. . . . .	\$406,000
17	Multimodal Transportation Account—State Appropriation . .	\$1,669,000
18	Multimodal Transportation Account—Federal	
19	Appropriation . . . . .	\$2,809,000
20	Multimodal Transportation Account—Private/Local	
21	Appropriation . . . . .	\$100,000
22	Interstate 405 and State Route Number 167 Express	
23	Toll Lanes Account—State Appropriation. . . . .	\$2,879,000
24	TOTAL APPROPRIATION. . . . .	\$69,904,000

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

27 (1) \$2,879,000 of the Interstate 405 and state route number 167  
28 express toll lanes account—state appropriation is provided solely for  
29 completion of updating the state route number 167 master plan.

30 (2) \$406,000 of the state route number 520 corridor account—state  
31 appropriation is provided solely for the department to contract with  
32 the University of Washington department of mechanical engineering, to  
33 study measures to reduce noise impacts from the state route number  
34 520 bridge expansion joints. The field testing shall be scheduled  
35 during existing construction, maintenance, or other scheduled  
36 closures to minimize impacts. The testing must also ensure safety of  
37 the traveling public. The study shall examine testing methodologies  
38 and project timelines and costs. A final report must be submitted to

1 the transportation committees of the legislature and the governor by  
2 March 1, 2022.

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

14 (4) \$4,080,000 of the motor vehicle account—federal appropriation  
15 is provided solely for the Forward Drive road usage charge research  
16 project overseen by the transportation commission using a portion of  
17 the amount of the federal grant award. The purpose of the Forward  
18 Drive road usage charge research project is to advance research in  
19 key policy areas related to road usage charge including assessing  
20 impacts of future mobility shifts on road usage charge revenues,  
21 conducting an equity analysis, updating and assessing emerging  
22 mileage reporting methods, determining opportunities to reduce cost  
23 of collection, conducting small-scale pilot tests, and identifying a  
24 long-term, detailed phase-in plan.

25 (5) \$500,000 of the multimodal transportation account—state  
26 appropriation is provided for the department to partner with the  
27 department of commerce in developing vehicle miles traveled targets  
28 for the counties in Washington state with (a) a population density of  
29 at least 100 people per square mile and a population of at least  
30 200,000; or (b) a population density of at least 75 people per square  
31 mile and an annual growth rate of at least 1.75 percent as determined  
32 by the office of financial management. Given land use patterns are  
33 key factors in travel demand and should be taken into consideration  
34 when developing the targets, the department and the department of  
35 commerce shall partner with local jurisdictions, regional  
36 transportation planning organizations and other stakeholders to  
37 inventory existing laws and rules that promote transportation and  
38 land use, identify gaps and make recommendations for changes in laws,  
39 rules and agency guidance, and establish a framework for considering

1 underserved and rural communities in the evaluation. The department  
 2 and the department of commerce shall provide an initial technical  
 3 report by December 31, 2021, an interim report by June 22, 2022, and  
 4 a final report to the governor and legislature by June 30, 2023, that  
 5 includes a process for establishing vehicle miles traveled reduction  
 6 targets, a recommended suite of options for local jurisdictions to  
 7 achieve the targets, and funding requirements for state and local  
 8 jurisdictions.

9 (6) \$500,000 of the multimodal transportation account—state  
 10 appropriation is provided solely for implementation of a state route  
 11 number 161 corridor study to be conducted in consultation with Pierce  
 12 Transit, Sound Transit, and other regional entities. The department  
 13 must study practical solutions to address high vehicle volumes and  
 14 delays in the corridor. The study should develop short-, mid-, and  
 15 long-term strategies and identify potential improvements for the  
 16 corridor or improvements to nearby roads that could help address the  
 17 traffic congestion on state route number 161.

18 (7) \$800,000 of the motor vehicle account—state appropriation is  
 19 provided solely for WSDOT to do a corridor study of SR 302 (Victor  
 20 Area) to recommend safety and infrastructure improvements to address  
 21 current damage and prevent future roadway collapse and landslides  
 22 that have caused road closures.

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

25	Motor Vehicle Account—State Appropriation . . . . .	\$77,093,000
26	Multimodal Transportation Account—State	
27	Appropriation . . . . .	\$3,045,000
28	Interstate 405 and State Route Number 167 Express	
29	Toll Lanes Account—State Appropriation. . . . .	\$6,000
30	State Route Number 520 Corridor Account—State	
31	Appropriation. . . . .	\$4,000
32	Tacoma Narrows Toll Bridge Account—State	
33	Appropriation. . . . .	\$2,000
34	Aeronautics Account—State Appropriation. . . . .	\$1,000
35	Transportation Partnership Account—State Appropriation. . . .	\$23,000
36	Puget Sound Ferry Operations Account—State Appropriation. . .	\$220,000
37	Connecting Washington Account—State Appropriation. . . . .	\$184,000
38	TOTAL APPROPRIATION. . . . .	\$80,578,000

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

3 (1) Consistent with existing protocol and practices, for any  
4 negotiated settlement of a claim against the state for the department  
5 that exceeds \$5,000,000, the department, in conjunction with the  
6 attorney general and the department of enterprise services, shall  
7 notify the director of the office of financial management and the  
8 transportation committees of the legislature.

9 (2) Beginning October 1, 2021, and quarterly thereafter, the  
10 department, in conjunction with the attorney general and the  
11 department of enterprise services, shall provide a report with  
12 judgments and settlements dealing with the Washington state ferry  
13 system to the director of the office of financial management and the  
14 transportation committees of the legislature. The report must include  
15 information on: (a) The number of claims and settlements by type; (b)  
16 the average claim and settlement by type; (c) defense costs  
17 associated with those claims and settlements; and (d) information on  
18 the impacts of moving legal costs associated with the Washington  
19 state ferry system into the statewide self-insurance pool.

20 (3) Beginning October 1, 2021, and quarterly thereafter, the  
21 department, in conjunction with the attorney general and the  
22 department of enterprise services, shall provide a report with  
23 judgments and settlements dealing with the nonferry operations of the  
24 department to the director of the office of financial management and  
25 the transportation committees of the legislature. The report must  
26 include information on: (a) The number of claims and settlements by  
27 type; (b) the average claim and settlement by type; and (c) defense  
28 costs associated with those claims and settlements.

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

34 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**  
35 **PUBLIC TRANSPORTATION—PROGRAM V**

36	State Vehicle Parking Account—State Appropriation . . . . .	\$784,000
37	Regional Mobility Grant Program Account—State	
38	Appropriation . . . . .	\$104,478,000



1	Rural Mobility Grant Program Account—State	
2	Appropriation . . . . .	\$33,168,000
3	Multimodal Transportation Account—State	
4	Appropriation . . . . .	\$146,827,000
5	Multimodal Transportation Account—Federal	
6	Appropriation . . . . .	\$3,574,000
7	Multimodal Transportation Account—Local	
8	Appropriation . . . . .	\$100,000
9	TOTAL APPROPRIATION. . . . .	\$288,931,000

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

12       (1) \$72,698,000 of the multimodal transportation account—state  
13 appropriation is provided solely for a grant program for special  
14 needs transportation provided by transit agencies and nonprofit  
15 providers of transportation. Of this amount:

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

23       (b) \$56,172,000 of the multimodal transportation account—state  
24 appropriation is provided solely for grants to transit agencies to  
25 transport persons with special transportation needs. To receive a  
26 grant, the transit agency must, to the greatest extent practicable,  
27 have a maintenance of effort for special needs transportation that is  
28 no less than the previous year's maintenance of effort for special  
29 needs transportation. Grants for transit agencies must be prorated  
30 based on the amount expended for demand response service and route  
31 deviated service in calendar year 2019 as reported in the "Summary of  
32 Public Transportation - 2019" published by the department of  
33 transportation. No transit agency may receive more than thirty  
34 percent of these distributions. Fuel type may not be a factor in the  
35 grant selection process.

36       (2) \$33,168,000 of the rural mobility grant program account—state  
37 appropriation is provided solely for grants to aid small cities in  
38 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a  
39 factor in the grant selection process.

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

13 (4) \$26,800,000 of the regional mobility grant program account—  
14 state appropriation is reappropriated and provided solely for the  
15 regional mobility grant projects identified in LEAP Transportation  
16 Document 2021-2 ALL PROJECTS as developed March 22, 2021, Program -  
17 Public Transportation Program (V), except for the King County Metro  
18 Eastlake Off-Street Layover Facility project, for which \$4,524,000 is  
19 reappropriated, and the King County Metro Transit Speed & Reliability  
20 Hot Spot Imp Program project, for which \$950,000 is reappropriated.

21 (5) (a) \$77,679,000 of the regional mobility grant program account  
22 —state appropriation is provided solely for the regional mobility  
23 grant projects identified in LEAP Transportation Document 2021-2 ALL  
24 PROJECTS as developed March 22, 2021, Program - Public Transportation  
25 Program (V). The department shall review all projects receiving grant  
26 awards under this program at least semiannually to determine whether  
27 the projects are making satisfactory progress. Any project that has  
28 been awarded funds, but does not report activity on the project  
29 within one year of the grant award, must be reviewed by the  
30 department to determine whether the grant should be terminated. The  
31 department shall promptly close out grants when projects have been  
32 completed, and any remaining funds must be used only to fund projects  
33 identified in the LEAP transportation document referenced in this  
34 subsection. The department shall provide annual status reports on  
35 December 15, 2021, and December 15, 2022, to the office of financial  
36 management and the transportation committees of the legislature  
37 regarding the projects receiving the grants. It is the intent of the  
38 legislature to appropriate funds through the regional mobility grant  
39 program only for projects that will be completed on schedule. A

1 grantee may not receive more than twenty-five percent of the amount  
2 appropriated in this subsection. Additionally, when allocating  
3 funding for the 2023-2025 biennium, no more than thirty percent of  
4 the total grant program may directly benefit or support one grantee.  
5 The department shall not approve any increases or changes to the  
6 scope of a project for the purpose of a grantee expending remaining  
7 funds on an awarded grant. Fuel type may not be a factor in the grant  
8 selection process.

9 (b) In order to be eligible to receive a grant under (a) of this  
10 subsection during the 2021-2023 fiscal biennium, a transit agency  
11 must establish a process for private transportation providers to  
12 apply for the use of park and ride facilities. For purposes of this  
13 subsection, (i) "private transportation provider" means: An auto  
14 transportation company regulated under chapter 81.68 RCW; a passenger  
15 charter carrier regulated under chapter 81.70 RCW, except marked or  
16 unmarked stretch limousines and stretch sport utility vehicles as  
17 defined under department of licensing rules; a private nonprofit  
18 transportation provider regulated under chapter 81.66 RCW; or a  
19 private employer transportation service provider; and (ii) "private  
20 employer transportation service" means regularly scheduled, fixed-  
21 route transportation service that is offered by an employer for the  
22 benefit of its employees.

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

26 (7) \$6,500,000 of the multimodal transportation account—state  
27 appropriation and \$784,000 of the state vehicle parking account—state  
28 appropriation are provided solely for CTR grants and activities. Fuel  
29 type may not be a factor in the grant selection process. Of this  
30 amount:

31 (a) \$30,000 of the state vehicle parking account—state  
32 appropriation is provided solely for the STAR pass program for state  
33 employees residing in Mason and Grays Harbor Counties. Use of the  
34 pass is for public transportation between Mason County and Thurston  
35 County, and Grays Harbor and Thurston County. The pass may also be  
36 used within Grays Harbor County. The STAR pass commute trip reduction  
37 program is open to any state employee who expresses intent to commute  
38 to his or her assigned state worksite using a public transit system  
39 currently participating in the STAR pass program.

1 (b) \$800,000 of the multimodal transportation account—state  
2 appropriation is provided solely for a first mile/last mile  
3 connections grant program. Eligible grant recipients include cities,  
4 businesses, nonprofits, and transportation network companies with  
5 first mile/last mile solution proposals. Transit agencies are not  
6 eligible. The commute trip reduction board shall develop grant  
7 parameters, evaluation criteria, and evaluate grant proposals. The  
8 commute trip reduction board shall provide the transportation  
9 committees of the legislature a report on the effectiveness of this  
10 grant program and best practices for continuing the program.

11 (8) Except as provided otherwise in this subsection, \$28,263,000  
12 of the multimodal transportation account—state appropriation is  
13 provided solely for connecting Washington transit projects identified  
14 in LEAP Transportation Document 2021-2 ALL PROJECTS as developed  
15 March 22, 2021. It is the intent of the legislature that entities  
16 identified to receive funding in the LEAP document referenced in this  
17 subsection receive the amounts specified in the time frame specified  
18 in that LEAP document. If an entity has already completed a project  
19 in the LEAP document referenced in this subsection before the time  
20 frame identified, the entity may substitute another transit project  
21 or projects that cost a similar or lesser amount.

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

24 (10) \$375,000 of the multimodal transportation account—state  
25 appropriation is provided solely for Intercity Transit for the Dash  
26 shuttle program.

27 (11) \$31,993,000 of the multimodal transportation account—state  
28 appropriation is provided solely for the green transportation capital  
29 grant program established in chapter 287, Laws of 2019 (advancing  
30 green transportation adoption).

31 (12) \$555,000 of the multimodal transportation account—state  
32 appropriation is provided solely for an interagency transfer to the  
33 Washington State University extension energy program to establish and  
34 administer a technical assistance and education program for public  
35 agencies on the use of alternative fuel vehicles. The Washington  
36 State University extension energy program shall prepare a report  
37 regarding the utilization of the program and provide this report to  
38 the transportation committees of the legislature by November 15,  
39 2021.

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

2    **MARINE—PROGRAM X**

3    Puget Sound Ferry Operations Account—State

4        Appropriation . . . . . \$421,103,000

5    Puget Sound Ferry Operations Account—Federal

6        Appropriation . . . . . \$124,000,000

7    Puget Sound Ferry Operations Account—Private/Local

8        Appropriation . . . . . \$121,000

9        TOTAL APPROPRIATION. . . . . \$545,224,000

10        The appropriations in this section are subject to the following

11        conditions and limitations:

12        (1) The office of financial management budget instructions

13        require agencies to recast enacted budgets into activities. The

14        Washington state ferries shall include a greater level of detail in

15        its 2021-2023 supplemental and 2023-2025 omnibus transportation

16        appropriations act requests, as determined jointly by the office of

17        financial management, the Washington state ferries, and the

18        transportation committees of the legislature. This level of detail

19        must include the administrative functions in the operating as well as

20        capital programs. The data in the tables in the report must be

21        supplied in a digital file format.

22        (2) For the 2021-2023 fiscal biennium, the department may enter

23        into a distributor controlled fuel hedging program and other methods

24        of hedging approved by the fuel hedging committee, which must include

25        a representative of the department of enterprise services.

26        (3) \$70,794,000 of the Puget Sound ferry operations account—state

27        appropriation is provided solely for auto ferry vessel operating fuel

28        in the 2021-2023 fiscal biennium, which reflect cost savings from a

29        reduced biodiesel fuel requirement and, therefore, is contingent upon

30        the enactment of section 703 of this act. The amount provided in this

31        subsection represents the fuel budget for the purposes of calculating

32        any ferry fare fuel surcharge. The department shall review future use

33        of alternative fuels and dual fuel configurations, including

34        hydrogen.

35        (4) \$500,000 of the Puget Sound ferry operations account—state

36        appropriation is provided solely for operating costs related to

37        moving vessels for emergency capital repairs. Funds may only be spent

38        after approval by the office of financial management.

- 1 (5) \$336,000 of the Puget Sound ferry operations account—state  
 2 appropriation is provided solely for evacuation slide training.
- 3 (6) \$336,000 of the Puget Sound ferry operations account—state  
 4 appropriation is provided solely for fall restraint labor and  
 5 industries inspections.
- 6 (7) \$2,400,000 of the Puget Sound ferry operations account—state  
 7 appropriation is provided solely for overtime expenses incurred by  
 8 engine and deck crew members.
- 9 (8) \$735,000 of the Puget Sound ferry operations account—state  
 10 appropriation is provided solely for familiarization for new  
 11 assignments of engine crew and terminal staff.
- 12 (9) \$160,000 of the Puget Sound ferry operations account—state  
 13 appropriation is provided solely for electronic navigation training.
- 14 (10) \$200,000 of the Puget Sound ferry operations account—state  
 15 appropriation is provided solely for a cost benefit study of a second  
 16 shift at the Eagle Harbor maintenance facility.
- 17 (11) \$688,000 of the Puget Sound ferry operations account—state  
 18 appropriation is provided solely for new employee training.
- 19 (12) \$1,978,000 of the Puget Sound ferry operations account—state  
 20 appropriation is provided solely for restoration of service to  
 21 reflect increased ridership, availability of crewing, and available  
 22 revenues. Expenditures may be made to resume service to Sidney  
 23 British Columbia, including any service to the San Juans; to provide  
 24 Saturday service on the Fauntleroy-Vashon-Southworth route; and to  
 25 resume late night service on other routes in the system.
- 26 (13) The department must request reimbursement from the federal  
 27 transit administration for the maximum amount of ferry operating  
 28 expenses eligible for reimbursement under federal law.

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

31 Multimodal Transportation Account—State	
32     Appropriation . . . . .	\$80,307,000
33 Multimodal Transportation Account—Private/Local	
34     Appropriation . . . . .	\$46,000
35 Multimodal Transportation Account—Federal	
36     Appropriation . . . . .	\$500,000
37     TOTAL APPROPRIATION. . . . .	\$80,853,000

1 The appropriations in this section are subject to the following  
2 conditions and limitations: The department is directed to continue to  
3 pursue efforts to reduce costs, increase ridership, and review Amtrak  
4 Cascades fares and fare schedules. Within thirty days of each annual  
5 cost/revenue reconciliation under the Amtrak service contract, the  
6 department shall report annual credits to the office of financial  
7 management and the legislative transportation committees. Annual  
8 credits from Amtrak to the department including, but not limited to,  
9 credits due to higher ridership, reduced level of service, and fare  
10 or fare schedule adjustments, must be used to offset corresponding  
11 amounts of the multimodal transportation account—state appropriation,  
12 which must be placed in reserve.

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

14 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

15	Motor Vehicle Account—State Appropriation . . . . .	\$12,465,000
16	Motor Vehicle Account—Federal Appropriation . . . . .	\$2,567,000
17	Multiuse Roadway Safety Account—State Appropriation . . . . .	\$900,000
18	TOTAL APPROPRIATION. . . . .	\$15,932,000

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

21 (1) \$1,448,000 of the motor vehicle account—state appropriation  
22 from amounts set aside out of statewide fuel taxes distributed to  
23 counties according to RCW 46.68.120(3) and \$350,000 of the motor  
24 vehicle account—state appropriation are provided solely for the  
25 department to contract with the Washington state association of  
26 counties to:

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

30 (b) Streamline and update the county road administration board's  
31 data dashboard, county reporting systems, and program management  
32 software to provide a more detailed, more transparent, and user-  
33 friendly platform for data management, reporting, and research by the  
34 public and other interested parties.

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

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

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

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

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

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

16 (i) Modifications to the agreement with Wahkiakum county  
17 regarding future state reimbursement for the Wahkiakum ferry  
18 operating and maintenance deficit; and

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

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

28 **TRANSPORTATION AGENCIES—CAPITAL**

29 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**  
30 **INVESTMENT BOARD**

31 Freight Mobility Investment Account—State

32	Appropriation . . . . .	\$16,577,000
33	Freight Mobility Multimodal Account—State	
34	Appropriation . . . . .	\$15,195,000
35	TOTAL APPROPRIATION. . . . .	\$31,772,000

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



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

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

7 (3) (a) For the 2021-2023 project appropriations, unless otherwise  
8 provided in this act, the director of the office of financial  
9 management may authorize a transfer of appropriation authority  
10 between projects as listed in the LEAP transportation document 2021-2  
11 ALL PROJECTS as developed March 22, 2021, Program - FMSIB project  
12 list in order for the board to manage project spending and support  
13 the efficient and timely delivery of all projects in the program. The  
14 office of financial management may authorize a transfer of  
15 appropriation authority between projects under the following  
16 conditions and limitations:

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

20 (ii) Each transfer between projects may only occur if the  
21 director of the office of financial management finds that any  
22 resulting change will not hinder the completion of the projects on  
23 the FMSIB LEAP list;

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

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

32 (b) At the time the board submits a request to transfer funds  
33 under this section, a copy of the request must be submitted to the  
34 chairs and ranking members of the transportation committees of the  
35 legislature.

36 (c) Before approval, the office of financial management shall  
37 work with legislative staff of the house of representatives and  
38 senate transportation committees to review the requested transfers in  
39 a timely manner and consider any concerns raised by the chairs and  
40 ranking members of the transportation committees.

1 (d) No fewer than 10 days after the receipt of a project transfer  
2 request, the director of the office of financial management must  
3 provide written notification to the board of any decision regarding  
4 project transfers, with copies submitted to the transportation  
5 committees of the legislature.

6 NEW SECTION. **Sec. 302. FOR THE WASHINGTON STATE PATROL**

7 State Patrol Highway Account—State Appropriation . . . . . \$4,196,000

8 (1) \$695,000 of the state patrol highway account—state  
9 appropriation is provided solely for roof replacement.

10 (2) \$3,501,000 of the state patrol highway account—state  
11 appropriation is provided solely for the following projects:

- 12 (a) \$250,000 for emergency repairs;
- 13 (b) \$350,000 for fuel tank decommissioning;
- 14 (c) \$750,000 for generator and electrical replacement;
- 15 (d) \$195,000 for the exterior envelope of the Yakima office;
- 16 (e) \$466,000 for the snow cat shelter;
- 17 (f) \$325,000 for the weatherization of the Bow Hill inspection  
18 station;

19 (g) \$325,000 for the weatherization of the Sea-Tac north  
20 inspection station;

21 (h) \$200,000 for roof replacements originally authorized in the  
22 2019-2021 biennium; and

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

25 The Washington state patrol may transfer funds between projects  
26 specified in this subsection to address cash flow requirements. If a  
27 project specified in this subsection is completed for less than the  
28 amount provided, the remainder may be transferred to another project  
29 specified in this subsection not to exceed the total appropriation  
30 provided in this subsection.

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

32 Rural Arterial Trust Account—State Appropriation . . . . . \$55,028,000

33 Motor Vehicle Account—State Appropriation . . . . . \$1,456,000

34 County Arterial Preservation Account—State  
35 Appropriation . . . . . \$37,379,000

36 TOTAL APPROPRIATION. . . . . \$93,863,000

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

2 Small City Pavement and Sidewalk Account—State  
3 Appropriation . . . . . \$4,100,000  
4 Transportation Improvement Account—State  
5 Appropriation . . . . . \$201,000,000  
6 Complete Streets Grant Program Account—State  
7 Appropriation . . . . . \$14,670,000  
8 TOTAL APPROPRIATION. . . . . \$219,770,000

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

16 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**  
17 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**  
18 **CAPITAL**

19 Motor Vehicle Account—State Appropriation . . . . . \$10,852,000  
20 Connecting Washington Account—State Appropriation . . . . . \$2,000,000  
21 TOTAL APPROPRIATION. . . . . \$12,852,000

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

24 (1) \$2,000,000 of the connecting Washington account—state  
25 appropriation is provided solely for a new Olympic region maintenance  
26 and administration facility to be located on the department-owned  
27 site at the intersection of Marvin Road and 32nd Avenue in Lacey,  
28 Washington.

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

33 (b) Payments from the department of ecology pursuant to the  
34 agreement with the department to pay a share of the financing  
35 contract in (a) of this subsection must be deposited into the motor  
36 vehicle account.

1 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **IMPROVEMENTS—PROGRAM I**

3 Transportation Partnership Account—State

4 Appropriation . . . . . \$128,053,000

5 Motor Vehicle Account—State Appropriation . . . . . \$91,517,000

6 Motor Vehicle Account—Federal Appropriation . . . . . \$269,338,000

7 Motor Vehicle Account—Private/Local Appropriation. . . . . \$57,092,000

8 State Route Number 520 Corridor Account—State

9 Appropriation. . . . . \$15,940,000

10 Connecting Washington Account—State

11 Appropriation . . . . . \$2,658,654,000

12 Special Category C Account—State Appropriation . . . . . \$105,363,000

13 Multimodal Transportation Account—State

14 Appropriation . . . . . \$3,284,000

15 Transportation 2003 Account (Nickel Account)—State

16 Appropriation . . . . . \$149,000

17 Interstate 405 and State Route Number 167 Express

18 Toll Lanes Account—State Appropriation. . . . . \$30,308,000

19 Coronavirus State Fiscal Recovery Fund—Federal

20 Appropriation . . . . . \$340,000,000

21 TOTAL APPROPRIATION. . . . . \$3,699,698,000

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

24 (1) Except as provided otherwise in this section, the entire  
25 connecting Washington account—state appropriation and the entire  
26 transportation partnership account—state appropriation are provided  
27 solely for the projects and activities as listed by fund, project,  
28 and amount in LEAP Transportation Document 2021-1 as developed March  
29 22, 2021, Program - Highway Improvements Program (I). However,  
30 limited transfers of specific line-item project appropriations may  
31 occur between projects for those amounts listed subject to the  
32 conditions and limitations in section 601 of this act.

33 (2) Except as provided otherwise in this section, the entire  
34 motor vehicle account—state appropriation and motor vehicle account—  
35 federal appropriation are provided solely for the projects and  
36 activities listed in LEAP Transportation Document 2021-2 ALL PROJECTS  
37 as developed March 22, 2021, Program - Highway Improvements Program  
38 (I). Any federal funds gained through efficiencies, adjustments to  
39 the federal funds forecast, additional congressional action not

1 related to a specific project or purpose, or the federal funds  
2 redistribution process must then be applied to highway and bridge  
3 preservation activities or fish passage barrier corrections  
4 (0BI4001).

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

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

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

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

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

33 (8) \$193,699,000 of the connecting Washington account—state  
34 appropriation is provided solely for the US 395 North Spokane  
35 Corridor project (M00800R).

36 (9) \$14,827,000 of the Interstate 405 and state route number 167  
37 express toll lanes account—state appropriation is provided solely for  
38 the I-405/SR 522 to I-5 Capacity Improvements project (L2000234) for  
39 activities related to adding capacity on Interstate 405 between state

1 route number 522 and Interstate 5, with the goals of increasing  
2 vehicle throughput and aligning project completion with the  
3 implementation of bus rapid transit in the vicinity of the project.

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

8 (b) Upon completion of the Montlake Phase of the West End project  
9 (current anticipated contract completion of 2023), WSDOT shall sell  
10 that portion of the property not used for permanent transportation  
11 improvements and initiate a process to convey that surplus property  
12 to a subsequent owner.

13 (11) \$359,522,000 of the connecting Washington account—state  
14 appropriation, \$105,523,000 of the motor vehicle account—federal  
15 appropriation, \$15,369,000 of the motor vehicle account—private/local  
16 appropriation, \$2,300,000 of the multimodal transportation account—  
17 state appropriation, and \$2,500,000 of the motor vehicle account—  
18 state appropriation are provided solely for the SR 167/SR 509 Puget  
19 Sound Gateway project (M00600R).

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

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

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

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

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

2 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

3 Highway Infrastructure Account—State Appropriation . . . . . \$793,000  
4 Highway Infrastructure Account—Federal Appropriation . . . \$1,600,000  
5 Transportation Partnership Account—State  
6 Appropriation . . . . . \$750,000  
7 Motor Vehicle Account—State Appropriation . . . . . \$17,564,000  
8 Motor Vehicle Account—Federal Appropriation . . . . . \$43,698,000  
9 Motor Vehicle Account—Private/Local Appropriation . . . . \$6,600,000  
10 Connecting Washington Account—State Appropriation . . . \$116,792,000  
11 Multimodal Transportation Account—State  
12 Appropriation . . . . . \$88,145,000  
13 TOTAL APPROPRIATION. . . . . \$275,942,000

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 appropriations in this section are provided solely for the projects  
18 and activities as listed by project and amount in LEAP Transportation  
19 Document 2021-2 ALL PROJECTS as developed March 22, 2021, Program -  
20 Local Programs Program (Z).

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

24 (a) \$36,760,000 of the multimodal transportation account—state  
25 appropriation is provided solely for newly selected pedestrian and  
26 bicycle safety program projects. \$9,233,000 of the multimodal  
27 transportation account—state appropriation is reappropriated for  
28 pedestrian and bicycle safety program projects selected in the  
29 previous biennia (L2000188).

30 (b) \$11,400,000 of the motor vehicle account—federal  
31 appropriation and \$26,900,000 of the multimodal transportation  
32 account—state appropriation are provided solely for newly selected  
33 safe routes to school projects. \$7,944,000 of the motor vehicle  
34 account—federal appropriation and \$4,647,000 of the multimodal  
35 transportation account—state appropriation are reappropriated for  
36 safe routes to school projects selected in the previous biennia  
37 (L2000189). The department may consider the special situations facing  
38 high-need areas, as defined by schools or project areas in which the  
39 percentage of the children eligible to receive free and reduced-price

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

37 (1) As part of its annual budget submittal, the department of  
38 transportation shall provide an update to the report provided to the

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

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

21 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**  
22 **CAPITAL PROGRAM**

23 On a quarterly basis, the department of transportation shall  
24 provide to the office of financial management and the legislative  
25 transportation committees a report for all capital projects, except  
26 for ferry projects subject to the reporting requirements established  
27 elsewhere in this act, that must include: (1) A TEIS version  
28 containing actual capital expenditures for all projects consistent  
29 with the structure of the most recently enacted budget; (2)  
30 anticipated cost savings, cost increases, reappropriations, and  
31 schedule adjustments for all projects consistent with the structure  
32 of the most recently enacted budget; (3) the award amount, the  
33 engineer's estimate, and the number of bidders for all active  
34 projects consistent with the structure of the most recently enacted  
35 budget; (4) risk reserves and contingency amounts for all projects  
36 consistent with the structure of the most recently enacted budget.

37 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**  
38 **PROJECT EXPENDITURES**

1 To the greatest extent practicable, the department of  
2 transportation shall expend federal funds received for capital  
3 project expenditures before state funds.

4 NEW SECTION. **Sec. 315. NOTIFICATION REQUIREMENTS FOR PAUSES AND**  
5 **CANCELLATIONS**

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

13 (2) At the time of notification, the department shall provide an  
14 explanation for the reason or reasons for the pause or cancellation  
15 for each operating budget item and capital project. The explanation  
16 shall include specific reasons for each pause or cancellation, in  
17 addition to a statement of the broad rationale for the pause or  
18 cancellation.

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

24 (4) When exigent circumstances prevent prior notice of a pause or  
25 cancellation from being provided to the transportation committees of  
26 the legislature, the department shall provide the information  
27 required under this section to the transportation committees of the  
28 legislature as soon as is practicable.

29 **TRANSFERS AND DISTRIBUTIONS**

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

34 Transportation Partnership Account—State Appropriation. . . \$743,000  
35 Connecting Washington Account—State Appropriation. . . . \$10,548,000  
36 Special Category C Account—State Appropriation. . . . . \$438,000

1	Highway Bond Retirement Account—State	
2	Appropriation. . . . .	\$1,462,779,000
3	Ferry Bond Retirement Account—State Appropriation. . . . .	\$17,150,000
4	Transportation Improvement Board Bond Retirement	
5	Account—State Appropriation. . . . .	\$11,770,000
6	Nondebt-Limit Reimbursable Bond Retirement	
7	Account—State Appropriation. . . . .	\$29,323,000
8	Toll Facility Bond Retirement Account—State	
9	Appropriation. . . . .	\$76,376,000
10	TOTAL APPROPRIATION. . . . .	\$1,609,127,000

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

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

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

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

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

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

28       NEW SECTION.   **Sec. 405. FOR THE STATE TREASURER—STATUTORY**  
29 **TRANSFERS**

30	Waste Tire Removal Account—State Appropriation:	
31	For transfer to the Motor Vehicle Account—State. . . . .	\$8,771,000

32       NEW SECTION.   **Sec. 406. FOR THE DEPARTMENT OF LICENSING—**  
33 **TRANSFERS**

1 Motor Vehicle Account—State Appropriation:  
2 For motor vehicle fuel tax refunds and  
3 transfers. . . . . \$235,675,000

4 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—ADMINISTRATIVE**  
5 **TRANSFERS**

6 (1) Highway Safety Account—State Appropriation:  
7 For transfer to the State Patrol Highway  
8 Account—State. . . . . \$27,000,000

9 (2) (a) Transportation Partnership Account—State  
10 Appropriation: For transfer to the Capital Vessel  
11 Replacement Account—State. . . . . \$152,453,000

12 (b) The amount transferred in this subsection represents proceeds  
13 from the sale of bonds authorized in RCW 47.10.873.

14 (3) (a) Transportation Partnership Account—State  
15 Appropriation: For transfer to the Tacoma Narrows Toll Bridge Account  
16 —State. . . . . \$46,000,000

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

23 (4) Motor Vehicle Account—State Appropriation:  
24 For transfer to the Alaskan Way Viaduct Replacement  
25 Project Account—State. . . . . \$6,269,000

26 (5) Motor Vehicle Account—State Appropriation:  
27 For transfer to the County Arterial Preservation  
28 Account—State. . . . . \$7,666,000

29 (6) Motor Vehicle Account—State Appropriation:  
30 For transfer to the Freight Mobility Investment  
31 Account—State. . . . . \$5,511,000

32 (7) Motor Vehicle Account—State Appropriation:  
33 For transfer to the Rural Arterial Trust Account—State. . . \$9,331,000

34 (8) Motor Vehicle Account—State Appropriation:  
35 For transfer to the Transportation Improvement  
36 Account—State. . . . . \$18,688,000

37 (9) Motor Vehicle Account—State Appropriation:  
38 For transfer to the Transportation 2003 Account



1 (Nickel Account)—State. . . . . \$20,000,000  
 2 (10) Motor Vehicle Account—State Appropriation:  
 3 For transfer to the County Road Administration Board  
 4 Emergency Loan Account—State. . . . . \$5,000,000  
 5 (11) Rural Mobility Grant Program Account—State  
 6 Appropriation: For transfer to the Multimodal  
 7 Transportation Account—State. . . . . \$3,000,000  
 8 (12) State Route Number 520 Civil Penalties  
 9 Account—State Appropriation: For transfer to the  
 10 State Route Number 520 Corridor Account—State. . . . . \$1,532,000  
 11 (13) Capital Vessel Replacement Account—State  
 12 Appropriation: For transfer to the Connecting  
 13 Washington Account—State. . . . . \$35,000,000  
 14 (14) Multimodal Transportation Account—State  
 15 Appropriation: For transfer to the Aeronautics  
 16 Account—State. . . . . \$550,000  
 17 (15) Capital Vessel Replacement Account—State  
 18 Appropriation: For transfer to the Transportation  
 19 Partnership Account—State. . . . . \$9,138,000  
 20 (16) Multimodal Transportation Account—State  
 21 Appropriation: For transfer to the Complete Streets  
 22 Grant Program Account—State. . . . . \$14,670,000  
 23 (17) Multimodal Transportation Account—State  
 24 Appropriation: For transfer to the Freight Mobility  
 25 Multimodal Account—State. . . . . \$4,011,000  
 26 (18) Multimodal Transportation Account—State  
 27 Appropriation: For transfer to the Pilotage  
 28 Account—State. . . . . \$1,500,000  
 29 (19) Multimodal Transportation Account—State  
 30 Appropriation: For transfer to the Puget Sound  
 31 Capital Construction Account—State. . . . . \$50,000,000  
 32 (20) Multimodal Transportation Account—State  
 33 Appropriation: For transfer to the Regional Mobility  
 34 Grant Program Account—State. . . . . \$27,679,000  
 35 (21) Multimodal Transportation Account—State  
 36 Appropriation: For transfer to the Rural Mobility  
 37 Grant Program Account—State. . . . . \$15,223,000  
 38 (22) (a) Alaskan Way Viaduct Replacement Project

1 Account—State Appropriation: For transfer to the  
2 Transportation Partnership Account—State. . . . . \$28,660,000  
3 (b) The amount transferred in this subsection represents  
4 repayment of debt service incurred for the construction of the SR 99/  
5 Alaskan Way Viaduct Replacement project (809936Z).  
6 (23) Tacoma Narrows Toll Bridge Account—State  
7 Appropriation: For transfer to the Motor Vehicle  
8 Account—State. . . . . \$950,000  
9 (24) Puget Sound Ferry Operations Account—State  
10 Appropriation: For transfer to the Puget Sound  
11 Capital Construction Account—State. . . . . \$35,000,000  
12 (25) Connecting Washington Account—State  
13 Appropriation: For transfer to the Motor Vehicle  
14 Account—State. . . . . \$100,000,000  
15 (26) (a) General Fund Account—State  
16 Appropriation: For transfer to the State Patrol  
17 Highway Account—State. . . . . \$625,000  
18 (b) The state treasurer shall transfer the funds only after  
19 receiving notification from the Washington state patrol under section  
20 207(6) of this act.

21 NEW SECTION. **Sec. 408. FOR THE STATE TREASURER—STATE REVENUES**  
22 **FOR DISTRIBUTION**

23 Multimodal Transportation Account—State  
24 Appropriation: For distribution to cities and  
25 counties. . . . . \$26,786,000  
26 Motor Vehicle Account—State Appropriation: For  
27 distribution to cities and counties. . . . . \$23,438,000  
28 TOTAL APPROPRIATION. . . . . \$50,224,000

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

32 Toll Facility Bond Retirement Account—Federal  
33 Appropriation . . . . . \$199,129,000  
34 Toll Facility Bond Retirement Account—State  
35 Appropriation . . . . . \$25,372,000  
36 TOTAL APPROPRIATION. . . . . \$224,501,000

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

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

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

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

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

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

**COMPENSATION**

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

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

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

Sections 503 through 520 of this act represent the results of the 2021-2023 collective bargaining process required under chapters 41.80, 47.64, and 41.56 RCW. Provisions of the collective bargaining agreements contained in sections 503 through 520 of this act are described in general terms. Only major economic terms are included in the descriptions. These descriptions do not contain the complete

1 contents of the agreements. The collective bargaining agreements  
2 contained in sections 503 through 520 of this act may also be funded  
3 by expenditures from nonappropriated accounts. If positions are  
4 funded with lidded grants or dedicated fund sources with insufficient  
5 revenue, additional funding from other sources is not provided.

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

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

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

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

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

28 An agreement has been reached between the governor and the  
29 service employees international union local 6 pursuant to chapter  
30 47.64 RCW for the 2021-2023 fiscal biennium. Funding is provided to  
31 fund the agreement, which does not include wage increases but does  
32 include furloughs. The agreement provides that positions designated  
33 by the employer as not requiring backfill take 24 furlough days  
34 during the biennium.

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

3            An agreement has been reached between the governor and the  
4 Pacific Northwest regional council of carpenters 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. 507.        DEPARTMENT OF TRANSPORTATION MARINE**  
11 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—METAL TRADES**

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

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

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

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

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

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

34           An agreement has been reached between the governor and the marine  
35 engineers' beneficial association port engineers pursuant to chapter

1 47.64 RCW for the 2021-2023 fiscal biennium. Funding is provided to  
2 fund the agreement, which does not include wage increases but does  
3 include furloughs. The agreement provides that positions designated  
4 by the employer as not requiring backfill take 24 furlough days  
5 during the biennium.

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

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

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

15 An agreement has been reached between the governor and the  
16 masters, mates, and pilots - masters pursuant to chapter 47.64 RCW  
17 for the 2021-2023 fiscal biennium. Funding is provided to fund the  
18 agreement, which does not include either wage increases or the  
19 furlough requirement.

20 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**  
21 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH CENTER**  
22 **SUPERVISORS**

23 An agreement has been reached between the governor and the  
24 masters, mates, and pilots - watch center supervisors pursuant to  
25 chapter 47.64 RCW for the 2021-2023 fiscal biennium. Funding is  
26 provided to fund the agreement, which does not include wage increases  
27 but does include furloughs only for the following positions: Fleet  
28 facility security officers and workforce development leads.

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

31 An agreement has been reached between the governor and the  
32 inlandboatmen's union of the Pacific pursuant to chapter 47.64 RCW  
33 through an interest arbitration award for the 2021-2023 fiscal  
34 biennium. Funding is provided to fund the agreement, which does not  
35 include wage increases, but does include 24 furlough days for

1 employees in positions that do not require the position to be  
2 backfilled.

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

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

10 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—PTE**  
11 **LOCAL 17**

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

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

19 An agreement has not been reached between the governor and the  
20 Washington public employees association under the provisions of  
21 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Pursuant to RCW  
22 41.80.010(6), funding is provided for fiscal year 2022 to fund the  
23 terms of the 2019-2021 agreement and for fiscal year 2023 to fund the  
24 terms according to law.

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

27 An agreement has been reached for the 2019-2021 biennium between  
28 the governor and the coalition of unions under the provisions of  
29 chapter 41.80 RCW for the 2021-2023 fiscal biennium. Funding is  
30 provided to fund the agreement, which includes 24 furlough days for  
31 employees in position that do not require the position to be  
32 backfilled. The agreement includes and funding is provided for a 2.5  
33 percent wage increase for fiscal year 2022 and a 2.5 percent wage  
34 increase for fiscal year 2023 for the department of corrections  
35 marine vessel operators.

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

3            An agreement has been reached between the governor and the  
4 Washington state patrol troopers association under the provisions of  
5 chapter 41.56 RCW for the 2021-2023 fiscal biennium. Funding is  
6 provided to fund the agreement, which does not include general wages  
7 increases but does provide the ability to request to reopen the  
8 compensation article for the purpose of bargaining base rate of pay  
9 for fiscal year 2023.

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

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

19           NEW SECTION.        **Sec. 521.        COMPENSATION—REPRESENTED EMPLOYEES—**  
20 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

21           An agreement was reached for the 2021-2023 biennium between the  
22 governor and the health care coalition under the provisions of  
23 chapter 41.80 RCW. Appropriations in this act for state agencies,  
24 including institutions of higher education, are sufficient to  
25 implement the provisions of the 2021-2023 collective bargaining  
26 agreement, which maintains the provisions of the 2019-2021 agreement,  
27 and are subject to the following conditions and limitations:

28           The monthly employer funding rate for insurance benefit premiums,  
29 public employees' benefits board administration, and the uniform  
30 medical plan, shall not exceed \$988 per eligible employee for fiscal  
31 year 2022. For fiscal year 2023, the monthly employer funding rate  
32 shall not exceed \$1018 per eligible employee.

33           The board shall collect a \$25 per month surcharge payment from  
34 members who use tobacco products and a surcharge payment of not less  
35 than \$50 per month from members who cover a spouse or domestic  
36 partner where the spouse or domestic partner has chosen not to enroll  
37 in another employer-based group health insurance that has benefits



1 and premiums with an actuarial value of not less than 95 percent of  
2 the actuarial value of the public employees' benefits board plan with  
3 the largest enrollment. The surcharge payments shall be collected in  
4 addition to the member premium payment if directed by the  
5 legislature.

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

8 Appropriations for state agencies in this act are sufficient for  
9 represented employees outside the coalition for health benefits, and  
10 are subject to the following conditions and limitations: The monthly  
11 employer funding rate for insurance benefit premiums, public  
12 employees' benefits board administration, and the uniform medical  
13 plan, may not exceed \$988 per eligible employee for fiscal year 2022.  
14 For fiscal year 2023, the monthly employer funding rate may not  
15 exceed \$1018 per eligible employee.

16 NEW SECTION. **Sec. 523. COMPENSATION—NONREPRESENTED EMPLOYEES—**  
17 **INSURANCE BENEFITS**

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

27 NEW SECTION. **Sec. 524. COMPENSATION—REVISE PENSION CONTRIBUTION**  
28 **RATES**

29 The appropriations in this act for school districts and state  
30 agencies, including institutions of higher education, are subject to  
31 the following conditions and limitations: Appropriations are adjusted  
32 to reflect changes to agency appropriations to reflect pension  
33 contribution rates adopted by the pension funding council and the law  
34 enforcement officers' and firefighters' retirement system plan 2  
35 board.

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

2 Funding is provided within the amounts appropriated for the cost  
3 to agencies of additional staff necessary to provide coverage in  
4 positions that require continual presence, as a result of  
5 implementing chapter . . . (House Bill No. 1016), Laws of 2021  
6 (making Juneteenth a legal holiday). If chapter . . . (House Bill No.  
7 1016), Laws of 2021 is not enacted by June 30, 2021, this section  
8 does not take effect.

9 NEW SECTION. **Sec. 526. COLLECTIVE BARGAINING AGREEMENTS—**  
10 **ELIMINATING FURLOUGH DAYS**

11 Appropriations in this act provide sufficient funding to  
12 eliminate the furlough days required in the following collective  
13 bargaining agreements for the 2021-2023 biennium:

- 14 (1) Office and professional employees international union local  
15 8;
- 16 (2) Ferry agents, supervisors, and project administrators  
17 association;
- 18 (3) Service employees international union local 6;
- 19 (4) Pacific Northwest regional council of carpenters;
- 20 (5) Marine engineers' beneficial association port engineers;
- 21 (6) Masters, mates, and pilots - watch center supervisors;
- 22 (7) Inlandboatmen's union of the Pacific;
- 23 (8) Washington public employees association general government;
- 24 (9) Washington federation of state employees;
- 25 (10) Professional and technical employees local 17; and
- 26 (11) The coalition of unions.

27 Expenditure of the amounts provided for this purpose is  
28 contingent upon execution of an appropriate memorandum of  
29 understanding between the governor or the governor's designee and the  
30 exclusive bargaining representative, consistent with the terms of  
31 this section.

32 NEW SECTION. **Sec. 527. COLLECTIVE BARGAINING AGREEMENTS—**  
33 **ELIMINATING GENERAL WAGE DECREASE**

34 Appropriations in this act provide sufficient funding solely for  
35 the purpose of eliminating the 1.9 percent wage reduction from July  
36 1, 2021, to June 30, 2022, provided in the arbitration award for the  
37 Puget Sound metal trades council. Expenditure of the amounts provided  
38 for this purpose is contingent upon execution of an appropriate

1 modification of the agreement between the governor or the governor's  
2 designee and the exclusive bargaining representative, consistent with  
3 the terms of this section.

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

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

11 **IMPLEMENTING PROVISIONS**

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

13 (1) The 2005 transportation partnership projects or improvements  
14 and 2015 connecting Washington projects or improvements are listed in  
15 the LEAP Transportation Document 2021-1 as developed March 22, 2021,  
16 which consists of a list of specific projects by fund source and  
17 amount over a sixteen-year period. Current fiscal biennium funding  
18 for each project is a line-item appropriation, while the outer year  
19 funding allocations represent a sixteen-year plan. The department of  
20 transportation is expected to use the flexibility provided in this  
21 section to assist in the delivery and completion of all  
22 transportation partnership account and connecting Washington account  
23 projects on the LEAP transportation document referenced in this  
24 subsection. For the 2019-2021 project appropriations, unless  
25 otherwise provided in this act, the director of the office of  
26 financial management may provide written authorization for a transfer  
27 of appropriation authority between projects funded with  
28 transportation partnership account appropriations or connecting  
29 Washington account appropriations to manage project spending and  
30 efficiently deliver all projects in the respective program under the  
31 following conditions and limitations:

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

34 (b) Transfers from a project may not be made as a result of the  
35 reduction of the scope of a project or be made to support increases  
36 in the scope of a project;

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

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

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

10 (f) Transfers may not be made while the legislature is in  
11 session;

12 (g) Transfers to a project may not be made with funds designated  
13 as attributable to practical design savings as described in RCW  
14 47.01.480;

15 (h) Each transfer between projects may only occur if the director  
16 of the office of financial management finds that any resulting change  
17 will not hinder the completion of the projects as approved by the  
18 legislature;

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

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

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

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

32 (2) The department of transportation must submit quarterly all  
33 transfers authorized under this section in the transportation  
34 executive information system. The office of financial management must  
35 maintain a legislative baseline project list identified in the LEAP  
36 transportation documents referenced in this act, and update that  
37 project list with all authorized transfers under this section,  
38 including any effects to the total project budgets and schedules  
39 beyond the current biennium.

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

5 (4) Before approval, the office of financial management shall  
6 work with legislative staff of the house of representatives and  
7 senate transportation committees to review the requested transfers in  
8 a timely manner and address any concerns raised by the chairs and  
9 ranking members of the transportation committees.

10 (5) No fewer than ten days after the receipt of a project  
11 transfer request, the director of the office of financial management  
12 must provide written notification to the department of any decision  
13 regarding project transfers, with copies submitted to the  
14 transportation committees of the legislature.

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

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

20 To the extent that any appropriation authorizes expenditures of  
21 state funds from the motor vehicle account, special category C  
22 account, Tacoma Narrows toll bridge account, transportation 2003  
23 account (nickel account), transportation partnership account,  
24 transportation improvement account, Puget Sound capital construction  
25 account, multimodal transportation account, state route number 520  
26 corridor account, connecting Washington account, or other  
27 transportation capital project account in the state treasury for a  
28 state transportation program that is specified to be funded with  
29 proceeds from the sale of bonds authorized in chapter 47.10 RCW, the  
30 legislature declares that any such expenditures made before the issue  
31 date of the applicable transportation bonds for that state  
32 transportation program are intended to be reimbursed from proceeds of  
33 those transportation bonds in a maximum amount equal to the amount of  
34 such appropriation.

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

36 The agencies and institutions of the state may expend moneys  
37 appropriated in this act, upon approval of the office of financial

1 management, for the payment of supplies and services furnished to the  
2 agency or institution in prior fiscal biennia.

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

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

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

10 (b) Identifies, for each project, the amount of cost savings or  
11 increases in funding that have been identified as compared to the  
12 2017 enacted omnibus transportation appropriations act.

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

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

18 (1) The department of transportation shall post on its web site  
19 every report that is due from the department to the legislature  
20 during the 2019-2021 fiscal biennium on one web page. The department  
21 must post both completed reports and planned reports on a single web  
22 page.

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

26 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**  
27 **ELEMENTS REPORTING**

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

36 (2) To facilitate the report in subsection (1) of this section,  
37 the department of transportation must require that all bids on

1 connecting Washington projects include an estimate on the cost to  
2 implement any transit, bicycle, or pedestrian project elements.

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

4 (1) During the 2019-2021 fiscal biennium, while the legislature  
5 is not in session, the director of the office of financial management  
6 may approve project scope change requests to connecting Washington  
7 projects in the highway improvements program, provided that the  
8 requests meet the criteria outlined in RCW 47.01.480 and are subject  
9 to the limitations in this section.

10 (2) At the time the department of transportation submits a  
11 request for a project scope change under this section, a copy of the  
12 request must be submitted to the transportation committees of the  
13 legislature.

14 (3) Before approval, the office of financial management shall  
15 work with legislative staff of the house of representatives and  
16 senate transportation committees to review the requested project  
17 scope changes.

18 (4) No fewer than ten days after the receipt of a scope change  
19 request, the director of the office of financial management must  
20 provide written notification to the department of any decision  
21 regarding project scope changes, with copies submitted to the  
22 transportation committees of the legislature.

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

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

28 The department of transportation may provide up to three million  
29 dollars in toll credits to Kitsap transit for its role in passenger-  
30 only ferry service and ferry corridor-related projects. The number of  
31 toll credits provided must be equal to, but no more than, the number  
32 sufficient to meet federal match requirements for grant funding for  
33 passenger-only ferry service, but must not exceed the amount  
34 authorized in this section.

35 **MISCELLANEOUS 2021-2023 FISCAL BIENNIUM**

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

1 (1) Agencies must apply to the office of financial management and  
2 the office of the state chief information officer for approval before  
3 beginning a project or proceeding with each discrete stage of a  
4 project subject to this section. At each stage, the office of the  
5 state chief information officer must certify that the project has an  
6 approved technology budget and investment plan, complies with state  
7 information technology and security requirements, and other policies  
8 defined by the office of the state chief information officer. The  
9 office of financial management must notify the fiscal committees of  
10 the legislature of the receipt of each application and may not  
11 approve a funding request for ten business days from the date of  
12 notification.

13 (2) (a) Each project must have a technology budget. The technology  
14 budget must have the detail by fiscal month for the 2021-2023 fiscal  
15 biennium. The technology budget must use a method similar to the  
16 state capital budget, identifying project costs, each fund source,  
17 and anticipated deliverables through each stage of the entire project  
18 investment and across fiscal periods and biennia from project onset  
19 through implementation and close out, as well as at least five years  
20 of maintenance and operations costs.

21 (b) As part of the development of a technology budget and at each  
22 request for funding, the agency shall submit an updated technology  
23 budget, if changes occurred, to include detailed financial  
24 information to the office of financial management and the office of  
25 the chief information officer. The technology budget must describe  
26 the total cost of the project by fiscal month to include and  
27 identify:

28 (i) Fund sources;

29 (ii) Full-time equivalent staffing level to include job  
30 classification assumptions;

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

33 (iv) Object and subobject codes of expenditures;

34 (v) Anticipated deliverables;

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

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

38 (c) If a project technology budget changes and a revised  
39 technology budget is completed, a comparison of the revised  
40 technology budget to the last approved technology budget must be



1 posted to the dashboard, to include a narrative rationale on what  
2 changed, why, and how that impacts the project in scope, budget, and  
3 schedule.

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

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

7 (ii) The office of the chief information officer staff assigned  
8 to the project;

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

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

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

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

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

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

29 (i) Project changes each fiscal month;

30 (ii) Noting if the project has a completed market requirements  
31 document, and when it was completed;

32 (iii) Financial status of information technology projects under  
33 oversight;

34 (iv) Coordination with agencies;

35 (v) Monthly quality assurance reports, if applicable;

36 (vi) Monthly office of the chief information officer status  
37 reports;

38 (vii) Historical project budget and expenditures through fiscal  
39 year 2021;

40 (viii) Budget and expenditures each fiscal month;

1 (ix) Estimated annual maintenance and operations costs by fiscal  
2 year; and

3 (x) Posting monthly project status assessments on scope,  
4 schedule, budget, and overall by the:

5 (A) Office of the chief information officer;  
6 (B) Agency project team; and  
7 (C) Quality assurance vendor, if applicable to the project.

8 (b) The dashboard must retain a roll up of the entire project  
9 cost, including all subprojects, that can display subproject detail.  
10 This includes coalition projects that are active.

11 (6) If the project affects more than one agency:

12 (a) A separate technology budget and investment plan must be  
13 prepared for each agency; and

14 (b) The dashboard must contain a statewide project technology  
15 budget roll up that includes each affected agency at the subproject  
16 level.

17 (7) For any project that exceeds two million dollars in total  
18 funds to complete, requires more than one biennium to complete, or is  
19 financed through financial contracts, bonds, or other indebtedness:

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

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

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

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

33 (e) The agency must consult with the contracting division of the  
34 department of enterprise services for a review of all contracts and  
35 agreements related to the project's information technology  
36 procurements.

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

1 (9) The office of the chief information officer may suspend or  
2 terminate a project at any time if it determines that the project is  
3 not meeting or not expected to meet anticipated performance and  
4 technology outcomes. Once suspension or termination occurs, the  
5 agency shall unallot any unused funding and shall not make any  
6 expenditure for the project without the approval of the office of  
7 financial management. The office of the chief information officer  
8 must report on July 1st and December 1st each calendar year any  
9 suspension or termination of a project in the previous six-month  
10 period to the legislative fiscal committees.

11 (10) The office of the chief information officer, in consultation  
12 with the office of financial management, may identify additional  
13 projects to be subject to this section, including projects that are  
14 not separately identified within an agency budget. The office of the  
15 chief information officer must report on July 1st and December 1st  
16 each calendar year any additional projects to be subjected to this  
17 section that were identified in the previous six-month period to the  
18 legislative fiscal committees.

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

21 (a) For the Washington state patrol: Aerial criminal  
22 investigation tools;

23 (b) For the department of licensing: Website accessibility and  
24 usability; and

25 (c) For the department of transportation: Maintenance management  
26 system, land mobile radio system replacement, new CSC system and  
27 operator, PROPEL - WSDOT support of one Washington, and capital  
28 systems replacement.

29 NEW SECTION. **Sec. 702. ACQUISITION OF PROPERTIES AND FACILITIES**  
30 **THROUGH FINANCIAL CONTRACTS**

31 The department of transportation is authorized, subject to the  
32 conditions in section 305(2) of this act, to enter into a financing  
33 contract pursuant to chapter 39.94 RCW through the state treasurer's  
34 lease-purchase program for the purposes indicated. The department may  
35 use any funds, appropriated or nonappropriated, in not more than the  
36 principal amounts indicated, plus financing expenses and required  
37 reserves, if any. Expenditures made by the department of  
38 transportation for the indicated purposes before the issue date of  
39 the authorized financing contract and any certificates of

1 participation therein may be reimbursed from proceeds of the  
2 financing contract and any certificates of participation therein to  
3 the extent provided in the agency's financing plan approved by the  
4 state finance committee.

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

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

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

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

24 (4) By December 1, 2009, the department of enterprise services  
25 shall:

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

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

31 (5) During the (~~2017-2019 and~~) 2019-2021 and 2021-2023 fiscal  
32 biennia, the Washington state ferries is required to use a minimum of  
33 (~~five~~) 10 percent biodiesel as compared to total volume of all  
34 diesel purchases made by the Washington state ferries for the  
35 operation of the Washington state ferries diesel-powered vessels, as  
36 long as the price of a (~~B5 or~~) B10 biodiesel blend does not exceed  
37 the price of conventional diesel fuel by five percent or more.

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

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

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

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

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

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

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

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

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

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

38       (1)(a) Subject to the availability of amounts appropriated for  
39 this specific purpose through the 2023-2025 biennium, the

1 department's public transportation division shall establish a green  
2 transportation capital grant program. The purpose of the grant  
3 program is to aid any transit authority in funding cost-effective  
4 capital projects to reduce the carbon intensity of the Washington  
5 transportation system, examples of which include: Electrification of  
6 vehicle fleets, including battery and fuel cell electric vehicles;  
7 modification or replacement of capital facilities in order to  
8 facilitate fleet electrification and/or hydrogen refueling; necessary  
9 upgrades to electrical transmission and distribution systems; and  
10 construction of charging and fueling stations. The department's  
11 public transportation division shall identify projects and shall  
12 submit a prioritized list of all projects requesting funding to the  
13 legislature by December 1st of each even-numbered year.

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

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

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

21 (2) The department's public transportation division must  
22 establish an advisory committee to assist in identifying projects  
23 under subsection (1) of this section. The advisory committee must  
24 include representatives from the department of ecology, the  
25 department of commerce, the utilities and transportation commission,  
26 and at least one transit authority.

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

31 (4) The department's public transportation division must report  
32 annually to the transportation committees of the legislature on the  
33 status of any grant projects funded by the program created under this  
34 section.

35 (5) For purposes of this section, "transit authority" means a  
36 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a  
37 county public transportation authority under chapter 36.57 RCW, a  
38 metropolitan municipal corporation transit system under chapter 36.56  
39 RCW, a public transportation benefit area under chapter 36.57A RCW,  
40 an unincorporated transportation benefit area under RCW 36.57.100, a

1 regional transit authority under chapter 81.112 RCW, or any special  
2 purpose district formed to operate a public transportation system.

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

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

8 The department of licensing technology improvement and data  
9 management account is created in the highway safety fund. All  
10 receipts from fees collected under RCW 46.12.630(5) must be deposited  
11 into the account. Expenditures from the account may be used only for  
12 investments in technology and data management at the department.  
13 During the 2019-2021 (~~biennium~~) and 2021-2023 biennia, the account  
14 may also be used for responding to public records requests. Moneys in  
15 the account may be spent only after appropriation.

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

18 The license plate technology account is created in the state  
19 treasury. All receipts collected under RCW 46.17.015 must be  
20 deposited into this account. Expenditures from this account must  
21 support current and future license plate technology and systems  
22 integration upgrades for both the department and correctional  
23 industries. Moneys in the account may be spent only after  
24 appropriation. Additionally, the moneys in this account may be used  
25 to reimburse the motor vehicle (~~account—[fund]~~) fund for any  
26 appropriation made to implement the digital license plate system.  
27 During the 2011-2013 and 2013-2015 fiscal biennia, the legislature  
28 may transfer from the license plate technology account to the highway  
29 safety (~~account—[fund]~~) fund such amounts as reflect the excess  
30 fund balance of the license plate technology account. During the  
31 2019-2021 (~~biennium~~) and 2021-2023 biennia, the account may also be  
32 used for the maintenance of recently modernized information  
33 technology systems for vehicle registrations.

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

36 The freight mobility investment account is hereby created in the  
37 state treasury. Money in the account may be spent only after

1 appropriation. Expenditures from the account may be used only for  
2 freight mobility projects that have been approved by the freight  
3 mobility strategic investment board in RCW 47.06A.020 and may include  
4 any principal and interest on bonds authorized for the projects or  
5 improvements. During the ~~((2019-2021))~~ 2021-2023 fiscal biennium, the  
6 expenditures from the account may also be used for the administrative  
7 expenses of the freight mobility strategic investment board.

8 NEW SECTION. **Sec. 709.** (1) The agency financial transaction  
9 account is created in the state treasury. Designated receipts from  
10 cost-recovery charges for credit card and other financial transaction  
11 fees pursuant to this act must be deposited into the account. Moneys  
12 in the account may be spent only after appropriation. Expenditures  
13 from the account may be used only for paying credit card and  
14 financial transaction fees, and other related costs incurred by state  
15 agencies.

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

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

19 (1) The department may enter into exchange agreements with local,  
20 state, or federal agencies, tribal governments, or private nonprofit  
21 nature conservancy corporations as defined in RCW 64.04.130, to  
22 convey properties under the jurisdiction of the department that serve  
23 as environmental mitigation sites, as full or part consideration for  
24 the grantee assuming all future maintenance and operation obligations  
25 and costs required to maintain and operate the environmental  
26 mitigation site in perpetuity.

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

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

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

36 (b) During the 2021-2023 fiscal biennium, the restrictions in (a)  
37 of this subsection do not apply to any exchange agreement with a



1 tribal government for the acquisition of real property required by  
2 the department for the SR 167/SR 509 Puget Sound Gateway project.

3 (3) The conveyances must be by quitclaim deed, or other form of  
4 conveyance, executed by the secretary of transportation, and must  
5 expressly restrict the use of the property to a mitigation site  
6 consistent with preservation of the functions and values of the site,  
7 and must provide for the automatic reversion to the department if the  
8 property is not used as a mitigation site or is not maintained in a  
9 manner that complies with applicable permits, laws, and regulations  
10 pertaining to the maintenance and operation of the mitigation site.

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

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

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

16 (a) All moneys directed by law;

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

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

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

21 (4) Expenditures from the account may be used only for the  
22 maintenance, administration, and operation of the Washington state  
23 ferry system.

24 (5) During the 2015-2017 fiscal biennium, the legislature may  
25 transfer from the Puget Sound ferry operations account to the  
26 connecting Washington account such amounts as reflect the excess fund  
27 balance of the Puget Sound ferry operations account.

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

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

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

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

1 (a) Each year the department shall provide the commission a  
2 report of its review of fares and pricing policies, with  
3 recommendations for the revision of fares and pricing policies for  
4 the ensuing year;

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

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

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

14 (4) The chief executive officer of the ferry system may authorize  
15 the use of promotional, discounted, and special event fares to the  
16 general public and commercial enterprises for the purpose of  
17 maximizing capacity use and the revenues collected by the ferry  
18 system. The department shall report to the commission a summary of  
19 the promotional, discounted, and special event fares offered during  
20 each fiscal year and the financial results from these activities.

21 (5) (~~Fare~~) Except for the 2021-2023 fiscal biennium, fare  
22 revenues and other revenues deposited in the Puget Sound ferry  
23 operations account created in RCW 47.60.530 may not be used to  
24 support the Puget Sound capital construction account created in RCW  
25 47.60.505, unless the support for capital is separately identified in  
26 the fare.

27 (6) The commission may not raise fares until the fare rules  
28 contain pricing policies developed under RCW 47.60.290, or September  
29 1, 2009, whichever is later.

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

35 (8) Except as provided in subsection (10) of this section,  
36 beginning May 1, 2020, the commission shall impose an additional  
37 vessel replacement surcharge in an amount sufficient to fund twenty-  
38 five year debt service on one 144-auto hybrid vessel taking into  
39 account funds provided in chapter 417, Laws of 2019 or chapter . . .  
40 (SSB 5419), Laws of 2019. The department of transportation shall

1 provide to the commission vessel and debt service cost estimates.  
2 Information on vessels constructed or purchased with revenue from the  
3 surcharges must be publicly posted including, but not limited to, the  
4 commission web site.

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

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

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

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

15 (a) That immediate adoption, amendment, or repeal of a rule is  
16 necessary for the preservation of the public health, safety, or  
17 general welfare, and that observing the time requirements of notice  
18 and opportunity to comment upon adoption of a permanent rule would be  
19 contrary to the public interest;

20 (b) That state or federal law or federal rule or a federal  
21 deadline for state receipt of federal funds requires immediate  
22 adoption of a rule; or

23 (c) In order to implement the requirements or reductions in  
24 appropriations enacted in any budget for fiscal year 2009, 2010,  
25 2011, 2012, or 2013, or in an omnibus transportation appropriations  
26 act for the 2021-2023 biennium related to setting toll rates, which  
27 necessitates the need for the immediate adoption, amendment, or  
28 repeal of a rule, and that observing the time requirements of notice  
29 and opportunity to comment upon adoption of a permanent rule would be  
30 contrary to the fiscal needs or requirements of the agency,  
31 the agency may dispense with those requirements and adopt, amend, or  
32 repeal the rule on an emergency basis. The agency's finding and a  
33 concise statement of the reasons for its finding shall be  
34 incorporated in the order for adoption of the emergency rule or  
35 amendment filed with the office of the code reviser under RCW  
36 34.05.380 and with the rules review committee.

37 (2) An emergency rule adopted under this section takes effect  
38 upon filing with the code reviser, unless a later date is specified  
39 in the order of adoption, and may not remain in effect for longer

1 than one hundred twenty days after filing. Identical or substantially  
2 similar emergency rules may not be adopted in sequence unless  
3 conditions have changed or the agency has filed notice of its intent  
4 to adopt the rule as a permanent rule, and is actively undertaking  
5 the appropriate procedures to adopt the rule as a permanent rule.  
6 This section does not relieve any agency from compliance with any law  
7 requiring that its permanent rules be approved by designated persons  
8 or bodies before they become effective.

9 (3) Within seven days after the rule is adopted, any person may  
10 petition the governor requesting the immediate repeal of a rule  
11 adopted on an emergency basis by any department listed in RCW  
12 43.17.010. Within seven days after submission of the petition, the  
13 governor shall either deny the petition in writing, stating his or  
14 her reasons for the denial, or order the immediate repeal of the  
15 rule. In ruling on the petition, the governor shall consider only  
16 whether the conditions in subsection (1) of this section were met  
17 such that adoption of the rule on an emergency basis was necessary.  
18 If the governor orders the repeal of the emergency rule, any sanction  
19 imposed based on that rule is void. This subsection shall not be  
20 construed to prohibit adoption of any rule as a permanent rule.

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

23 There is hereby created in the state treasury a fund to be known  
24 as the highway safety fund to the credit of which must be deposited  
25 all moneys directed by law to be deposited therein. This fund must be  
26 used for carrying out the provisions of law relating to driver  
27 licensing, driver improvement, financial responsibility, cost of  
28 furnishing abstracts of driving records and maintaining such case  
29 records, and to carry out the purposes set forth in RCW 43.59.010,  
30 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017  
31 fiscal biennia, the legislature may transfer from the highway safety  
32 fund to the Puget Sound ferry operations account, the motor vehicle  
33 fund, and the multimodal transportation account such amounts as  
34 reflect the excess fund balance of the highway safety fund. During  
35 the ((2017-2019 and the)) 2019-2021 and 2021-2023 fiscal biennia, the  
36 legislature may direct the state treasurer to make transfers of  
37 moneys in the highway safety fund to the multimodal transportation  
38 account.

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

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

7       (2) Beginning September 2011, by the last day of September,  
8 December, March, and June of each year, the state treasurer shall  
9 transfer from the multimodal transportation account to the rural  
10 mobility grant program account two million five hundred thousand  
11 dollars.

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

16       (4) During the ~~((2017-2019 and the))~~ 2019-2021 and 2021-2023  
17 fiscal biennia, the legislature may direct the state treasurer to  
18 make transfers of moneys in the rural mobility grant program account  
19 to the multimodal transportation account.

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

22       A special account to be known as the state route number 520 civil  
23 penalties account is created in the state treasury. All state route  
24 number 520 bridge replacement and HOV program civil penalties  
25 generated from the nonpayment of tolls on the state route number 520  
26 corridor must be deposited into the account, as provided under RCW  
27 47.56.870(4)(b)(vii). Moneys in the account may be spent only after  
28 appropriation. Expenditures from the account may be used to fund any  
29 project within the state route number 520 bridge replacement and HOV  
30 program, including mitigation. During the 2013-2015 and 2015-2017  
31 fiscal biennia, the legislature may transfer from the state route  
32 number 520 civil penalties account to the state route number 520  
33 corridor account such amounts as reflect the excess fund balance of  
34 the state route number 520 civil penalties account. Funds transferred  
35 must be used solely for capital expenditures for the state route  
36 number 520 bridge replacement and HOV project. During the ~~((2017-2019~~  
37 ~~and the))~~ 2019-2021 and 2021-2023 fiscal biennia, the legislature may  
38 direct the state treasurer to make transfers of moneys in the state

1 route number 520 civil penalties account to the state route number  
2 520 corridor account.

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

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

18 (2) The state treasurer may transfer moneys from the capital  
19 vessel replacement account to the transportation 2003 account (nickel  
20 account) for debt service on bonds issued for the construction of  
21 144-car class ferry vessels.

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

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

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

33 (1) The connecting Washington account is created in the motor  
34 vehicle fund. Moneys in the account may be spent only after  
35 appropriation. Expenditures from the account must be used only for  
36 projects or improvements identified as connecting Washington projects  
37 or improvements in a transportation appropriations act, including any

1 principal and interest on bonds authorized for the projects or  
2 improvements.

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

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

10 **2019-2021 FISCAL BIENNIUM**

11 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

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

15 Motor Vehicle Account—State Appropriation . . . . . (~~(\$545,000)~~)  
16 \$536,000

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

19 **FOR THE OFFICE OF FINANCIAL MANAGEMENT**

20 Motor Vehicle Account—State Appropriation . . . . . (~~(\$1,419,000)~~)  
21 \$1,388,000  
22 Multimodal Transportation Account—State Appropriation. . . . \$300,000  
23 Puget Sound Ferry Operations Account—State Appropriation . . \$121,000  
24 TOTAL APPROPRIATION. . . . . (~~(\$1,840,000)~~)  
25 \$1,809,000

26 The appropriations in this section are subject to the following  
27 conditions and limitations: \$300,000 of the multimodal transportation  
28 account—state appropriation is provided solely for the office of  
29 financial management, in direct coordination with the office of state  
30 treasurer, to evaluate, coordinate, and assist in efforts by state  
31 agencies in developing cost recovery mechanisms for credit card and  
32 other financial transaction fees currently paid from state funds.  
33 This may include disbursing interagency reimbursements for the  
34 implementation costs incurred by the affected agencies. As part of  
35 the first phase of this effort, the office of financial management,

1 with the assistance of relevant agencies, must develop implementation  
2 plans and take all necessary steps to ensure that the actual cost-  
3 recovery mechanisms will be in place by January 1, 2020, for the  
4 vehicles and drivers programs of the department of licensing. By  
5 November 1, 2019, the office of financial management must provide a  
6 report to the joint transportation committee on the phase 1  
7 implementation plan and options to expand similar cost recovery  
8 mechanisms to other state agencies and programs, including the  
9 ferries division.

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

12 **FOR THE LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE**

13 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$652,000</del> ))
14	<u>\$647,000</u>

15 **TRANSPORTATION AGENCIES—OPERATING**

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

18 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

19 Highway Safety Account—State Appropriation . . . . .	(( <del>\$4,675,000</del> ))
20	<u>\$4,647,000</u>
21 Highway Safety Account—Federal Appropriation . . . . .	(( <del>\$27,051,000</del> ))
22	<u>\$26,943,000</u>
23 Highway Safety Account—Private/Local Appropriation . . . . .	\$118,000
24 School Zone Safety Account—State Appropriation . . . . .	\$850,000
25 TOTAL APPROPRIATION. . . . .	(( <del>\$32,694,000</del> ))
26	<u>\$32,558,000</u>

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

29 (1) \$150,000 of the highway safety account—state appropriation is  
30 provided solely for the implementation of chapter 54, Laws of 2019  
31 (Cooper Jones Active Transportation Safety Council). If chapter 54,  
32 Laws of 2019 is not enacted by June 30, 2019, the amount provided in  
33 this subsection lapses.

34 (2) The Washington traffic safety commission may oversee a pilot  
35 program in up to three cities implementing the use of automated



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

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

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

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

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

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

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

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

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

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

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

4 (vii) By June 30, 2021, the participating cities shall provide a  
5 report to the commission and appropriate committees of the  
6 legislature regarding the use, public acceptance, outcomes, warnings  
7 issued, data retention and use, and other relevant issues regarding  
8 automated vehicle noise enforcement cameras demonstrated by the pilot  
9 projects.

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

27 For purposes of the demonstration project, an automated  
28 enforcement technology device may record an image of a driver and  
29 passenger of a motor vehicle. The county and PTBA must erect signs  
30 marking the locations where the automated enforcement for HOV  
31 passenger requirements is occurring.

32 The PTBA, in consultation with the Washington traffic safety  
33 commission, must provide a report to the transportation committees of  
34 the legislature with the number of violations detected during the  
35 demonstration project, whether the technology used was accurate and  
36 any recommendations for future use of automated enforcement  
37 technology for HOV lane enforcement by June 30, 2021.

38 (4) (a) The Washington traffic safety commission shall coordinate  
39 with each city that implements a pilot program as authorized in  
40 chapter 224, Laws of 2020 (automated traffic safety cameras) or

1 chapter . . . (Substitute Senate Bill No. 5789), Laws of 2020  
2 (automated traffic safety cameras) to provide the transportation  
3 committees of the legislature with the following information by June  
4 30, 2021:

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

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

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

12 (b) If neither chapter 224, Laws of 2020 nor chapter . . .  
13 (Substitute Senate Bill No. 5789), Laws of 2020 is enacted by June  
14 30, 2020, the conditions of this subsection (4) have no force and  
15 effect.

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

18 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

19 Rural Arterial Trust Account—State Appropriation . . . . .	\$1,137,000
20 Motor Vehicle Account—State Appropriation . . . . .	<del>(\$2,920,000)</del>
21	<u>\$3,042,000</u>
22 County Arterial Preservation Account—State	
23 Appropriation . . . . .	\$1,677,000
24 TOTAL APPROPRIATION. . . . .	<del>(\$5,734,000)</del>
25	<u>\$5,856,000</u>

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

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

32 **FOR THE JOINT TRANSPORTATION COMMITTEE**

33 Motor Vehicle Account—State Appropriation . . . . .	<del>(\$2,187,000)</del>
34	<u>\$2,173,000</u>
35 Multimodal Transportation Account—State Appropriation. . . . .	<del>(\$917,000)</del>
36	<u>\$895,000</u>
37 Highway Safety Account—State Appropriation. . . . .	\$275,000

1 TOTAL APPROPRIATION. . . . . (~~(\$3,379,000)~~)  
2 \$3,343,000

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

5 (1) \$400,000 of the motor vehicle account—state appropriation and  
6 \$50,000 of the multimodal transportation account—state appropriation  
7 is for the joint transportation committee to conduct a comprehensive  
8 assessment of statewide transportation needs and priorities, and  
9 existing and potential transportation funding mechanisms to address  
10 those needs and priorities. The assessment must include: (a)  
11 Recommendations on the critical state and local transportation  
12 projects, programs, and services needed to achieve an efficient,  
13 effective, statewide transportation system over the next ten years;  
14 (b) a comprehensive menu of funding options for the legislature to  
15 consider to address the identified transportation system investments;  
16 (c) recommendations on whether a revision to the statewide  
17 transportation policy goals in RCW 47.04.280 is warranted in light of  
18 the recommendations and options identified in (a) and (b) of this  
19 subsection; and (d) an analysis of the economic impacts of a range of  
20 future transportation investments. The assessment must be submitted  
21 to the transportation committees of the legislature by June 30, 2020.  
22 Starting July 1, 2020, and concluding by December 31, 2020, a  
23 committee-appointed commission or panel shall review the assessment  
24 and make final recommendations to the legislature for consideration  
25 during the 2021 legislative session on a realistic, achievable plan  
26 for funding transportation programs, projects, and services over the  
27 next ten years including a timeline for legislative action on funding  
28 the identified transportation system needs shortfall.

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

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

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

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

3 (C) Population greater than fifty thousand and up to and  
4 including one hundred thousand;

5 (D) Population greater than one hundred thousand;

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

10 (A) The average vehicle cost differential among the commercially  
11 available fuel options;

12 (B) A cost benefit analysis of the conversion of different  
13 vehicle classes; and

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

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

21 (A) Vehicle acquisition costs, charging and refueling  
22 infrastructure costs, and other associated costs;

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

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

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

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

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

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

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

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

12 (i) Projections of potential ridership;

13 (ii) Review of relevant planning studies;

14 (iii) Establishment of an advisory group and associated meetings;

15 (iv) Development of a Stampede Pass corridor alignment to  
16 maximize ridership, revenue, and rationale, considering service to  
17 population centers: Auburn, Cle Elum, Yakima, Tri-Cities, Ellensburg,  
18 Toppenish, and Spokane;

19 (v) Assessment of current infrastructure conditions, including  
20 station stop locations;

21 (vi) Identification of equipment needs; and

22 (vii) Identification of operator options.

23 (b) A report of the study findings and recommendations is due to  
24 the transportation committees of the legislature by June 30, 2020.

25 (4) (a) \$275,000 of the highway safety fund—state appropriation is  
26 for a study of vehicle subagents in Washington state. The study must  
27 consider and include recommendations, as necessary, on the following:

28 (i) The relevant statutes, rules, and/or regulations authorizing  
29 vehicle subagents and any changes made to the relevant statutes,  
30 rules, and/or regulations;

31 (ii) The current process of selecting and authorizing a vehicle  
32 subagent, including the change of ownership process and the  
33 identification of any barriers to entry into the vehicle subagent  
34 market;

35 (iii) The annual business expenditures borne by each of the  
36 vehicle subagent businesses since fiscal year 2010 and identification  
37 of any materials, including office equipment and supplies, provided  
38 by the department of licensing to each vehicle subagent since fiscal  
39 year 2010. To accomplish this task, each vehicle subagent must

1 provide expenditure data to the joint transportation committee for  
2 the purposes of this study;

3 (iv) The oversight provided by the county auditors and/or the  
4 department of licensing over the vehicle subagent businesses;

5 (v) The history of service fees, how increases to the service fee  
6 rate are made, and how the requested fee increase is determined;

7 (vi) The online vehicle registration renewal process and any  
8 potential improvements to the online process;

9 (vii) The department of licensing's ability to provide more  
10 vehicle licensing services directly, particularly taking into account  
11 the increase in online vehicle renewal transactions;

12 (viii) The potential expansion of services that can be performed  
13 by vehicle subagents; and

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

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

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

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

25 (5) (a) \$235,000 of the multimodal transportation account—state  
26 appropriation is for the joint transportation committee to oversee a  
27 consultant study on rail safety governance best practices, by class  
28 of rail where applicable, and recommendations for the implementation  
29 of these best practices in Washington state. The study must assess  
30 rail safety governance for passenger and freight rail, including rail  
31 transit services, and must consider recommendations made by the  
32 national transportation safety board in its 2017 Amtrak passenger  
33 train 501 derailment accident report that are relevant to rail safety  
34 governance.

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

36 (i) (A) An assessment of rail safety oversight in Washington state  
37 that includes: (I) The rail safety oversight roles of federal, state,  
38 regional, and local agencies, including the extent to which federal  
39 and state laws govern these roles and the extent to which these roles  
40 would be modified should the suspended federal rules in 49 C.F.R.

1 Part 270 take effect; (II) federal, state, regional, and local agency  
2 organizational structures and processes utilized to conduct rail  
3 safety oversight; and (III) coordination activities by federal,  
4 state, regional, and local agencies in conducting rail safety  
5 oversight;

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

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

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

13 (c) The joint transportation committee shall consult with the  
14 Washington state department of transportation, the Washington state  
15 utilities and transportation commission, sound transit, the national  
16 transportation safety board, Amtrak, the federal railroad  
17 administration, BNSF railway company, one or more representatives of  
18 short line railroads, one or more representatives of labor, and other  
19 entities with rail safety expertise as necessary.

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

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

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

30 (ii) Expected impacts to ferry service provided to the San Juan  
31 Islands;

32 (iii) Possible terminal locations on Fidalgo Island;

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

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

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

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



1 (viii) Legal analysis of all state, federal, or Canadian laws or  
2 rules, including the Jones act and rules of the board of pilotage  
3 commissioners, that may apply to initiation of private service or  
4 cessation of state service; and

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

7 (b) In conducting the study, the joint transportation committee  
8 must consult with the department of transportation, a representative  
9 of San Juan county, a representative of the city of Anacortes, a  
10 representative of the inland boatman's union, a representative of  
11 Puget Sound pilots, a representative of the port of Anacortes, a  
12 representative of the economic development alliance of Skagit county,  
13 and interested private ferry operators in Washington state.

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

16 **Sec. 904.** 2020 c 219 s 205 (uncodified) is amended to read as  
17 follows:

18 **FOR THE TRANSPORTATION COMMISSION**

19	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$2,324,000</del> ))
20		<u>\$1,861,000</u>
21	Interstate 405 and <u>State</u> Route Number 167 Express Toll Lanes	
22	Account—State Appropriation. . . . .	(( <del>\$410,000</del> ))
23		<u>\$406,000</u>
24	State Route Number 520 Corridor Account—State	
25	Appropriation. . . . .	(( <del>\$271,000</del> ))
26		<u>\$262,000</u>
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation. . . . .	(( <del>\$158,000</del> ))
29		<u>\$152,000</u>
30	Alaskan Way Viaduct Replacement Project	
31	Account—State Appropriation. . . . .	(( <del>\$136,000</del> ))
32		<u>\$132,000</u>
33	TOTAL APPROPRIATION. . . . .	(( <del>\$3,299,000</del> ))
34		<u>\$2,813,000</u>

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

37 (1)(a) The commission shall reconvene the road usage charge  
38 steering committee, with the same membership described in chapter

1 297, Laws of 2018, and shall report at least once every three months  
2 to the steering committee with updates on report development for the  
3 completed road usage charge pilot project until the final report is  
4 submitted. The commission shall also report to the steering committee  
5 on any other activities undertaken in accordance with this subsection  
6 (1) as necessary to keep it apprised of new developments and to  
7 obtain input on its efforts. The final report on the road usage  
8 charge pilot project is due to the transportation committees of the  
9 legislature by January 1, 2020, and should include recommendations  
10 for necessary next steps to consider impacts to communities of color,  
11 low-income households, vulnerable populations, and displaced  
12 communities. Any legislative vacancies on the steering committee must  
13 be appointed by the speaker of the house of representatives for a  
14 house of representatives member vacancy, and by the president of the  
15 senate for a senate member vacancy.

16 (b) (i) The commission shall coordinate with the department of  
17 transportation to jointly seek federal funds available through the  
18 federal surface transportation system funding alternatives grant  
19 program, applying toll credits for meeting match requirements. One or  
20 more grant applications shall be developed that propose to:

21 (A) Create a framework for modeling the effects of a road usage  
22 charge on passenger and light-duty vehicles including, but not  
23 limited to, plug-in electric vehicles, autonomous vehicles, state  
24 fleets, and transportation network companies on a road usage charge  
25 system;

26 (B) Identify and measure potential disparate impacts of a road  
27 usage charge on designated populations, including communities of  
28 color, low-income households, vulnerable populations, and displaced  
29 communities;

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

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

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

39 (F) Carry out a limited scale demonstration to test new mileage  
40 reporting methods; equity policies; cost reduction techniques; and

1 collecting a road usage charge from passenger and light-duty vehicles  
2 including, but not limited to, plug-in electric vehicles, autonomous  
3 vehicles, state fleets, transportation network companies, and other  
4 new mobility services; and

5 (G) Produce a final report with recommendations and a recommended  
6 roadmap that details how a road usage charge could be appropriately  
7 scaled to fit state circumstances and that includes a framework for  
8 evaluating policy choices related to the use of road usage charge  
9 revenue.

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

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

30 (2) (a) \$250,000 of the Interstate 405 and state route number 167  
31 express toll lanes account—state appropriation is provided solely for  
32 the transportation commission to conduct a study, applicable to the  
33 Interstate 405 express toll lanes, of discounted tolls and other  
34 similar programs for low-income drivers that are provided by other  
35 states, countries, or other entities and how such a program could be  
36 implemented in the state of Washington. The transportation commission  
37 may contract with a consultant to conduct all or a portion of this  
38 study.

1 (b) In conducting this study, the transportation commission shall  
2 consult with both the department of transportation and the department  
3 of social and health services.

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

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

9 (ii) The most cost-effective way to implement a program given  
10 existing financial commitments, shared cost requirements across  
11 facilities, and technical requirements to execute and maintain a  
12 program;

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

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

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

22 (3) \$160,000 of the Interstate 405 and state route number 167  
23 express toll lanes account—state appropriation, \$271,000 of the state  
24 route number 520 corridor account—state appropriation, \$158,000 of  
25 the Tacoma Narrows toll bridge account—state appropriation, and  
26 \$136,000 of the Alaskan Way viaduct replacement project account—state  
27 appropriation are provided solely for the transportation commission's  
28 proportional share of time spent supporting tolling operations for  
29 the respective tolling facilities.

30 (4) The legislature requests that the commission commence  
31 proceedings to name state route number 165 as The Glacier Highway to  
32 commemorate the significance of glaciers to the state of Washington.

33 **Sec. 905.** 2020 c 219 s 207 (uncodified) is amended to read as  
34 follows:

35 **FOR THE WASHINGTON STATE PATROL**

36 State Patrol Highway Account—State Appropriation . . . (~~(\$501,294,000)~~)  
37 \$498,197,000

38 State Patrol Highway Account—Federal Appropriation . . . (~~(\$16,081,000)~~)

1		<u>\$16,079,000</u>
2	State Patrol Highway Account—Private/Local	
3	Appropriation . . . . .	\$4,258,000
4	Highway Safety Account—State Appropriation . . . . .	\$1,188,000
5	Ignition Interlock Device Revolving Account—State	
6	Appropriation . . . . .	\$7,010,000
7	Multimodal Transportation Account—State	
8	Appropriation . . . . .	\$286,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation. . . . .	\$1,182,000
11	State Route Number 520 Corridor Account—State	
12	Appropriation. . . . .	\$1,988,000
13	Tacoma Narrows Toll Bridge Account—State Appropriation. . . . .	\$1,158,000
14	Alaskan Way Viaduct Replacement Project	
15	Account—State Appropriation. . . . .	\$996,000
16	TOTAL APPROPRIATION. . . . .	(( <del>\$535,441,000</del> ))
17		<u>\$532,342,000</u>

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

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

29       (2) \$510,000 of the ignition interlock device revolving account—  
30 state appropriation is provided solely for the ignition interlock  
31 program at the Washington state patrol to provide funding for two  
32 staff to work and provide support for the program in working with  
33 manufacturers, service centers, technicians, and participants in the  
34 program.

35       (3) \$1,424,000 of the state patrol highway account—state  
36 appropriation is provided solely to enter into an agreement for  
37 upgraded land mobile software, hardware, and equipment.

1 (4) \$2,582,000 of the state patrol highway account—state  
2 appropriation is provided solely for the replacement of radios and  
3 other related equipment.

4 (5) \$343,000 of the state patrol highway account—state  
5 appropriation is provided solely for aerial criminal investigation  
6 tools, including software licensing and maintenance, and annual  
7 certification.

8 (6) \$2,342,000 of the state patrol highway account—state  
9 appropriation is provided solely to address the increase in the  
10 number of toxicology cases from impaired driving and death  
11 investigations.

12 (7) \$580,000 of the state patrol highway account—state  
13 appropriation is provided solely for the operation of and  
14 administrative support to the license investigation unit to enforce  
15 vehicle registration laws in southwestern Washington. The Washington  
16 state patrol, in consultation with the department of revenue, shall  
17 maintain a running estimate of the additional vehicle registration  
18 fees, sales and use taxes, and local vehicle fees remitted to the  
19 state pursuant to activity conducted by the license investigation  
20 unit. Beginning October 1, 2019, and quarterly thereafter, the  
21 Washington state patrol shall submit a report detailing the  
22 additional revenue amounts generated since July 1, 2017, to the  
23 director of the office of financial management and the transportation  
24 committees of the legislature. At the end of the calendar quarter in  
25 which it is estimated that more than \$625,000 in state sales and use  
26 taxes have been remitted to the state since July 1, 2017, the  
27 Washington state patrol shall notify the state treasurer and the  
28 state treasurer shall transfer funds pursuant to section 406, chapter  
29 416, Laws of 2019.

30 (8) \$18,000 of the state patrol highway account—state  
31 appropriation is provided solely for the license investigation unit  
32 to procure an additional license plate reader and related costs.

33 (9) The Washington state patrol and the office of financial  
34 management must be consulted by the department of transportation  
35 during the design phase of any improvement or preservation project  
36 that could impact Washington state patrol weigh station operations.  
37 During the design phase of any such project, the department of  
38 transportation must estimate the cost of designing around the

1 affected weigh station's current operations, as well as the cost of  
2 moving the affected weigh station.

3 (10) \$4,210,000 of the state patrol highway account—state  
4 appropriation is provided solely for a third arming and a third  
5 trooper basic training class. The cadet class is expected to graduate  
6 in June 2021.

7 (11) \$65,000 of the state patrol highway account—state  
8 appropriation is provided solely for the implementation of chapter  
9 440, Laws of 2019 (immigrants in the workplace). If chapter 440, Laws  
10 of 2019 is not enacted by June 30, 2019, the amount provided in this  
11 subsection lapses.

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

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

16 (ii) The number of transportation funded staff vacancies by major  
17 category;

18 (iii) The number of applicants for each of the positions by these  
19 categories;

20 (iv) The composition of workforce; and

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

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

29 (13) \$1,182,000 of the Interstate 405 and state route number 167  
30 express toll lanes account—state appropriation, \$1,988,000 of the  
31 state route number 520 corridor account—state appropriation,  
32 \$1,158,000 of the Tacoma Narrows toll bridge account—state  
33 appropriation, and \$996,000 of the Alaskan Way viaduct replacement  
34 project account—state appropriation are provided solely for the  
35 Washington state patrol's proportional share of time spent supporting  
36 tolling operations and enforcement for the respective tolling  
37 facilities.

38 (14) \$100,000 of the state patrol highway account—state  
39 appropriation is provided solely for the implementation of ((Senate

1 ~~Bill No. 6218~~) chapter 97, Laws of 2020 (Washington state patrol  
2 retirement definition of salary), which reflects an increase in the  
3 Washington state patrol retirement system pension contribution rate  
4 of 0.15 percent for changes to the definition of salary. If (~~Senate~~  
5 ~~Bill No. 6218~~) chapter 97, Laws of 2020 is not enacted by June 30,  
6 2020, the amount provided in this subsection lapses.

7 (~~(16)~~) (15) \$975,000 of the state patrol highway account—state  
8 appropriation is provided solely for communications officers at the  
9 King county public safety answering point.

10 (~~(17)~~) (16) \$830,000 of the state patrol highway account—state  
11 appropriation is provided solely for information technology security  
12 enhancements.

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

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

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

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

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

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

35 **Sec. 906.** 2020 c 219 s 208 (uncodified) is amended to read as  
36 follows:

37 **FOR THE DEPARTMENT OF LICENSING**

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



1	Motorcycle Safety Education Account—State	
2	Appropriation . . . . .	(( <del>\$5,052,000</del> ))
3		<u>\$5,023,000</u>
4	State Wildlife Account—State Appropriation . . . . .	(( <del>\$511,000</del> ))
5		<u>\$510,000</u>
6	Highway Safety Account—State Appropriation . . . . .	(( <del>\$242,965,000</del> ))
7		<u>\$221,941,000</u>
8	Highway Safety Account—Federal Appropriation . . . . .	\$1,294,000
9	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$71,447,000</del> ))
10		<u>\$65,416,000</u>
11	Motor Vehicle Account—Federal Appropriation. . . . .	\$186,000
12	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$10,008,000
13	Ignition Interlock Device Revolving Account—State	
14	Appropriation . . . . .	(( <del>\$5,779,000</del> ))
15		<u>\$4,687,000</u>
16	Department of Licensing Services Account—State	
17	Appropriation . . . . .	(( <del>\$7,696,000</del> ))
18		<u>\$7,685,000</u>
19	License Plate Technology Account—State	
20	Appropriation . . . . .	\$4,250,000
21	Abandoned Recreational Vehicle Account—State	
22	Appropriation. . . . .	\$2,925,000
23	Limousine Carriers Account—State Appropriation. . . . .	\$113,000
24	Electric Vehicle Account—State Appropriation. . . . .	\$264,000
25	DOL Technology Improvement & Data Management	
26	Account—State Appropriation. . . . .	\$2,250,000
27	Agency Financial Transaction Account—State	
28	Appropriation. . . . .	\$11,903,000
29	TOTAL APPROPRIATION. . . . .	(( <del>\$366,677,000</del> ))
30		<u>\$338,489,000</u>

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

33 (1) \$139,000 of the motorcycle safety education account—state  
34 appropriation is provided solely for the implementation of chapter  
35 65, Laws of 2019 (motorcycle safety). If chapter 65, Laws of 2019 is  
36 not enacted by June 30, 2019, the amount provided in this subsection  
37 lapses.

1 (2) \$25,000 of the motorcycle safety education account—state  
2 appropriation, \$4,000 of the state wildlife account—state  
3 appropriation, \$1,708,000 of the highway safety account—state  
4 appropriation, \$576,000 of the motor vehicle account—state  
5 appropriation, \$22,000 of the ignition interlock device revolving  
6 account—state appropriation, and \$28,000 of the department of  
7 licensing services account—state appropriation are provided solely  
8 for the department to fund the appropriate staff and necessary  
9 equipment and software for data management, data analytics, and data  
10 compliance activities. The department must, in consultation with the  
11 office of the chief information officer, construct a framework with  
12 goals for providing better data stewardship and a plan to achieve  
13 those goals. The department must provide the framework and plan to  
14 the transportation committees of the legislature by December 31,  
15 2019, and an update by May 1, 2020.

16 (3) Appropriations provided for the cloud continuity of  
17 operations project in this section are subject to the conditions,  
18 limitations, and review provided in section 701 (~~of this act~~),  
19 chapter 219, Laws of 2020.

20 (4) \$24,028,000 of the highway safety account—state appropriation  
21 is provided solely for costs necessary to accommodate increased  
22 demand for enhanced drivers' licenses and enhanced identicards. The  
23 department shall report on a quarterly basis on the use of these  
24 funds, associated workload, and information with comparative  
25 information with recent comparable months in prior years. The report  
26 must include detailed statewide and by licensing service office  
27 information on staffing levels, average monthly wait times, the  
28 number of enhanced drivers' licenses and enhanced identicards issued/  
29 renewed, and the number of primary drivers' licenses and identicards  
30 issued/renewed. Within the amounts provided in this subsection, the  
31 department shall implement efficiency measures to reduce the time for  
32 licensing transactions and wait times including, but not limited to,  
33 the installation of additional cameras at licensing service offices  
34 that reduce bottlenecks and align with the "keep your customer"  
35 initiative.

36 (5) \$507,000 of the motor vehicle account—state appropriation is  
37 provided solely for the implementation of chapter . . . (Substitute  
38 Senate Bill No. 5419), Laws of 2019 (vehicle service fees) or chapter  
39 417, Laws of 2019 (vehicle service fees). If neither chapter . . .

1 (Substitute Senate Bill No. 5419), Laws of 2019 or chapter 417, Laws  
2 of 2019 are enacted by June 30, 2019, the amount provided in this  
3 subsection lapses.

4 (6) \$25,000 of the motor vehicle account—state appropriation is  
5 provided solely for the implementation of chapter 177, Laws of 2019  
6 (San Juan Islands license plate). If chapter 177, Laws of 2019 is not  
7 enacted by June 30, 2019, the amount provided in this subsection  
8 lapses.

9 (7) \$24,000 of the motor vehicle account—state appropriation is  
10 provided solely for the implementation of chapter 384, Laws of 2019  
11 (Seattle Storm license plate). If chapter 384, Laws of 2019 is not  
12 enacted by June 30, 2019, the amount provided in this subsection  
13 lapses.

14 (8) \$65,000 of the highway safety account—state appropriation is  
15 provided solely for the implementation of chapter 440, Laws of 2019  
16 (immigrants in the workplace). If chapter 440, Laws of 2019 is not  
17 enacted by June 30, 2019, the amount provided in this subsection  
18 lapses.

19 (9) The appropriations in this section assume implementation of  
20 additional cost recovery mechanisms to recoup at least \$11,903,000 in  
21 credit card and other financial transaction costs as part of charges  
22 imposed for driver and vehicle fee transactions beginning January 1,  
23 2020. At the direction of the office of financial management, the  
24 department must develop a method of tracking the additional amount of  
25 credit card and other financial cost-recovery revenues. In  
26 consultation with the office of financial management, the department  
27 must notify the state treasurer of these amounts and the state  
28 treasurer must deposit these revenues in the agency financial  
29 transaction account created in section 717, chapter 416, Laws of 2019  
30 on a quarterly basis.

31 (10) \$1,281,000 of the department of licensing service account—  
32 state appropriation is provided solely for savings from the  
33 implementation of chapter 417, Laws of 2019 (vehicle service fees).  
34 If chapter 417, Laws of 2019 is enacted by June 30, 2019, the amount  
35 provided in this subsection lapses.

36 (11) \$2,650,000 of the abandoned recreational vehicle disposal  
37 account—state appropriation is provided solely for providing  
38 reimbursements in accordance with the department's abandoned  
39 recreational vehicle disposal reimbursement program. It is the intent

1 of the legislature that the department prioritize this funding for  
2 allowable and approved reimbursements and not to build a reserve of  
3 funds within the account.

4 (12) \$20,000 of the motor vehicle account—state appropriation is  
5 provided solely for the implementation of chapter 210, Laws of 2019  
6 (Gold Star license plate). If chapter 210, Laws of 2019 is not  
7 enacted by June 30, 2019, the amount provided in this subsection  
8 lapses.

9 (13) \$31,000 of the motor vehicle account—state appropriation is  
10 provided solely for the implementation of chapter 262, Laws of 2019  
11 (snow bikes). If chapter 262, Laws of 2019 is not enacted by June 30,  
12 2019, the amount provided in this subsection lapses.

13 (14) \$24,000 of the motor vehicle account—state appropriation is  
14 provided solely for the implementation of chapter 139, Laws of 2019  
15 (Purple Heart license plate). If chapter 139, Laws of 2019 is not  
16 enacted by June 30, 2019, the amount provided in this subsection  
17 lapses.

18 (15) \$24,000 of the motor vehicle account—state appropriation is  
19 provided solely for the implementation of chapter 278, Laws of 2019  
20 (vehicle and vessel owner information). If chapter 278, Laws of 2019  
21 is not enacted by June 30, 2019, the amount provided in this  
22 subsection lapses.

23 (16) \$600,000 of the highway safety account—state appropriation  
24 is provided solely for the department to provide an interagency  
25 transfer to the department of social and health services, children's  
26 administration division for the purpose of providing driver's license  
27 support to a larger population of foster youth than is already served  
28 within existing resources. Support services include reimbursement of  
29 driver's license issuance costs, fees for driver training education,  
30 and motor vehicle liability insurance costs.

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

1 (18) \$91,000 of the highway safety account—state appropriation is  
2 provided solely for the department's costs related to the one  
3 Washington project.

4 (19) (~~(\$1,674,000)~~) \$1,174,000 of the highway safety account—  
5 state appropriation is provided solely for communication and outreach  
6 activities necessary to inform the public of federally acceptable  
7 identification options including, but not limited to, enhanced  
8 drivers' licenses and enhanced identicards. The department shall  
9 continue the outreach plan that includes informational material that  
10 can be effectively communicated to all communities and populations in  
11 Washington. To accomplish this work, the department shall contract  
12 with an external vendor with demonstrated experience and expertise in  
13 outreach and marketing to underrepresented communities in a  
14 culturally-responsive fashion.

15 (20) Due to the passage of chapter 1 (Initiative Measure No.  
16 976), Laws of 2020, the department, working with the office of  
17 financial management, shall provide a monthly report on the number of  
18 registrations involved and differences between actual collections and  
19 collections if the initiative was not subject to a temporary  
20 injunction as of December 5, 2019.

21 (21) The appropriations in this section assume full cost recovery  
22 for the administration and collection of a motor vehicle excise tax  
23 on behalf of any regional transit authority pursuant to section 706  
24 (~~(of this act)~~), chapter 219, Laws of 2020.

25 (~~((26))~~) (22) \$107,000 of the highway safety account—state  
26 appropriation is provided solely for the implementation of chapter  
27 78, Laws of 2020 (military veterans commercial driver's license  
28 waivers) or chapter . . . (Second Substitute Senate Bill No. 5544),  
29 Laws of 2020 (military veterans commercial driver's license waivers).  
30 If neither chapter 78, Laws of 2020 nor chapter . . . (Second  
31 Substitute Senate Bill No. 5544), Laws of 2020 is enacted by June 30,  
32 2020, the amount provided in this subsection lapses.

33 (~~((28))~~) (23) \$114,000 of the highway safety account—state  
34 appropriation is provided solely for the implementation of chapter  
35 124, Laws of 2020 (homeless youth identicards) or chapter . . .  
36 (Senate Bill No. 6304), Laws of 2020 (homeless youth identicards). If  
37 neither chapter 124, Laws of 2020 nor chapter . . . (Senate Bill No.  
38 6304), Laws of 2020 is enacted by June 30, 2020, the amount provided  
39 in this subsection lapses.

1        ~~((29))~~ (24) \$24,000 of the motor vehicle account—state  
2 appropriation is provided solely for the implementation of chapter  
3 129, Laws of 2020 (Seattle national hockey league special license  
4 plate) or chapter . . . (Senate Bill No. 6562), Laws of 2020 (Seattle  
5 national hockey league special license plate). If neither chapter  
6 129, Laws of 2020 nor chapter . . . (Senate Bill No. 6562), Laws of  
7 2020 is enacted by June 30, 2020, the amount provided in this  
8 subsection lapses.

9        ~~((30))~~ (25) \$14,000 of the motor vehicle account—state  
10 appropriation is provided solely for the implementation of  
11 chapter . . . (Engrossed Substitute House Bill No. 2723), Laws of  
12 2020 (off-road vehicle enforcement) or chapter . . . (Senate Bill No.  
13 6115), Laws of 2020 (off-road vehicle enforcement). If neither  
14 chapter . . . (Engrossed Substitute House Bill No. 2723), Laws of  
15 2020 nor chapter . . . (Senate Bill No. 6115), Laws of 2020 is  
16 enacted by June 30, 2020, the amount provided in this subsection  
17 lapses.

18        ~~((31))~~ (26) \$105,000 of the motor vehicle account—state  
19 appropriation is provided solely for the implementation of chapter  
20 118, Laws of 2020 (tribal vehicles compact) or chapter . . . (Senate  
21 Bill No. 6251), Laws of 2020 (tribal vehicles compact). If neither  
22 chapter 118, Laws of 2020 nor chapter . . . (Senate Bill No. 6251),  
23 Laws of 2020 (tribal vehicles compact) is enacted by June 30, 2020,  
24 the amount provided in this subsection lapses.

25        ~~((32))~~ (27) \$57,000 of the state wildlife account—state  
26 appropriation is provided solely for the implementation of chapter  
27 148, Laws of 2020 (state wildlife account). If chapter 148, Laws of  
28 2020 is not enacted by June 30, 2020, the amount provided in this  
29 subsection lapses.

30        ~~((33))~~ (28) \$19,000 of the motor vehicle account—state  
31 appropriation is provided solely for the implementation of chapter  
32 93, Laws of 2020 (apples special license plate). If chapter 93, Laws  
33 of 2020 is not enacted by June 30, 2020, the amount provided in this  
34 subsection lapses.

35        ~~((34))~~ (29) \$19,000 of the motor vehicle account—state  
36 appropriation is provided solely for the implementation of chapter  
37 239, Laws of 2020 (stolen vehicle check). If chapter 239, Laws of  
38 2020 is not enacted by June 30, 2020, the amount provided in this  
39 subsection lapses.

1           (~~(36)~~) (30) \$40,000 of the department of licensing services  
2 account—state appropriation is provided solely for the department to  
3 report to the governor and chairs of the transportation committees of  
4 the legislature by December 1, 2020, with a proposed plan to allow  
5 the registered owner of a vehicle, or the registered owner's  
6 authorized representative, to voluntarily enter into either a  
7 quarterly or monthly payment plan with the department to pay vehicle  
8 fees or taxes due at the time of application for renewal vehicle  
9 registration. The plan must include: (a) An analysis of the  
10 administrative costs associated with allowing the payment plans; (b)  
11 the estimated revenue impact by fund or account, including impacts to  
12 local governments; and (c) the recommended method to achieve the  
13 greatest level of customer payment compliance.

14           (~~(37)~~) (31) (a) Within available resources, and in collaboration  
15 with the department of revenue, the department of licensing shall  
16 evaluate the effectiveness of chapter 218, Laws of 2017, in improving  
17 compliance with state laws relating to the registration of off-road  
18 vehicles, including the payment of retail sales and use tax. The  
19 department of licensing shall recommend any statutory,  
20 administrative, or other changes needed to optimize and further  
21 strengthen the compliance, including an implementation timeline and  
22 corresponding resource requirements. Among its recommendations, the  
23 department of licensing must address potential changes to the process  
24 under RCW 46.93.210 by which the department notifies persons whose  
25 vehicles may not be properly registered in the state. The department  
26 shall submit a report to the governor and the transportation  
27 committees of the legislature by December 15, 2020.

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

31           **Sec. 907.** 2020 c 219 s 209 (uncodified) is amended to read as  
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**  
34 **—PROGRAM B**

35 State Route Number 520 Corridor Account—State	
36       Appropriation . . . . .	( <del>(\$59,059,000)</del> )
37	<u>\$36,506,000</u>
38 State Route Number 520 Civil Penalties Account—State	

1	Appropriation . . . . .	(( <del>\$4,145,000</del> ))
2		<u>\$20,231,000</u>
3	Tacoma Narrows Toll Bridge Account—State	
4	Appropriation . . . . .	(( <del>\$33,806,000</del> ))
5		<u>\$34,075,000</u>
6	Alaskan Way Viaduct Replacement Project Account—State	
7	Appropriation. . . . .	(( <del>\$21,616,000</del> ))
8		<u>\$19,858,000</u>
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$27,457,000</del> ))
11		<u>\$23,638,000</u>
12	TOTAL APPROPRIATION. . . . .	(( <del>\$146,083,000</del> ))
13		<u>\$134,308,000</u>

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

16 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
17 appropriation and \$11,034,000 of the state route number 520 corridor  
18 account—state appropriation are provided solely for the purposes of  
19 addressing unforeseen operations and maintenance costs on the Tacoma  
20 Narrows bridge and the state route number 520 bridge, respectively.  
21 The office of financial management shall place the amounts provided  
22 in this subsection, which represent a portion of the required minimum  
23 fund balance under the policy of the state treasurer, in unallotted  
24 status. The office may release the funds only when it determines that  
25 all other funds designated for operations and maintenance purposes  
26 have been exhausted.

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

32 (a) Information on the travel times and travel time reliability  
33 (at a minimum, average and 90th percentile travel times) maintained  
34 during peak and nonpeak periods in the express toll lanes and general  
35 purpose lanes for both the entire corridor and commonly made trips in  
36 the corridor including, but not limited to, northbound from Bellevue  
37 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at  
38 state route number 522, Bellevue to Bothell (both NE 8th to state  
39 route number 522 and NE 8th to state route number 527), and a trip



1 internal to the corridor (such as NE 85th to NE 160th) and similar  
2 southbound trips;

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

9 (c) Total express toll lane and total general purpose lane  
10 traffic volumes, as well as per lane traffic volumes for each type of  
11 lane (i) compared to total express toll lane and total general  
12 purpose lane traffic volumes, as well as per lane traffic volumes for  
13 each type of lane, on this segment of Interstate 405 prior to  
14 implementation of the express toll lanes and (ii) compared to total  
15 express toll lane and total general purpose lane traffic volumes, as  
16 well as per lane traffic volumes for each type of lane, from month to  
17 month since implementation of the express toll lanes; and

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

21 (3) (a) \$2,114,000 of the Interstate 405 and state route number  
22 167 express toll lanes account—state appropriation, \$4,920,000 of the  
23 state route number 520 corridor account—state appropriation,  
24 \$2,116,000 of the Tacoma Narrows toll bridge account—state  
25 appropriation, and \$2,776,000 of the Alaskan Way viaduct replacement  
26 project account—state appropriation are provided solely for the  
27 department to finish implementing a new tolling customer service toll  
28 collection system, and are subject to the conditions, limitations,  
29 and review provided in section 701 (~~of this act~~), chapter 219, Laws  
30 of 2020.

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

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

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

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

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

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

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

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

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

25 (iv) Workload costs related to hearings;

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

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

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

31 (5) (~~(\$24,735,000)~~) \$20,914,000 of the Interstate 405 and state  
32 route number 167 express toll lanes account—state appropriation is  
33 provided solely for operational costs related to the express toll  
34 lane facility.

35 (6) In calendar year 2021, toll equipment on the Tacoma Narrows  
36 Bridge will have reached the end of its operational life. During the  
37 2019-2021 fiscal biennium, the department plans to issue a request  
38 for proposals as the first stage of a competitive procurement process  
39 that will replace the toll equipment and select a new tolling  
40 operator for the Tacoma Narrows Bridge. The request for proposals and

1 subsequent competitive procurement must incorporate elements that  
2 prioritize the overall goal of lowering costs per transaction for the  
3 facility, such as incentives for innovative approaches which result  
4 in lower transactional costs, requests for efficiencies on the part  
5 of the bidder that lower operational costs, and incorporation of  
6 technologies such as self-serve credit card machines or other point-  
7 of-payment technologies that lower costs or improve operational  
8 efficiencies.

9 (7) (~~(\$18,840,000)~~) \$17,082,000 of the Alaskan Way viaduct  
10 replacement project account—state appropriation is provided solely  
11 for the new state route number 99 tunnel toll facility's expected  
12 share of collecting toll revenues, operating customer services, and  
13 maintaining toll collection systems. The legislature expects to see  
14 appropriate reductions to the other toll facility accounts once  
15 tolling on the new state route number 99 tunnel toll facility  
16 commences and any previously incurred costs for start-up of the new  
17 facility are charged back to the Alaskan Way viaduct replacement  
18 project account. The office of financial management shall closely  
19 monitor the application of the cost allocation model and ensure that  
20 the new state route number 99 tunnel toll facility is adequately  
21 sharing costs and the other toll facility accounts are not being  
22 overspent or subsidizing the new state route number 99 tunnel toll  
23 facility.

24 (8) \$608,000 of the Interstate 405 and state route number 167  
25 express toll lanes account—state appropriation are provided solely  
26 for increased levels of service from the Washington state patrol for  
27 enforcement of toll lane violations on the Interstate 405 and state  
28 route number 167 express toll lanes. The department shall compile  
29 monthly data on the number of Washington state patrol enforcement  
30 hours on each facility and the percentage of time during peak hours  
31 that speeds are at or above forty-five miles per hour on each  
32 facility. The department shall provide this data in a report to the  
33 transportation committees of the legislature on at least a calendar  
34 quarterly basis.

35 (9) The department shall develop an ongoing cost allocation  
36 method to assign appropriate costs to each of the toll funds for  
37 services provided by each Washington state department of  
38 transportation program and all relevant transportation agencies,  
39 including the Washington state patrol and the transportation  
40 commission. This method should update the toll cost allocation method

1 used in the 2020 supplemental transportation appropriations act. By  
2 December 1, 2020, a report with the recommended method and any  
3 changes or potential impacts to toll rates shall be submitted to the  
4 transportation committees of the legislature and the office of  
5 financial management.

6 **Sec. 908.** 2020 c 219 s 210 (uncodified) is amended to read as  
7 follows:

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

10	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
11	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$96,331,000</del> ))
12		<u>\$93,032,000</u>
13	Puget Sound Ferry Operations Account—State	
14	Appropriation . . . . .	\$263,000
15	Multimodal Transportation Account—State	
16	Appropriation . . . . .	(( <del>\$2,878,000</del> ))
17		<u>\$2,665,000</u>
18	Transportation 2003 Account (Nickel Account)—State	
19	Appropriation . . . . .	\$1,460,000
20	TOTAL APPROPRIATION. . . . .	(( <del>\$102,392,000</del> ))
21		<u>\$98,880,000</u>

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

24 (1) \$8,114,000 of the motor vehicle account—state appropriation  
25 is provided solely for the development of the labor system  
26 replacement project and is subject to the conditions, limitations,  
27 and review provided in section 701 (~~of this act~~), chapter 219, Laws  
28 of 2020. It is the intent of the legislature that if any portion of  
29 the labor system replacement project is leveraged in the future for  
30 the time, leave, and labor distribution of any other agencies, the  
31 motor vehicle account will be reimbursed proportionally for the  
32 development of the system since amounts expended from the motor  
33 vehicle account must be used exclusively for highway purposes in  
34 conformance with Article II, section 40 of the state Constitution.  
35 This must be accomplished through a loan arrangement with the current  
36 interest rate under the terms set by the office of the state  
37 treasurer at the time the system is deployed to additional agencies.  
38 If the motor vehicle account is not reimbursed for future use of the

1 system, it is further the intent of the legislature that reductions  
2 will be made to central service agency charges accordingly. The  
3 department shall provide a report to the transportation committees of  
4 the legislature by December 31, 2019, detailing the project timeline  
5 as of July 1, 2019, an updated project timeline if necessary,  
6 expenditures made to date for the purposes of this project, and  
7 expenditures projected through the remainder of the project timeline.

8 (2) \$1,375,000 of the motor vehicle account—state appropriation  
9 is provided solely for the department's cost related to the one  
10 Washington project.

11 (3) \$21,500,000 of the motor vehicle account—state appropriation  
12 is provided solely for the activities of the information technology  
13 program in developing and maintaining information systems that  
14 support the operations and program delivery of the department,  
15 ensuring compliance with section 701 (~~of this act~~), chapter 219,  
16 Laws of 2020, and the requirements of the office of the chief  
17 information officer under RCW 43.88.092 to evaluate and prioritize  
18 any new financial and capital systems replacement or modernization  
19 project and any other information technology project. During the  
20 2019-2021 fiscal biennium, the department may use the distributed  
21 direct program support or other cost allocation method to fund a new  
22 capital systems replacement or modernization project. The department  
23 shall submit a decision package for implementation of a new capital  
24 systems replacement project to the governor and the transportation  
25 committees of the legislature as part of the normal budget process  
26 for the 2021-2023 biennium.

27 **Sec. 909.** 2020 c 219 s 211 (uncodified) is amended to read as  
28 follows:

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

31 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$34,807,000</del> ))
32	<u>\$33,819,000</u>
33 State Route Number 520 Corridor Account—State	
34 Appropriation . . . . .	\$34,000
35 TOTAL APPROPRIATION. . . . .	(( <del>\$34,841,000</del> ))
36	<u>\$33,853,000</u>

1       **Sec. 910.** 2020 c 219 s 212 (uncodified) is amended to read as  
2 follows:

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

4 Aeronautics Account—State Appropriation . . . . .	(( <del>\$7,743,000</del> ))
	<u>\$6,773,000</u>
5 Aeronautics Account—Federal Appropriation . . . . .	\$3,043,000
6 Aeronautics Account—Private/Local Appropriation . . . . .	\$60,000
7 TOTAL APPROPRIATION. . . . .	(( <del>\$10,846,000</del> ))
	<u>\$9,876,000</u>

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

12       (1) ((~~\$2,862,000~~)) \$2,505,000 of the aeronautics account—state  
13 appropriation is provided solely for the airport aid grant program,  
14 which provides competitive grants to public use airports for  
15 pavement, safety, maintenance, planning, and security.

16       (2) ((~~\$268,000~~)) \$218,000 of the aeronautics account—state  
17 appropriation is provided solely for one FTE dedicated to planning  
18 aviation emergency services and addressing emerging aeronautics  
19 requirements.

20       (3) \$200,000 of the aeronautics account—state appropriation is  
21 provided solely for the department to convene an electric aircraft  
22 work group to study the state of the electrically powered aircraft  
23 industry and assess infrastructure needs related to the deployment of  
24 electric or hybrid-electric aircraft for commercial air travel in  
25 Washington state.

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

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

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

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

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

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

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

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

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

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

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

22 (4) (~~(\$350,000)~~) \$193,000 of the aeronautics account—state  
23 appropriation is provided solely for the implementation of chapter  
24 396, Laws of 2019 (aviation coordinating commission).

25 (5) Within amounts appropriated in this section, the aviation  
26 division of the department shall assist and consult with the  
27 department of revenue in their efforts to update the document titled  
28 "Washington Action Plan - FAA Policy Concerning Airport Revenue" to  
29 reflect changes to Washington tax code regarding hazardous  
30 substances. The department of revenue, in consultation with the  
31 aviation division of the Washington state department of  
32 transportation, is tasked with developing and recommending a  
33 methodology to segregate and track actual amounts collected from the  
34 hazardous substance tax under chapter 82.21 RCW and the petroleum  
35 products tax under chapter 82.23A RCW as imposed on aviation fuel.  
36 The department of revenue is directed to submit a report, including  
37 the recommended methodology, to the fiscal committees of the house of  
38 representatives and the senate by January 11, 2021.

1       **Sec. 911.** 2020 c 219 s 213 (uncodified) is amended to read as  
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**  
4 **SUPPORT—PROGRAM H**

5 Motor Vehicle Account—State Appropriation . . . . .	(\$59,788,000)
6	<u>\$58,643,000</u>
7 Motor Vehicle Account—Federal Appropriation . . . . .	\$500,000
8 Multimodal Transportation Account—State Appropriation . . .	\$258,000
9       TOTAL APPROPRIATION. . . . .	(\$60,546,000)
10	<u>\$59,401,000</u>

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

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

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

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

35       (c) The department may sell any adjoining property that is not  
36 necessary to support the Rocky Reach Trail and adjacent buffer areas  
37 only after the transfer of trail-related property to the Washington  
38 state parks and recreation commission is complete. Adjoining property  
39 owners must be given the first opportunity to acquire such property



1 that abuts their property, and applicable boundary line or other  
2 adjustments must be made to the legal descriptions for recording  
3 purposes.

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

12 (3) \$1,600,000 of the motor vehicle account—state appropriation  
13 is provided solely for real estate services activities. Consistent  
14 with RCW 47.12.120 and during the 2019-2021 fiscal biennium, when  
15 initiating, extending, or renewing any rent or lease agreements with  
16 a regional transit authority, consideration of value must be  
17 equivalent to one hundred percent of economic or market rent.

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

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

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

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

33 **Sec. 912.** 2020 c 219 s 214 (uncodified) is amended to read as  
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**  
36 **PROGRAM K**

37 Motor Vehicle Account—State Appropriation . . . . . \$670,000  
38 Electric Vehicle Account—State Appropriation. . . . . ((~~\$2,000,000~~))

1		<u>\$100,000</u>
2	Multimodal Transportation Account—State Appropriation. ( <del>(\$1,634,000)</del> )	
3		<u>\$350,000</u>
4	TOTAL APPROPRIATION. . . . .	<del>(\$4,304,000)</del>
5		<u>\$1,120,000</u>

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

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

11 (2) \$350,000 of the multimodal transportation account—state  
12 appropriation is provided solely for the department to execute a  
13 transit oriented development pilot project at Kingsgate park and ride  
14 in Kirkland intended to be completed by December 31, 2023. The  
15 purpose of the pilot project is to demonstrate how appropriate  
16 department properties may be used to provide multiple public benefits  
17 such as affordable and market rate housing, commercial development,  
18 and institutional facilities in addition to transportation purposes.  
19 To accomplish the pilot project, the department is authorized to  
20 exercise all legal and administrative powers authorized in statute  
21 that may include, but is not limited to, the transfer, lease, or sale  
22 of some or all of the property to another governmental agency, public  
23 development authority, or nonprofit developer approved by the  
24 department and partner agencies. The department may also partner with  
25 sound transit, King county, the city of Kirkland, and any other  
26 federal, regional, or local jurisdiction on any policy changes  
27 necessary from those jurisdictions to facilitate the pilot project.  
28 By December 1, 2019, the department must report to the legislature on  
29 any legislative actions necessary to facilitate the pilot project and  
30 future transit oriented development projects.

31 (3) (~~(\$2,000,000)~~) \$100,000 of the electric vehicle account—state  
32 appropriation is provided solely for the clean alternative fuel  
33 vehicle charging and refueling infrastructure program in chapter 287,  
34 Laws of 2019 (advancing green transportation adoption).

35 (4) (~~(\$1,200,000 of the multimodal transportation account—state~~  
36 ~~appropriation is provided solely for the pilot program established~~  
37 ~~under chapter 287, Laws of 2019 (advancing green transportation~~  
38 ~~adoption) to provide clean alternative fuel vehicle use opportunities~~  
39 ~~to underserved communities and low to moderate income members of the~~

1 workforce not readily served by transit or located in transportation  
2 corridors with emissions that exceed federal or state emissions  
3 standards.

4 ~~(5) \$84,000 of the multimodal transportation account state~~  
5 ~~appropriation is provided solely for an interagency transfer to the~~  
6 ~~department of commerce for the purpose of conducting a study as~~  
7 ~~described in chapter 287, Laws of 2019 (advancing green~~  
8 ~~transportation adoption) to identify opportunities to reduce barriers~~  
9 ~~to electric vehicle adoption by lower income residents of the state~~  
10 ~~through the use of vehicle and infrastructure financing assistance.~~

11 ~~(6))~~ Building on the information and experience gained from the  
12 transit oriented development project at the Kingsgate park and ride,  
13 the department must identify a pilot park and ride with future  
14 public-private partnership development potential in Pierce county and  
15 report back to the transportation committees of the legislature by  
16 June 30, 2021, with a proposal for moving forward with a pilot  
17 project.

18 **Sec. 913.** 2020 c 219 s 215 (uncodified) is amended to read as  
19 follows:

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

21 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$486,514,000</del> ))
	<u>\$461,472,000</u>
23 Motor Vehicle Account—Federal Appropriation . . . . .	\$7,000,000
24 State Route Number 520 Corridor Account—State	
25 Appropriation . . . . .	(( <del>\$4,447,000</del> ))
	<u>\$4,422,000</u>
27 Tacoma Narrows Toll Bridge Account—State	
28 Appropriation . . . . .	(( <del>\$1,549,000</del> ))
	<u>\$1,539,000</u>
30 Alaskan Way Viaduct Replacement Project	
31 Account—State Appropriation . . . . .	(( <del>\$9,537,000</del> ))
	<u>\$8,844,000</u>
33 Interstate 405 and State Route Number 167 Express	
34 Toll Lanes Account—State Appropriation. . . . .	\$4,528,000
35 TOTAL APPROPRIATION. . . . .	(( <del>\$513,575,000</del> ))
	<u>\$487,805,000</u>

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

1 (1) (a) \$6,170,000 of the motor vehicle account—state  
2 appropriation is provided solely for utility fees assessed by local  
3 governments as authorized under RCW 90.03.525 for the mitigation of  
4 stormwater runoff from state highways. Plan and reporting  
5 requirements as required in chapter 435, Laws of 2019 (Local  
6 Stormwater Charges) shall be consistent with the January 2012  
7 findings of the Joint Transportation Committee Report for Effective  
8 Cost Recovery Structure for WSDOT, Jurisdictions, and Efficiencies in  
9 Stormwater Management.

10 (b) Pursuant to RCW 90.03.525(3), the department and the  
11 utilities imposing charges to the department shall negotiate with the  
12 goal of agreeing to rates such that the total charges to the  
13 department for the 2019-2021 fiscal biennium do not exceed the amount  
14 provided in this subsection. The department shall report to the  
15 transportation committees of the legislature on the amount of funds  
16 requested, the funds granted, and the strategies used to keep costs  
17 down, by January 17, 2021. If chapter 435, Laws of 2019 (local  
18 stormwater charges) is enacted by June 30, 2019, this subsection  
19 (1) (b) does not take effect.

20 (2) (~~(\$4,447,000)~~) \$4,422,000 of the state route number 520  
21 corridor account—state appropriation is provided solely to maintain  
22 the state route number 520 floating bridge. These funds must be used  
23 in accordance with RCW 47.56.830(3).

24 (3) (~~(\$1,549,000)~~) \$1,539,000 of the Tacoma Narrows toll bridge  
25 account—state appropriation is provided solely to maintain the new  
26 Tacoma Narrows bridge. These funds must be used in accordance with  
27 RCW 47.56.830(3).

28 (4) \$2,050,000 of the Interstate 405 and state route number 167  
29 express toll lanes account—state appropriation is provided solely to  
30 maintain the Interstate 405 and state route number 167 express toll  
31 lanes between Lynnwood and Bellevue, and Renton and the southernmost  
32 point of the express toll lanes. These funds must be used in  
33 accordance with RCW 47.56.830(3).

34 (5) \$2,478,000 of the Interstate 405 and state route number 167  
35 express toll lanes account—state appropriation is provided solely for  
36 maintenance for the 2019-2021 fiscal biennium only on the Interstate  
37 405 roadway between Renton and Bellevue.

38 (6) \$5,000,000 of the motor vehicle account—state appropriation  
39 is provided solely for a contingency pool for snow and ice removal.

1 The department must notify the office of financial management and the  
2 transportation committees of the legislature when they have spent the  
3 base budget for snow and ice removal and will begin using the  
4 contingency pool funding.

5 (7) \$1,025,000 of the motor vehicle account—state appropriation  
6 is provided solely for the department to implement safety  
7 improvements and debris clean up on department-owned rights-of-way in  
8 the city of Seattle at levels above that being implemented as of  
9 January 1, 2019. The department must contract out or hire a crew  
10 dedicated solely to collecting and disposing of garbage, clearing  
11 debris or hazardous material, and implementing safety improvements  
12 where hazards exist to the traveling public, department employees, or  
13 people encamped upon department-owned rights-of-way. The department  
14 may request assistance from the Washington state patrol as necessary  
15 in order for both agencies to provide enhanced safety-related  
16 activities regarding the emergency hazards along state highway  
17 rights-of-way in the Seattle area.

18 (8) \$1,015,000 of the motor vehicle account—state appropriation  
19 is provided solely for a partnership program between the department  
20 and the city of Tacoma. The program shall address the safety and  
21 public health problems created by homeless encampments on the  
22 department's property along state highways within the city limits.  
23 \$570,000 is for dedicated department maintenance staff and associated  
24 clean-up costs. The department and the city of Tacoma shall enter  
25 into a reimbursable agreement to cover up to \$445,000 of the city's  
26 expenses for clean-up crews and landfill costs.

27 (9) The department must commence a pilot program for the  
28 2019-2021 fiscal biennium at the four highest demand safety rest  
29 areas to create and maintain an online calendar for volunteer groups  
30 to check availability of weekends for the free coffee program. The  
31 calendar must be updated at least weekly and show dates and times  
32 that are, or are not, available to participate in the free coffee  
33 program. The department must submit a report to the legislature on  
34 the ongoing pilot by December 1, 2020, outlining the costs and  
35 benefits of the online calendar pilot, and including surveys from the  
36 volunteer groups and agency staff to determine its effectiveness.

37 **Sec. 914.** 2020 c 219 s 216 (uncodified) is amended to read as  
38 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**  
2 **OPERATING**

3	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$76,211,000</del> ))
4		<u>\$73,602,000</u>
5	Motor Vehicle Account—Federal Appropriation . . . . .	\$2,050,000
6	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$250,000
7	State Route Number 520 Corridor Account—State	
8	Appropriation. . . . .	\$53,000
9	Tacoma Narrows Toll Bridge Account—State Appropriation. . . . .	\$31,000
10	Alaskan Way Viaduct Replacement Project Account—	
11	State Appropriation. . . . .	\$26,000
12	Interstate 405 and State Route Number 167 Express	
13	Toll Lanes Account—State Appropriation. . . . .	\$32,000
14	TOTAL APPROPRIATION. . . . .	(( <del>\$78,653,000</del> ))
15		<u>\$76,044,000</u>

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

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

25 (2) (a) During the 2019-2021 fiscal biennium, the department shall  
26 continue a pilot program that expands private transportation  
27 providers' access to high occupancy vehicle lanes. Under the pilot  
28 program, when the department reserves a portion of a highway based on  
29 the number of passengers in a vehicle, the following vehicles must be  
30 authorized to use the reserved portion of the highway if the vehicle  
31 has the capacity to carry eight or more passengers, regardless of the  
32 number of passengers in the vehicle: (i) Auto transportation company  
33 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter  
34 carrier vehicles regulated under chapter 81.70 RCW, except marked or  
35 unmarked stretch limousines and stretch sport utility vehicles as  
36 defined under department of licensing rules; (iii) private nonprofit  
37 transportation provider vehicles regulated under chapter 81.66 RCW;  
38 and (iv) private employer transportation service vehicles. For  
39 purposes of this subsection, "private employer transportation

1 service" means regularly scheduled, fixed-route transportation  
2 service that is offered by an employer for the benefit of its  
3 employees. Nothing in this subsection is intended to authorize the  
4 conversion of public infrastructure to private, for-profit purposes  
5 or to otherwise create an entitlement or other claim by private users  
6 to public infrastructure.

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

17 (c) The department shall expand the high occupancy vehicle lane  
18 access pilot program to organ transport vehicles transporting a time  
19 urgent organ for an organ procurement organization as defined in RCW  
20 68.64.010. Under the pilot program, when the department reserves a  
21 portion of a highway based on the number of passengers in a vehicle,  
22 organ transport vehicles that are clearly and identifiably marked as  
23 such on all sides of the vehicle are considered emergency vehicles  
24 and must be authorized to use the reserved portion of the highway.

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

35 (e) Nothing in this subsection (2) is intended to exempt these  
36 vehicles from paying tolls when they do not meet the occupancy  
37 requirements established by the department for express toll lanes.

38 (3) When regional transit authority construction activities are  
39 visible from a state highway, the department shall allow the regional

1 transit authority to place safe and appropriate signage informing the  
2 public of the purpose of the construction activity.

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

5 (5) \$32,000 of the Interstate 405 and state route number 167  
6 express toll lanes account—state appropriation, \$53,000 of the state  
7 route number 520 corridor account—state appropriation, \$31,000 of the  
8 Tacoma Narrows toll bridge account—state appropriation, and \$26,000  
9 of the Alaskan Way viaduct replacement project account—state  
10 appropriation are provided solely for the traffic operations  
11 program's proportional share of time spent supporting tolling  
12 operations for the respective tolling facilities.

13 **Sec. 915.** 2020 c 219 s 217 (uncodified) is amended to read as  
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**  
16 **SUPPORT—PROGRAM S**

17	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$38,251,000</del> ))
18		<u>\$35,920,000</u>
19	Motor Vehicle Account—Federal Appropriation . . . . .	\$1,380,000
20	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$500,000
21	Multimodal Transportation Account—State	
22	Appropriation . . . . .	\$1,129,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation. . . . .	\$199,000
25	Tacoma Narrows Toll Bridge Account—State Appropriation. . .	\$116,000
26	Alaskan Way Viaduct Replacement Project Account—	
27	State Appropriation. . . . .	\$100,000
28	Interstate 405 and State Route Number 167 Express	
29	Toll Lanes Account—State Appropriation. . . . .	\$119,000
30	TOTAL APPROPRIATION. . . . .	(( <del>\$41,794,000</del> ))
31		<u>\$39,463,000</u>

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

34 (1) \$2,000,000 of the motor vehicle account—state appropriation  
35 is provided solely for a grant program that makes awards for the  
36 following: (a) Support for nonprofit agencies, churches, and other  
37 entities to help provide outreach to populations underrepresented in  
38 the current apprenticeship programs; (b) preapprenticeship training;



1 and (c) child care, transportation, and other supports that are  
2 needed to help women, veterans, and minorities enter and succeed in  
3 apprenticeship. The department must report on grants that have been  
4 awarded and the amount of funds disbursed by December 1st each year.  
5 If moneys are provided in the omnibus operating appropriations act  
6 for a career connected learning grant program, defined in  
7 chapter . . . (Substitute House Bill No. 1336), Laws of 2019, or  
8 otherwise, the amount provided in this subsection lapses.

9 (2) \$150,000 of the motor vehicle account—state appropriation is  
10 provided solely for a user-centered and mobile-compatible web site  
11 redesign using estimated web site ad revenues.

12 (3) From the revenues generated by the five dollar per studded  
13 tire fee under RCW 46.37.427, \$250,000 of the motor vehicle account—  
14 state appropriation is provided solely for the department, in  
15 consultation with the appropriate local jurisdictions and relevant  
16 stakeholder groups, to establish a pilot media-based public  
17 information campaign regarding the damage of studded tire use on  
18 state and local roadways in Whatcom county, and to continue the  
19 existing pilot information campaign in Spokane county. The reason for  
20 the geographic selection of Spokane and Whatcom counties is based on  
21 the high utilization of studded tires in these jurisdictions. The  
22 public information campaigns must primarily focus on making the  
23 consumer aware of the safety implications for other drivers, road  
24 deterioration, financial impact for taxpayers, and, secondarily, the  
25 alternatives to studded tires. The Whatcom county pilot media-based  
26 public information campaign must begin by September 1, 2020. By  
27 January 14, 2021, the department must provide the transportation  
28 committees of the legislature an update on the Spokane and Whatcom  
29 county pilot media-based public information campaigns.

30 (4) \$119,000 of the Interstate 405 and state route number 167  
31 express toll lanes account—state appropriation, \$199,000 of the state  
32 route number 520 corridor account—state appropriation, \$116,000 of  
33 the Tacoma Narrows toll bridge account—state appropriation, and  
34 \$100,000 of the Alaskan Way viaduct replacement project account—state  
35 appropriation are provided solely for the transportation management  
36 and support program's proportional share of time spent supporting  
37 tolling operations for the respective tolling facilities.

1       **Sec. 916.** 2020 c 219 s 218 (uncodified) is amended to read as  
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**  
4 **AND RESEARCH—PROGRAM T**

5 Interstate 405 and State Route Number 167 Express Toll Lanes

6	Account—State Appropriation . . . . .	(( <del>\$3,123,000</del> ))
7		<u>\$121,000</u>
8	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$26,587,000</del> ))
9		<u>\$24,097,000</u>
10	Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$35,385,000</del> ))
11		<u>\$32,508,000</u>
12	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$1,200,000
13	Multimodal Transportation Account—State Appropriation . . . . .	\$710,000
14	Multimodal Transportation Account—Federal	
15	Appropriation . . . . .	\$2,809,000
16	Multimodal Transportation Account—Private/Local	
17	Appropriation . . . . .	\$100,000
18	State Route Number 520 Corridor Account—State	
19	Appropriation . . . . .	(( <del>\$763,000</del> ))
20		<u>\$150,000</u>
21	<del>((Tacoma Narrows Toll Bridge Account—State Appropriation . . . . .</del>	<del>\$121,000</del>
22	<del>Alaskan Way Viaduct Replacement Project Account—</del>	
23	<del>State Appropriation . . . . .</del>	<del>\$104,000))</del>
24	TOTAL APPROPRIATION . . . . .	(( <del>\$70,902,000</del> ))
25		<u>\$61,695,000</u>

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

- 28 (1) \$130,000 of the motor vehicle account—state appropriation is  
29 provided solely for completion of a corridor study to identify  
30 potential improvements between exit 116 and exit 99 of Interstate 5.  
31 The study should further develop mid- and long-term strategies from  
32 the corridor sketch, and identify potential US 101/I-5 interchange  
33 improvements, a strategic plan for the Nisqually River bridges,  
34 regional congestion relief options, and ecosystem benefits to the  
35 Nisqually River estuary for salmon productivity and flood control.
- 36 (2) The study on state route number 518 referenced in section  
37 218(5), chapter 297, Laws of 2018 must be submitted to the  
38 transportation committees of the legislature by November 30, 2019.

1 (3) \$100,000 of the motor vehicle account—state appropriation is  
2 provided solely to complete the Tacoma mall direct access feasibility  
3 study.

4 (4) (~~(\$4,600,000)~~) \$672,900 of the motor vehicle account—federal  
5 appropriation is provided solely to complete the road usage charge  
6 pilot project overseen by the transportation commission using the  
7 remaining unspent amount of the federal grant award. The purpose of  
8 the road usage charge pilot project is to explore the viability of a  
9 road usage charge as a possible replacement for the gas tax.

10 (5) \$3,000,000 of the Interstate 405 and state route number 167  
11 express toll lanes account—state appropriation is provided solely for  
12 updating the state route number 167 master plan. If chapter 421, Laws  
13 of 2019 (addressing tolling) is not enacted by June 30, 2019, the  
14 amount provided in this subsection lapses.

15 (6) \$123,000 of the Interstate 405 and state route number 167  
16 express toll lanes account—state appropriation, \$207,000 of the state  
17 route number 520 corridor account—state appropriation, \$121,000 of  
18 the Tacoma Narrows toll bridge account—state appropriation, and  
19 \$104,000 of the Alaskan Way viaduct replacement project account—state  
20 appropriation are provided solely for the transportation planning,  
21 data, and research program's proportional share of time spent  
22 supporting tolling operations for the respective tolling facilities.

23 (7) By December 31, 2020, the department shall provide to the  
24 governor and the transportation committees of the legislature a  
25 report examining the feasibility of doing performance-based  
26 evaluations for projects. The department must incorporate feedback  
27 from stakeholder groups, including traditionally underserved and  
28 historically disadvantaged populations, and the report shall include  
29 the project evaluation procedures that would be used for the  
30 performance-based evaluation.

31 (8) (~~(\$556,000)~~) \$150,000 of the state route number 520 corridor  
32 account—state appropriation is provided solely for the department to  
33 contract with the University of Washington department of mechanical  
34 engineering, to study measures to reduce noise impacts from the state  
35 route number 520 bridge expansion joints. The field testing shall be  
36 scheduled during existing construction, maintenance, or other  
37 scheduled closures to minimize impacts. The testing must also ensure  
38 safety of the traveling public. The study shall examine testing  
39 methodologies and project timelines and costs. A final report must be

1 submitted to the transportation committees of the legislature and the  
2 governor by (~~December 1, 2021~~) March 1, 2022.

3 (9) \$5,900,000 of the motor vehicle account—federal appropriation  
4 and \$400,000 of the motor vehicle account—private/local appropriation  
5 are provided solely for delivery of the department's state planning  
6 and research work program and pooled fund research projects, provided  
7 that the department may not expend any amounts provided in this  
8 section on a long-range plan or corridor scenario analysis for I-5  
9 from Tumwater to Marysville. This is not intended to reference or  
10 impact: The existing I-5 corridor from Mounts road to Tumwater design  
11 and operations alternatives analysis; design studies related to HOV  
12 lanes or operations; or where it is necessary to continue design and  
13 operations analysis related to projects already under development.

14 (10) \$1,050,000 of the motor vehicle account—federal  
15 appropriation is provided solely for the Forward Drive road usage  
16 charge research project overseen by the transportation commission  
17 using a portion of the amount of the federal grant award. The purpose  
18 of the Forward Drive road usage charge research project is to advance  
19 research in key policy areas related to road usage charge including  
20 assessing impacts of future mobility shifts on road usage charge  
21 revenues, conducting an equity analysis, updating and assessing  
22 emerging mileage reporting methods, determining opportunities to  
23 reduce cost of collection, conducting small-scale pilot tests, and  
24 identifying a long-term, detailed phase-in plan.

25 **Sec. 917.** 2020 c 219 s 219 (uncodified) is amended to read as  
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**  
28 **PROGRAM U**

29 Motor Vehicle Account—State Appropriation . . . . .	( <del>(\$79,474,000)</del> )
	<u>\$86,974,000</u>
31 Multimodal Transportation Account—State	
32     Appropriation . . . . .	\$2,833,000
33 Interstate 405 and State Route Number 167 Express	
34     Toll Lanes Account—State Appropriation. . . . .	\$122,000
35 State Route Number 520 Corridor Account—State	
36     Appropriation. . . . .	\$205,000
37 Tacoma Narrows Toll Bridge Account—State	
38     Appropriation. . . . .	\$120,000

1	Alaskan Way Viaduct Replacement Project Account—State	
2	Appropriation. . . . .	\$102,000
3	TOTAL APPROPRIATION. . . . .	<del>(\$82,856,000)</del>
4		<u>\$90,356,000</u>

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

7       (1) Consistent with existing protocol and practices, for any  
8 negotiated settlement of a claim against the state for the department  
9 that exceeds five million dollars, the department, in conjunction  
10 with the attorney general and the department of enterprise services,  
11 shall notify the director of the office of financial management and  
12 the transportation committees of the legislature.

13       (2) Beginning October 1, 2019, and quarterly thereafter, the  
14 department, in conjunction with the attorney general and the  
15 department of enterprise services, shall provide a report with  
16 judgments and settlements dealing with the Washington state ferry  
17 system to the director of the office of financial management and the  
18 transportation committees of the legislature. The report must include  
19 information on: (a) The number of claims and settlements by type; (b)  
20 the average claim and settlement by type; (c) defense costs  
21 associated with those claims and settlements; and (d) information on  
22 the impacts of moving legal costs associated with the Washington  
23 state ferry system into the statewide self-insurance pool.

24       (3) Beginning October 1, 2019, and quarterly thereafter, the  
25 department, in conjunction with the attorney general and the  
26 department of enterprise services, shall provide a report with  
27 judgments and settlements dealing with the nonferry operations of the  
28 department to the director of the office of financial management and  
29 the transportation committees of the legislature. The report must  
30 include information on: (a) The number of claims and settlements by  
31 type; (b) the average claim and settlement by type; and (c) defense  
32 costs associated with those claims and settlements.

33       (4) \$122,000 of the Interstate 405 and state route number 167  
34 express toll lanes account—state appropriation, \$205,000 of the state  
35 route number 520 corridor account—state appropriation, \$120,000 of  
36 the Tacoma Narrows toll bridge account—state appropriation, and  
37 \$102,000 of the Alaskan Way viaduct replacement project account—state  
38 appropriation are provided solely for the charges from other

1 agencies' program's proportional share of supporting tolling  
2 operations for the respective tolling facilities.

3 (5) 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 **Sec. 918.** 2020 c 219 s 220 (uncodified) is amended to read as  
9 follows:

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

11 State Vehicle Parking Account—State Appropriation . . . . .	\$784,000
12 Regional Mobility Grant Program Account—State	
13 Appropriation . . . . .	<del>(\$88,698,000)</del>
14	<u>\$78,159,000</u>
15 Rural Mobility Grant Program Account—State	
16 Appropriation . . . . .	\$32,223,000
17 Multimodal Transportation Account—State	
18 Appropriation . . . . .	<del>(\$122,355,000)</del>
19	<u>\$122,349,000</u>
20 Multimodal Transportation Account—Federal	
21 Appropriation . . . . .	\$3,574,000
22 Multimodal Transportation Account—Local	
23 Appropriation . . . . .	\$100,000
24 TOTAL APPROPRIATION. . . . .	<del>(\$247,734,000)</del>
25	<u>\$237,189,000</u>

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

28 (1) \$62,698,000 of the multimodal transportation account—state  
29 appropriation is provided solely for a grant program for special  
30 needs transportation provided by transit agencies and nonprofit  
31 providers of transportation. Of this amount:

32 (a) \$14,297,000 of the multimodal transportation account—state  
33 appropriation is provided solely for grants to nonprofit providers of  
34 special needs transportation. Grants for nonprofit providers must be  
35 based on need, including the availability of other providers of  
36 service in the area, efforts to coordinate trips among providers and  
37 riders, and the cost effectiveness of trips provided. Fuel type may  
38 not be a factor in the grant selection process.

1 (b) \$48,401,000 of the multimodal transportation account—state  
2 appropriation is provided solely for grants to transit agencies to  
3 transport persons with special transportation needs. To receive a  
4 grant, the transit agency must, to the greatest extent practicable,  
5 have a maintenance of effort for special needs transportation that is  
6 no less than the previous year's maintenance of effort for special  
7 needs transportation. Grants for transit agencies must be prorated  
8 based on the amount expended for demand response service and route  
9 deviated service in calendar year 2017 as reported in the "Summary of  
10 Public Transportation - 2017" published by the department of  
11 transportation. No transit agency may receive more than thirty  
12 percent of these distributions. Fuel type may not be a factor in the  
13 grant selection process.

14 (2) \$32,223,000 of the rural mobility grant program account—state  
15 appropriation is provided solely for grants to aid small cities in  
16 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a  
17 factor in the grant selection process.

18 (3) (a) \$10,539,000 of the multimodal transportation account—state  
19 appropriation is provided solely for a vanpool grant program for: (i)  
20 Public transit agencies to add vanpools or replace vans; and (ii)  
21 incentives for employers to increase employee vanpool use. The grant  
22 program for public transit agencies will cover capital costs only;  
23 operating costs for public transit agencies are not eligible for  
24 funding under this grant program. Additional employees may not be  
25 hired from the funds provided in this section for the vanpool grant  
26 program, and supplanting of transit funds currently funding vanpools  
27 is not allowed. The department shall encourage grant applicants and  
28 recipients to leverage funds other than state funds. Fuel type may  
29 not be a factor in the grant selection process.

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

32 (4) \$27,483,000 of the regional mobility grant program account—  
33 state appropriation is reappropriated and provided solely for the  
34 regional mobility grant projects identified in LEAP Transportation  
35 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))  
36 22, 2021, Program - Public Transportation Program (V).

37 (5) (a) ((~~\$61,215,000~~)) \$50,676,000 of the regional mobility grant  
38 program account—state appropriation is provided solely for the  
39 regional mobility grant projects identified in LEAP Transportation

1 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))  
2 22, 2021, Program - Public Transportation Program (V). The department  
3 shall review all projects receiving grant awards under this program  
4 at least semiannually to determine whether the projects are making  
5 satisfactory progress. Any project that has been awarded funds, but  
6 does not report activity on the project within one year of the grant  
7 award, must be reviewed by the department to determine whether the  
8 grant should be terminated. The department shall promptly close out  
9 grants when projects have been completed, and any remaining funds  
10 must be used only to fund projects identified in the LEAP  
11 transportation document referenced in this subsection. The department  
12 shall provide annual status reports on December 15, 2019, and  
13 December 15, 2020, to the office of financial management and the  
14 transportation committees of the legislature regarding the projects  
15 receiving the grants. It is the intent of the legislature to  
16 appropriate funds through the regional mobility grant program only  
17 for projects that will be completed on schedule. A grantee may not  
18 receive more than twenty-five percent of the amount appropriated in  
19 this subsection. Additionally, when allocating funding for the  
20 2021-2023 biennium, no more than thirty percent of the total grant  
21 program may directly benefit or support one grantee. The department  
22 shall not approve any increases or changes to the scope of a project  
23 for the purpose of a grantee expending remaining funds on an awarded  
24 grant. Fuel type may not be a factor in the grant selection process.

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



1 (6) Funds provided for the commute trip reduction (CTR) program  
2 may also be used for the growth and transportation efficiency center  
3 program.

4 (7) \$7,670,000 of the multimodal transportation account—state  
5 appropriation and \$784,000 of the state vehicle parking account—state  
6 appropriation are provided solely for CTR grants and activities. Fuel  
7 type may not be a factor in the grant selection process. Of this  
8 amount:

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

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

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

26 (b) \$30,000 of the state vehicle parking account—state  
27 appropriation is provided solely for the STAR pass program for state  
28 employees residing in Mason and Grays Harbor Counties. Use of the  
29 pass is for public transportation between Mason County and Thurston  
30 County, and Grays Harbor and Thurston County. The pass may also be  
31 used within Grays Harbor County. The STAR pass commute trip reduction  
32 program is open to any state employee who expresses intent to commute  
33 to his or her assigned state worksite using a public transit system  
34 currently participating in the STAR pass program.

35 (c) \$1,000,000 of the multimodal transportation account—state  
36 appropriation is provided solely for a first mile/last mile  
37 connections grant program. Eligible grant recipients include cities,  
38 businesses, nonprofits, and transportation network companies with  
39 first mile/last mile solution proposals. Transit agencies are not

1 eligible. The commute trip reduction board shall develop grant  
2 parameters, evaluation criteria, and evaluate grant proposals. The  
3 commute trip reduction board shall provide the transportation  
4 committees of the legislature a report on the effectiveness of this  
5 grant program and best practices for continuing the program.

6 (8) Except as provided otherwise in this subsection, \$33,370,000  
7 of the multimodal transportation account—state appropriation is  
8 provided solely for connecting Washington transit projects identified  
9 in LEAP Transportation Document ((2020)) 2021-2 ALL PROJECTS as  
10 developed March ((11, 2020)) 22, 2021. It is the intent of the  
11 legislature that entities identified to receive funding in the LEAP  
12 document referenced in this subsection receive the amounts specified  
13 in the time frame specified in that LEAP document. If an entity has  
14 already completed a project in the LEAP document referenced in this  
15 subsection before the time frame identified, the entity may  
16 substitute another transit project or projects that cost a similar or  
17 lesser amount.

18 (9) \$1,000,000 of the multimodal transportation account—state  
19 appropriation is provided solely for transit coordination grants.  
20 Fuel type may not be a factor in the grant selection process.

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

23 (11)(a) For projects funded as part of the 2015 connecting  
24 Washington transportation package listed on the LEAP transportation  
25 document identified in subsection (4) of this section, if the  
26 department expects to have substantial reappropriations for the  
27 2021-2023 fiscal biennium, the department may, on a pilot basis,  
28 apply funding from a project with an appropriation that cannot be  
29 used for the current fiscal biennium to advance one or more of the  
30 following projects:

31 (i) King County Metro - RapidRide Expansion, Burien-Delridge  
32 (G2000031);

33 (ii) King County Metro - Route 40 Northgate to Downtown  
34 (G2000032);

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

36 (iv) Pierce Transit - SR 7 Express Service (G2000045).

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

1 of the projects for which the reappropriations are necessary for the  
2 2021-2023 fiscal biennium.

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

6 (12) \$750,000 of the multimodal transportation account—state  
7 appropriation is provided solely for Intercity Transit for the Dash  
8 shuttle program.

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

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

17 (ii) Providing administrative support to other interested school  
18 districts in King county to prepare for implementing similar programs  
19 for their students.

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

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

24 (ii) Available ridership data;

25 (iii) A cost estimate, including a detailed description of the  
26 various expenses leading to the cost estimate, and any other factors  
27 relevant to expanding the program to other King county school  
28 districts;

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

33 (v) Opportunities for subsidized ORCA cards or local grant or  
34 matching funds; and

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

37 (14) \$12,000,000 of the multimodal transportation account—state  
38 appropriation is provided solely for the green transportation capital

1 grant program established in chapter 287, Laws of 2019 (advancing  
2 green transportation adoption).

3 (15) \$555,000 of the multimodal transportation account—state  
4 appropriation is provided solely for an interagency transfer to the  
5 Washington State University extension energy program to establish and  
6 administer a technical assistance and education program for public  
7 agencies on the use of alternative fuel vehicles.

8 (~~(17)~~) (16) The appropriations in this section include savings  
9 due to anticipated project underruns; however, it is unknown which  
10 projects will provide savings. The legislature intends to provide  
11 sufficient flexibility for the department to manage to this savings  
12 target. To provide this flexibility, the office of financial  
13 management may authorize, through an allotment modification,  
14 reductions in the appropriated amounts that are provided solely for a  
15 particular purpose within this section subject to the following  
16 conditions and limitations:

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

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

23 (c) Allotment modifications authorized under this subsection may  
24 not result in increased funding for any project beyond the amount  
25 provided for that project in the 2019-2021 fiscal biennium in LEAP  
26 Transportation Document (~~(2020)~~) 2021-2 ALL PROJECTS as developed  
27 March (~~(11, 2020)~~) 22, 2021;

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

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

34 (~~(18)~~) (17)(a) The Washington state department of  
35 transportation public transportation division, working with the  
36 Thurston regional planning council, shall provide state agency  
37 management, the office of financial management, and the  
38 transportation committees of the legislature with results of their  
39 regional mobility grant program demonstration project I-5/US 101  
40 Practical Solutions: State Capitol Campus Transportation Demand

1 Management - Mobile Work. This includes reporting after the 2020  
2 legislative session on the measurable results of an early pilot  
3 initiative, "Telework Tuesday," beginning in January 2020.

4 (b) Capitol campus state agency management is directed to fully  
5 participate in this work, which aims to reduce greenhouse gases,  
6 require less office space and parking investments; provide low cost  
7 congestion relief on I-5 during peak periods, US 101, and the local  
8 transportation network; and improve retention and recruitment of  
9 public employees. The agencies should actively: Encourage employees  
10 qualified to telework to participate in this program and increase the  
11 number of employees who qualify for mobile work and schedule shifts.

12 (c) If measurable success is achieved, the capitol campus state  
13 agencies shall provide options to expand the project to other  
14 jurisdictions concentrated with large employers. Expansion and  
15 encouragement of telework will help reduce demand on the  
16 transportation system, reduce traffic during peak hours, and reduce  
17 greenhouse gas emissions.

18 **Sec. 919.** 2020 c 219 s 221 (uncodified) is amended to read as  
19 follows:

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

21 Motor Vehicle Account—State Appropriation. . . . .	\$250,000
22 Puget Sound Ferry Operations Account—State	
23 Appropriation . . . . .	(( <del>\$545,997,000</del> ))
24	<u>\$487,445,000</u>
25 Puget Sound Ferry Operations Account—Federal	
26 Appropriation . . . . .	(( <del>\$7,932,000</del> ))
27	<u>\$47,169,000</u>
28 Puget Sound Ferry Operations Account—Private/Local	
29 Appropriation . . . . .	\$121,000
30 TOTAL APPROPRIATION. . . . .	(( <del>\$554,300,000</del> ))
31	<u>\$534,985,000</u>

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

34 (1) The office of financial management budget instructions  
35 require agencies to recast enacted budgets into activities. The  
36 Washington state ferries shall include a greater level of detail in  
37 its 2019-2021 supplemental and 2021-2023 omnibus transportation  
38 appropriations act requests, as determined jointly by the office of

1 financial management, the Washington state ferries, and the  
2 transportation committees of the legislature. This level of detail  
3 must include the administrative functions in the operating as well as  
4 capital programs.

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

9 (3) (~~(\$73,161,000)~~) \$67,052,000 of the Puget Sound ferry  
10 operations account—state appropriation is provided solely for auto  
11 ferry vessel operating fuel in the 2019-2021 fiscal biennium, which  
12 reflect cost savings from a reduced biodiesel fuel requirement and,  
13 therefore, is contingent upon the enactment of section 703, chapter  
14 416, Laws of 2019. The amount provided in this subsection represents  
15 the fuel budget for the purposes of calculating any ferry fare fuel  
16 surcharge. The department shall review future use of alternative  
17 fuels and dual fuel configurations, including hydrogen.

18 (4) \$650,000 of the Puget sound ferry operations account—state  
19 appropriation is provided solely for increased staffing at Washington  
20 ferry terminals to meet increased workload and customer expectations.  
21 Within the amount provided in this subsection, the department shall  
22 contract with uniformed officers for additional traffic control  
23 assistance at the Kingston ferry terminal during peak ferry travel  
24 times, with a particular focus on Sundays and holiday weekends.  
25 Traffic control methods should include, but not be limited to,  
26 holding traffic on the shoulder at Lindvog Road until space opens for  
27 cars at the tollbooths and dock, and management of traffic on Highway  
28 104 in order to ensure Kingston residents and business owners have  
29 access to businesses, roads, and driveways.

30 (5) \$254,000 of the Puget Sound ferry operations account—state  
31 appropriation is provided solely for a dedicated inventory logistics  
32 manager on a one-time basis.

33 (6) \$500,000 of the Puget Sound ferry operations account—state  
34 appropriation is provided solely for operating costs related to  
35 moving vessels for emergency capital repairs. Funds may only be spent  
36 after approval by the office of financial management.

37 (7) By January 1, 2020, the ferries division must submit a  
38 workforce plan for reducing overtime due to shortages of staff  
39 available to fill vacant crew positions. The plan must include

1 numbers of crew positions being filled by staff working overtime,  
2 strategies for filling these positions with straight time employees,  
3 progress toward implementing those strategies, and a forecast for  
4 when overtime expenditures will return to historical averages.

5 (8) \$160,000 of the Puget Sound ferry operations account—state  
6 appropriation is provided solely for a ferry fleet baseline noise  
7 study, conducted by a consultant, for the purpose of establishing  
8 plans and data-driven goals to reduce ferry noise when Southern  
9 resident orca whales are present. In addition, the study must  
10 establish prioritized strategies to address vessels serving routes  
11 with the greatest exposure to orca whale movements.

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

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

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

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

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

37 (iv) Results of an economic analysis of the return on investment  
38 of potentially acquiring and using traffic control infrastructure,  
39 technology, walk on loading bridges, and Good-to-Go and ORCA  
40 replacement of current fare sales, validation, collections,

1 accounting, and all associated labor and benefits costs that can be  
2 saved via those capital investments; and

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

6 (10) \$15,139,000 of the Puget Sound ferry operations account—  
7 state appropriation is provided solely for training. Of the amount  
8 provided in this subsection:

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

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

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

13 (11) \$1,600,000 of the Puget Sound ferry operations account—state  
14 appropriation is provided solely for naval architecture staff support  
15 for the marine maintenance program.

16 (12) \$336,000 of the Puget Sound ferry operations account—state  
17 appropriation is provided solely for inspections of fall restraint  
18 systems.

19 (13) \$4,361,000 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 (14) \$1,200,000 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 (15) \$100,000 of the Puget Sound ferry operations account—state  
26 appropriation is provided solely to develop a plan for upgrading a  
27 second vessel to meet the international convention for the safety of  
28 life at sea standards. The plan must identify the option with the  
29 lowest impacts to sailing schedules.

30 (16) The department must request reimbursement from the federal  
31 transit administration for the maximum amount of ferry operating  
32 expenses eligible for reimbursement under federal law.

33 **Sec. 920.** 2020 c 219 s 222 (uncodified) is amended to read as  
34 follows:

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

36 Multimodal Transportation Account—State

37 Appropriation . . . . . ((\$70,244,000))

38 \$46,851,000



1	Multimodal Transportation Account—Private/Local	
2	Appropriation . . . . .	\$717,000
3	( <del>(Multimodal Transportation Account—Federal</del>	
4	<del>    Appropriation . . . . .</del>	<del>\$500,000)</del> )
5	TOTAL APPROPRIATION. . . . .	( <del>\$71,461,000</del> )
6		<u>\$47,568,000</u>

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

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

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

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

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

22       (i) Development of proposed corridor governance, general powers,  
23 operating structure, legal instruments, and contracting requirements,  
24 in the context of the roles of relevant jurisdictions, including  
25 federal, state, provincial, and local governments;

26       (ii) Development of a long-term funding and financing strategy  
27 for project initiation, development, construction, and program  
28 administration of the high-speed corridor, building on the funding  
29 and financing chapter of the 2019 business case analysis and aligned  
30 with the recommendations of (b) (i) of this subsection; and

31       (iii) Development of recommendations for a department-led ultra-  
32 high speed corridor engagement plan for policy leadership from  
33 elected officials.

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

1 (d) The development work referenced in (b) of this subsection is  
2 intended to identify and make recommendations related to specific  
3 entities, including interjurisdictional entities, policies, and  
4 processes required for the purposes of furthering preliminary  
5 analysis efforts for the ultra high-speed ground transportation  
6 corridor. This development work is not intended to authorize one or  
7 more entities to assume decision making authority for the design,  
8 construction, or operation of an ultra high-speed rail corridor.

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

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

27 **Sec. 921.** 2020 c 219 s 223 (uncodified) is amended to read as  
28 follows:

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

31	Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$12,187,000</del> ))
32		<u>\$12,441,000</u>
33	Motor Vehicle Account—Federal Appropriation . . . . .	\$2,567,000
34	Multiuse Roadway Safety Account—State Appropriation . . . . .	\$450,000
35	Multimodal Transportation Account—State	
36	Appropriation . . . . .	\$350,000
37	TOTAL APPROPRIATION. . . . .	(( <del>\$15,554,000</del> ))
38		<u>\$15,808,000</u>

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

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

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

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

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

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

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

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

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

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

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

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

19 (4) \$260,000 of the motor vehicle account—state appropriation is  
20 provided solely for the Wahkiakum county ferry operating deficit.

21 **TRANSPORTATION AGENCIES—CAPITAL**

22 **Sec. 1001.** 2020 c 219 s 301 (uncodified) is amended to read as  
23 follows:

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

25	Freight Mobility Investment Account—State	
26	Appropriation . . . . .	(( <del>\$23,015,000</del> ))
27		<u>\$17,344,000</u>
28	Highway Safety Account—State Appropriation. . . . .	\$81,000
29	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$4,907,000</del> ))
30		<u>\$3,165,000</u>
31	Freight Mobility Multimodal Account—State	
32	Appropriation . . . . .	(( <del>\$4,992,000</del> ))
33		<u>\$4,454,000</u>
34	Motor Vehicle Account—Federal Appropriation . . . . .	\$1,899,000
35	Freight Mobility Multimodal Account—Private/Local	
36	Appropriation . . . . .	\$1,250,000
37	TOTAL APPROPRIATION. . . . .	(( <del>\$36,144,000</del> ))

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

(1) Except as otherwise provided in this section, the entire appropriations in this section are provided solely for the projects by amount, as listed in the LEAP Transportation Document ((2020-3)) 2021-2 ALL PROJECTS as developed March ((11, 2020)) 22, 2021, ((Conference)) Program - FMSIB ((Project List)).

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

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

Sec. 1002. 2020 c 219 s 302 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account—State Appropriation . . . . .	(( \$62,884,000 ))
	<u>\$51,184,000</u>
Motor Vehicle Account—State Appropriation . . . . .	\$1,456,000
County Arterial Preservation Account—State	
Appropriation . . . . .	\$39,590,000
TOTAL APPROPRIATION. . . . .	(( \$103,930,000 ))
	<u>\$92,230,000</u>

Sec. 1003. 2020 c 219 s 304 (uncodified) is amended to read as follows:

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

Motor Vehicle Account—State Appropriation . . . . .	(( \$51,187,000 ))
	<u>\$49,717,000</u>
Connecting Washington Account—State Appropriation . . . . .	(( \$51,523,000 ))
	<u>\$50,746,000</u>
TOTAL APPROPRIATION. . . . .	(( \$102,710,000 ))
	<u>\$100,463,000</u>

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

3 (1) (~~(\$51,523,000)~~) \$50,746,000 of the connecting Washington  
4 account—state appropriation is provided solely for a new Olympic  
5 region maintenance and administration facility to be located on the  
6 department-owned site at the intersection of Marvin Road and 32nd  
7 Avenue in Lacey, Washington.

8 (2) (a) (~~(\$43,297,000)~~) \$41,827,000 of the motor vehicle account—  
9 state appropriation is provided solely for the department facility  
10 located at 15700 Dayton Ave N in Shoreline. This appropriation is  
11 contingent upon the department of ecology signing a not less than  
12 twenty-year agreement to pay a share of any financing contract issued  
13 pursuant to chapter 39.94 RCW.

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

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

17 (3) \$1,565,000 from the motor vehicle account—state appropriation  
18 is provided solely for furniture for the renovated Northwest Region  
19 Headquarters at Dayton Avenue. The department must efficiently  
20 furnish the renovated building.

21 **Sec. 1004.** 2020 c 219 s 305 (uncodified) is amended to read as  
22 follows:

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

24	Transportation Partnership Account—State	
25	Appropriation . . . . .	( <del>(\$385,619,000)</del> )
26		<u>\$395,725,000</u>
27	Motor Vehicle Account—State Appropriation . . . . .	( <del>(\$102,543,000)</del> )
28		<u>\$63,435,000</u>
29	Motor Vehicle Account—Federal Appropriation . . . . .	( <del>(\$151,857,000)</del> )
30		<u>\$156,149,000</u>
31	Motor Vehicle Account—Private/Local Appropriation . . . . .	( <del>(\$70,404,000)</del> )
32		<u>\$64,126,000</u>
33	<u>State Route Number 520 Corridor Account—State</u>	
34	Appropriation . . . . .	<u>\$1,000</u>
35	<u>State Route Number 520 Corridor Account—Federal</u>	
36	Appropriation . . . . .	<u>\$1,000</u>
37	Connecting Washington Account—State	
38	Appropriation . . . . .	( <del>(\$2,355,205,000)</del> )

1		<u>\$1,631,186,000</u>
2	Special Category C Account—State Appropriation . . .	(( <del>\$36,134,000</del> ))
3		<u>\$19,123,000</u>
4	Multimodal Transportation Account—State	
5	Appropriation . . . . .	(( <del>\$3,853,000</del> ))
6		<u>\$3,855,000</u>
7	Alaskan Way Viaduct Replacement Project Account—State	
8	Appropriation . . . . .	\$77,956,000
9	Transportation 2003 Account (Nickel Account)—State	
10	Appropriation . . . . .	(( <del>\$10,429,000</del> ))
11		<u>\$9,403,000</u>
12	Interstate 405 and State Route Number 167 Express	
13	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$90,027,000</del> ))
14		<u>\$33,742,000</u>
15	TOTAL APPROPRIATION. . . . .	(( <del>\$3,284,027,000</del> ))
16		<u>\$2,454,702,000</u>

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

19       (1) Except as provided otherwise in this section, the entire  
20 connecting Washington account—state appropriation and the entire  
21 transportation partnership account—state appropriation are provided  
22 solely for the projects and activities as listed by fund, project,  
23 and amount in LEAP Transportation Document ((2020)) 2021-1 as  
24 developed March ((11, 2020)) 22, 2021, Program - Highway Improvements  
25 Program (I). However, limited transfers of specific line-item project  
26 appropriations may occur between projects for those amounts listed  
27 subject to the conditions and limitations in section 601 ((of this  
28 act)), chapter 219, Laws of 2020.

29       (2) Except as provided otherwise in this section, the entire  
30 motor vehicle account—state appropriation and motor vehicle account—  
31 federal appropriation are provided solely for the projects and  
32 activities listed in LEAP Transportation Document ((2020)) 2021-2 ALL  
33 PROJECTS as developed March ((11, 2020)) 22, 2021, Program - Highway  
34 Improvements Program (I). Any federal funds gained through  
35 efficiencies, adjustments to the federal funds forecast, additional  
36 congressional action not related to a specific project or purpose, or  
37 the federal funds redistribution process must then be applied to  
38 highway and bridge preservation activities or fish passage barrier  
39 corrections (0BI4001).

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

10 (4) The connecting Washington account—state appropriation  
11 includes up to (~~(\$1,835,325,000)~~) \$1,085,325,000 in proceeds from the  
12 sale of bonds authorized in RCW 47.10.889.

13 (5) The special category C account—state appropriation includes  
14 up to (~~(\$24,910,000)~~) \$19,123,000 in proceeds from the sale of bonds  
15 authorized in RCW 47.10.812.

16 (6) The transportation partnership account—state appropriation  
17 includes up to (~~(\$162,658,000)~~) \$175,140,000 in proceeds from the  
18 sale of bonds authorized in RCW 47.10.873.

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

22 (8) (~~(\$168,757,000)~~) \$162,005,000 of the transportation  
23 partnership account—state appropriation, (~~(\$19,790,000)~~) \$17,898,000  
24 of the motor vehicle account—private/local appropriation, \$3,384,000  
25 of the transportation 2003 account (nickel account)—state  
26 appropriation, \$77,956,000 of the Alaskan Way viaduct replacement  
27 project account—state appropriation, and (~~(\$1,838,000)~~) \$854,000 of  
28 the multimodal transportation account—state appropriation are  
29 provided solely for the SR 99/Alaskan Way Viaduct Replacement project  
30 (809936Z). It is the intent of the legislature that the \$25,000,000  
31 increase in funding provided in the 2021-2023 fiscal biennium be  
32 covered by any legal damages paid to the state as a result of a  
33 lawsuit related to contractual provisions for construction and  
34 delivery of the Alaskan Way viaduct replacement project. The  
35 legislature intends that the \$25,000,000 of the transportation  
36 partnership account—state funds be repaid when those damages are  
37 recovered.



1 (9) \$3,000,000 of the multimodal transportation account—state  
2 appropriation is provided solely for transit mitigation for the SR  
3 99/Viaduct Project - Construction Mitigation project (809940B).

4 (10) (~~(\$168,655,000)~~) \$148,097,000 of the connecting Washington  
5 account—state appropriation, \$1,052,000 of the special category C  
6 account—state appropriation, and (~~(\$738,000)~~) \$1,338,000 of the motor  
7 vehicle account—private/local appropriation are provided solely for  
8 the US 395 North Spokane Corridor project (M00800R).

9 (11) (~~(\$82,991,000)~~) \$29,187,000 of the Interstate 405 and state  
10 route number 167 express toll lanes account—state appropriation is  
11 provided solely for the I-405/SR 522 to I-5 Capacity Improvements  
12 project (L2000234) for activities related to adding capacity on  
13 Interstate 405 between state route number 522 and Interstate 5, with  
14 the goals of increasing vehicle throughput and aligning project  
15 completion with the implementation of bus rapid transit in the  
16 vicinity of the project.

17 (12)(a) (~~(\$422,099,000)~~) \$356,007,000 of the connecting  
18 Washington account—state appropriation and (~~(\$456,000)~~) \$400,000 of  
19 the motor vehicle account—private/local appropriation are provided  
20 solely for the SR 520 Seattle Corridor Improvements - West End  
21 project (M00400R).

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

25 (i) Work with the operator of the Montlake boulevard market  
26 located on parcel number 1-23190 to negotiate a lease allowing  
27 continued operations up to January 1, 2020. After that time, the  
28 department shall identify an area in the vicinity of the Montlake  
29 property for a temporary market or other food service to be provided  
30 during the period of project construction. Should the current  
31 operator elect not to participate in providing that temporary  
32 service, the department shall then develop an outreach plan with the  
33 city to solicit community input on the food services provided, and  
34 then advertise the opportunity to other potential vendors. Further,  
35 the department shall work with the city of Seattle and existing  
36 permit processes to facilitate vendor access to and use of the area  
37 in the vicinity of the Montlake property.

38 (ii) Upon completion of the Montlake Phase of the West End  
39 project (current anticipated contract completion of 2023), WSDOT

1 shall sell that portion of the property not used for permanent  
2 transportation improvements and initiate a process to convey that  
3 surplus property to a subsequent owner.

4 (c) \$60,000 of the motor vehicle account—state appropriation is  
5 provided solely for grants to nonprofit organizations located in a  
6 city with a population exceeding six hundred thousand persons and  
7 that empower artists through equitable access to vital expertise,  
8 opportunities, and business services. Funds may be used only for the  
9 purpose of preserving, commemorating, and sharing the history of the  
10 city of Seattle's freeway protests and making the history of activism  
11 around the promotion of more integrated transportation and land use  
12 planning accessible to current and future generations through the  
13 preservation of Bent 2 of the R. H. Thompson freeway ramp.

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

23 (14) (~~(\$310,469,000)~~) \$172,911,000 of the connecting Washington  
24 account—state appropriation (~~(is)~~), \$12,599,000 of the motor vehicle  
25 account—private/local appropriation, \$2,500,000 of the motor vehicle  
26 account—state appropriation, and \$1,500,000 of the motor vehicle  
27 account—federal appropriation are provided solely for the SR 167/SR  
28 509 Puget Sound Gateway project (M00600R).

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

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

35 (c) In making budget allocations to the Puget Sound Gateway  
36 project, the department shall implement the project's construction as  
37 a single corridor investment. The department shall develop a  
38 coordinated corridor construction and implementation plan for state  
39 route number 167 and state route number 509 in collaboration with

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

6 (d) It is the legislature's intent that the department shall  
7 construct a full single-point urban interchange at the junction of  
8 state route number 161 (Meridian avenue) and state route number 167  
9 and a full single-point urban interchange at the junction of state  
10 route number 509 and 188th Street. If the department receives  
11 additional funds from an outside source for this project after the  
12 base project is fully funded, the funds must first be applied toward  
13 the completion of these two full single-point urban interchanges.

14 (e) In designing the state route number 509/state route number  
15 516 interchange component of the SR 167/SR 509 Puget Sound Gateway  
16 project (M00600R), the department shall make every effort to utilize  
17 the preferred "4B" design.

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

23 (g) If sufficient bonding authority to complete this project is  
24 not provided within chapter 421, Laws of 2019 (addressing tolling),  
25 or within a bond authorization act referencing chapter 421, Laws of  
26 2019 by June 30, 2019, it is the intent of the legislature to return  
27 the Puget Sound Gateway project (M00600R) to its previously  
28 identified construction schedule by moving \$128,900,000 in connecting  
29 Washington account—state appropriation back to the 2027-2029 biennium  
30 from the 2023-2025 biennium on the list referenced in subsection (2)  
31 of this section. If sufficient bonding authority is provided, it is  
32 the intent of the legislature to advance the project to allow for  
33 earlier completion and inflationary savings.

34 (15) It is the intent of the legislature that, for the I-5/North  
35 Lewis County Interchange project (L2000204), the department develop  
36 and design the project with the objective of significantly improving  
37 access to the industrially zoned properties in north Lewis county.  
38 The design must consider the county's process of investigating  
39 alternatives to improve such access from Interstate 5 that began in  
40 March 2015.

1 (16) (~~(\$1,029,000)~~) \$1,030,000 of the transportation partnership  
2 account—state appropriation is provided solely for the U.S. 2 Trestle  
3 IJR project (L1000158).

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

10 (18) Any advisory group that the department convenes during the  
11 2019-2021 fiscal biennium must consider the interests of the entire  
12 state of Washington.

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

26 (20)(a) For connecting Washington projects that have already  
27 begun and are eligible for the authority granted in section 601 (~~of~~  
28 ~~this act~~), chapter 219, Laws of 2020, the department shall  
29 prioritize advancing the following projects if expected  
30 reappropriations become available:

- 31 (i) SR 14/I-205 to SE 164th Ave - Auxiliary Lanes (L2000102);
- 32 (ii) SR 305 Construction - Safety Improvements (N30500R);
- 33 (iii) SR 14/Bingen Underpass (L2220062);
- 34 (iv) I-405/NE 132nd Interchange - Totem Lake (L1000110);
- 35 (v) US Hwy 2 Safety (N00200R);
- 36 (vi) US-12/Walla Walla Corridor Improvements (T20900R);
- 37 (vii) I-5 JBLM Corridor Improvements (M00100R);
- 38 (viii) I-5/Slater Road Interchange - Improvements (L1000099);
- 39 (ix) SR 510/Yelm Loop Phase 2 (T32700R); or

1 (x) SR 520/124th St Interchange (Design and Right of Way)  
2 (L1000098).

3 (b) To the extent practicable, the department shall use the  
4 flexibility and authority granted in this section and in section 601  
5 of this act to minimize the amount of reappropriations needed each  
6 biennium.

7 (c) The advancement of a project may not hinder the delivery of  
8 the projects for which the reappropriations are necessary for the  
9 2021-2023 fiscal biennium.

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

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

30 As these recyclable materials have well established markets, are  
31 substantially a primary or secondary product of necessary  
32 construction processes and production, and are managed as an item of  
33 commercial value, construction aggregate and recycled concrete  
34 materials are exempt from chapter 173-350 WAC.

35 (22) (a) (~~(\$17,500,000)~~) \$8,072,000 of the motor vehicle account—  
36 state appropriation (~~(is)~~) and \$7,329,000 of the motor vehicle  
37 account—private/local appropriation are provided solely for staffing  
38 of a project office to replace the Interstate 5 bridge across the  
39 Columbia river (G2000088). If at least a \$9,000,000 transfer is not

1 authorized in section 406(29), chapter 416, Laws of 2019, then  
2 \$9,000,000 of the motor vehicle account—state appropriation lapses.

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

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

27 ~~((d))~~ (c) Within the amount provided in this subsection, the  
28 department must implement chapter 137, Laws of 2019 (projects of  
29 statewide significance).

30 ~~((e))~~ (d) The department shall have as a goal to:

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

33 (ii) Develop a finance plan by December 1, 2020; and

34 (iii) Have made significant progress toward beginning the  
35 supplemental environmental impact statement process by June 30, 2021.  
36 The department shall aim to provide a progress report on these  
37 activities to the governor and the transportation committees of the  
38 legislature by December 1, 2019, and a final report to the governor  
39 and the transportation committees of the legislature by December 1,  
40 2020.

1           (23)    (~~(\$17,500,000 of the motor vehicle account state~~  
2 ~~appropriation is provided solely to begin the pre-design phase on the~~  
3 ~~I-5/Columbia River Bridge project (G2000088).~~

4           ~~(24))~~ (a) \$191,360,000 of the connecting Washington account—state  
5 appropriation, \$47,655,000 of the motor vehicle account—federal  
6 appropriation, \$11,179,000 of the motor vehicle account—private/local  
7 appropriation, \$6,100,000 of the motor vehicle account—state  
8 appropriation, and \$18,706,000 of the transportation partnership  
9 account—state appropriation are provided solely for the Fish Passage  
10 Barrier Removal project (OBI4001) with the intent of fully complying  
11 with the court injunction by 2030.

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

16           (c) The department shall coordinate with the Brian Abbott fish  
17 passage barrier removal board to use a watershed approach to maximize  
18 habitat gain by replacing both state and local culverts. The  
19 department shall deliver high habitat value fish passage barrier  
20 corrections that it has identified, guided by the following factors:  
21 Opportunity to bundle projects, ability to leverage investments by  
22 others, presence of other barriers, project readiness, other  
23 transportation projects in the area, and transportation impacts.

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

27           (e) It is the intent of the legislature that for the amount  
28 listed for the 2021-2023 biennium for the Fish Passage Barrier  
29 Removal project (OBI4001) on the LEAP list referenced in subsection  
30 (1) of this section, that accrued practical design savings deposited  
31 in the transportation future funding program account be used to help  
32 fund the cost of fully complying with the court injunction by 2030.

33           ~~((25))~~    (24) (a) The Washington state department of  
34 transportation is directed to pursue compliance with the *U.S. v.*  
35 *Washington* permanent injunction by delivering culvert corrections  
36 within the injunction area guided by the principle of providing the  
37 greatest fisheries habitat gain at the earliest time and considering  
38 the following factors: Opportunity to bundle projects, tribal  
39 priorities, ability to leverage investments by others, presence of

1 other barriers, project readiness, culvert condition, other  
2 transportation projects in the area, and transportation impacts.

3 (b) The department and Brian Abbott fish barrier removal board,  
4 while providing the opportunity for stakeholders, tribes, and  
5 government agencies to give input on a statewide culvert remediation  
6 plan, must provide updates on the development of the statewide  
7 culvert remediation plan to the capital budget, ways and means, and  
8 transportation committees of the legislature by November 1, 2020, and  
9 March 15, 2021. The first update must include a project timeline and  
10 plan to ensure that all state agencies with culvert correction  
11 programs are involved in the creation of the comprehensive plan. The  
12 department and Brian Abbott fish barrier removal board must submit  
13 the final comprehensive statewide culvert remediation plan and the  
14 process by which it will be adaptively managed over time to the  
15 governor and the legislative fiscal committees by June 30, 2021.

16 (~~((26) \$16,649,000)~~) (25) \$4,880,000 of the connecting Washington  
17 account—state appropriation, \$373,000 of the motor vehicle account—  
18 state appropriation, and (~~(\$6,000,000)~~) \$113,000 of the motor vehicle  
19 account—private/local appropriation are provided solely for the I-90/  
20 Barker to Harvard - Improve Interchanges & Local Roads project  
21 (L2000122). The connecting Washington account appropriation for the  
22 improvements that fall within the city of Liberty Lake may only be  
23 expended if the city of Liberty Lake agrees to cover any project  
24 costs within the city of Liberty Lake above the \$20,900,000 of state  
25 appropriation provided for the total project in LEAP Transportation  
26 Document (~~(2020)~~) 2021-1 as developed March (~~(11, 2020)~~) 22, 2021,  
27 Program - Highway Improvements (I).

28 (~~((27))~~) (26) (a) (\$6,799,000) \$3,901,000 of the motor vehicle  
29 account—federal appropriation, (~~(\$31,000)~~) \$34,000 of the motor  
30 vehicle account—state appropriation (~~(, \$3,812,000 of the~~  
31 ~~transportation partnership account—state appropriation)~~), and  
32 (~~(\$7,000,000)~~) \$4,519,000 of the Interstate 405 and state route  
33 number 167 express toll lanes account—state appropriation are  
34 provided solely for the SR 167/SR 410 to SR 18 - Congestion  
35 Management project (316706C).

36 (b) 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 remove



1 the \$100,000,000 in toll funding from this project on the list  
2 referenced in subsection (2) of this section.

3 ~~((28))~~ (27) For the I-405/North 8th Street Direct Access Ramp  
4 in Renton project (L1000280), if sufficient bonding authority to  
5 begin this project is not provided within chapter 421, Laws of 2019  
6 (addressing tolling), or within a bond authorization act referencing  
7 chapter 421, Laws of 2019, it is the intent of the legislature to  
8 remove the project from the list referenced in subsection (2) of this  
9 section.

10 ~~((29) \$7,985,000)~~ (28) \$7,071,000 of the Special Category C  
11 account—state appropriation ~~((and \$1,000,000 of the motor vehicle  
12 account—private/local appropriation are))~~ is provided solely for the  
13 SR 18 Widening - Issaquah/Hobart Rd to Raging River project  
14 (L1000199) for improving and widening state route number 18 to four  
15 lanes from Issaquah-Hobart Road to Raging River.

16 ~~((30))~~ (29) \$2,250,000 of the motor vehicle account—state  
17 appropriation is provided solely for the I-5 Corridor from Mounts  
18 Road to Tumwater project (L1000231) for completing a National and  
19 State Environmental Policy Act (NEPA/SEPA) analysis to identify mid-  
20 and long-term environmental impacts associated with future  
21 improvements along the I-5 corridor from Tumwater to DuPont.

22 ~~((31) \$622,000)~~ (30) \$200,000 of the motor vehicle account—  
23 state appropriation is provided solely for the US 101/East Sequim  
24 Corridor Improvements project (L2000343).

25 ~~((32) \$12,916,000)~~ (31) \$777,000 of the motor vehicle account—  
26 state appropriation is provided solely for the SR 522/Paradise Lk Rd  
27 Interchange & Widening on SR 522 (Design/Engineering) project  
28 (NPARADI).

29 ~~((33) \$1,000,000)~~ (32) \$1,001,000 of the motor vehicle account—  
30 state appropriation ~~((is))~~ and \$1,227,000 of the motor vehicle  
31 account—federal appropriation are provided solely for the US 101/  
32 Morse Creek Safety Barrier project (L1000247).

33 ~~((34) \$1,000,000)~~ (33) \$85,000 of the motor vehicle account—  
34 state appropriation is provided solely for the SR 162/410 Interchange  
35 Design and Right of Way project (L1000276).

36 ~~((36))~~ (34) The appropriations in this section include savings  
37 due to anticipated project underruns; however, it is unknown which  
38 projects will provide savings. The legislature intends to provide  
39 sufficient flexibility for the department to manage to this savings

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

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

10 (b) Allotment modifications authorized under this subsection may  
11 not result in increased funding for any project beyond the amount  
12 provided for that project in the 2019-2021 fiscal biennium in LEAP  
13 Transportation Document ((2020)) 2021-2 ALL PROJECTS as developed  
14 March ((11, 2020)) 22, 2021;

15 (c) Allotment modifications authorized under this subsection  
16 apply only to amounts appropriated in this section from the following  
17 accounts: Multimodal transportation account—state, transportation  
18 partnership account—state, connecting Washington account—state, and  
19 special category C account—state; and

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

23 **Sec. 1005.** 2020 c 219 s 306 (uncodified) is amended to read as  
24 follows:

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

26 Recreational Vehicle Account—State Appropriation . . . . .	\$2,971,000
27 Transportation Partnership Account—State	
28 Appropriation . . . . .	(( <del>\$20,248,000</del> ))
29	<u>\$20,566,000</u>
30 <u>Highway Safety Account—State Appropriation. . . . .</u>	<u>\$1,000</u>
31 Motor Vehicle Account—State Appropriation . . . . .	(( <del>\$82,447,000</del> ))
32	<u>\$87,866,000</u>
33 Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$490,744,000</del> ))
34	<u>\$498,257,000</u>
35 Motor Vehicle Account—Private/Local	
36 Appropriation . . . . .	(( <del>\$7,408,000</del> ))
37	<u>\$7,660,000</u>
38 State Route Number 520 Corridor Account—State	

1	Appropriation . . . . .	(( <del>\$326,000</del> ))
2		<u>\$395,000</u>
3	Connecting Washington Account—State Appropriation . . . . .	(( <del>\$204,630,000</del> ))
4		<u>\$178,738,000</u>
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation . . . . .	(( <del>\$8,350,000</del> ))
7		<u>\$1,078,000</u>
8	Alaskan Way Viaduct Replacement Project Account—State	
9	Appropriation. . . . .	(( <del>\$10,000</del> ))
10		<u>\$79,000</u>
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$3,018,000</del> ))
13		<u>\$1,457,000</u>
14	Transportation 2003 Account (Nickel Account)—State	
15	Appropriation . . . . .	\$17,892,000
16	TOTAL APPROPRIATION. . . . .	(( <del>\$838,044,000</del> ))
17		<u>\$816,960,000</u>

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

20 (1) Except as provided otherwise in this section, the entire  
21 connecting Washington account—state appropriation and the entire  
22 transportation partnership account—state appropriation are provided  
23 solely for the projects and activities as listed by fund, project,  
24 and amount in LEAP Transportation Document ((2020)) 2021-1 as  
25 developed March ((11, 2020)) 22, 2021, Program - Highway Preservation  
26 Program (P). However, limited transfers of specific line-item project  
27 appropriations may occur between projects for those amounts listed  
28 subject to the conditions and limitations in section 601 ((of this  
29 act)), chapter 219, Laws of 2020.

30 (2) Except as provided otherwise in this section, the entire  
31 motor vehicle account—state appropriation and motor vehicle account—  
32 federal appropriation are provided solely for the projects and  
33 activities listed in LEAP Transportation Document ((2020)) 2021-2 ALL  
34 PROJECTS as developed March ((11, 2020)) 22, 2021, Program - Highway  
35 Preservation Program (P). Any federal funds gained through  
36 efficiencies, adjustments to the federal funds forecast, additional  
37 congressional action not related to a specific project or purpose, or  
38 the federal funds redistribution process must then be applied to

1 highway and bridge preservation activities or fish passage barrier  
2 corrections (OBI4001).

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

12 (4) (~~(\$26,683,000)~~) \$21,517,000 of the connecting Washington  
13 account—state appropriation is provided solely for the land mobile  
14 radio upgrade (G2000055) and is subject to the conditions,  
15 limitations, and review provided in section 701 (~~(of this act)~~),  
16 chapter 219, Laws of 2020. The land mobile radio project is subject  
17 to technical oversight by the office of the chief information  
18 officer. The department, in collaboration with the office of the  
19 chief information officer, shall identify where existing or proposed  
20 mobile radio technology investments should be consolidated, identify  
21 when existing or proposed mobile radio technology investments can be  
22 reused or leveraged to meet multiagency needs, increase mobile radio  
23 interoperability between agencies, and identify how redundant  
24 investments can be reduced over time. The department shall also  
25 provide quarterly reports to the technology services board on project  
26 progress.

27 (5) (~~(\$4,000,000)~~) \$5,000,000 of the motor vehicle account—state  
28 appropriation is provided solely for extraordinary costs incurred  
29 from litigation awards, settlements, or dispute mitigation activities  
30 not eligible for funding from the self-insurance fund. The amount  
31 provided in this subsection must be held in unallotted status until  
32 the department submits a request to the office of financial  
33 management that includes documentation detailing litigation-related  
34 expenses. The office of financial management may release the funds  
35 only when it determines that all other funds designated for  
36 litigation awards, settlements, and dispute mitigation activities  
37 have been exhausted. No funds provided in this subsection may be  
38 expended on any legal fees related to the SR 99/Alaskan Way viaduct  
39 replacement project (809936Z).

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

5 (7) \$21,289,000 of the motor vehicle account—federal  
6 appropriation and \$840,000 of the motor vehicle account—state  
7 appropriation are provided solely for the preservation of  
8 structurally deficient bridges or bridges that are at risk of  
9 becoming structurally deficient (L1000068). These funds must be used  
10 widely around the state of Washington. When practicable, the  
11 department shall pursue design-build contracts for these bridge  
12 projects to expedite delivery. The department shall provide a report  
13 that identifies the progress of each project funded in this  
14 subsection as part of its annual agency budget request.

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

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

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

34 **Sec. 1006.** 2020 c 219 s 307 (uncodified) is amended to read as  
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**  
37 **CAPITAL**

38 Motor Vehicle Account—State Appropriation . . . . . ((~~\$7,746,000~~))

1		<u>\$6,296,000</u>
2	Motor Vehicle Account—Federal Appropriation . . . . .	(( <del>\$6,137,000</del> ))
3		<u>\$5,039,000</u>
4	Motor Vehicle Account—Private/Local Appropriation . . . . .	\$579,000
5	Interstate 405 and State Route Number 167 Express	
6	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$100,000</del> ))
7		<u>\$189,000</u>
8	TOTAL APPROPRIATION. . . . .	(( <del>\$14,562,000</del> ))
9		<u>\$12,103,000</u>

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

12       ((~~(1)~~—\$700,000)) \$121,000 of the motor vehicle account—state  
13 appropriation is provided solely for the SR 99 Aurora Bridge ITS  
14 project (L2000338).

15       **Sec. 1007.** 2020 c 219 s 308 (uncodified) is amended to read as  
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**  
18 **CONSTRUCTION—PROGRAM W**

19	Puget Sound Capital Construction Account—State	
20	Appropriation . . . . .	(( <del>\$116,253,000</del> ))
21		<u>\$85,297,000</u>
22	Puget Sound Capital Construction Account—Federal	
23	Appropriation . . . . .	(( <del>\$198,688,000</del> ))
24		<u>\$177,352,000</u>
25	Puget Sound Capital Construction Account—Private/Local	
26	Appropriation . . . . .	(( <del>\$4,779,000</del> ))
27		<u>\$4,575,000</u>
28	Transportation Partnership Account—State	
29	Appropriation . . . . .	(( <del>\$6,582,000</del> ))
30		<u>\$2,312,000</u>
31	Connecting Washington Account—State Appropriation . . . . .	\$112,426,000
32	Capital Vessel Replacement Account—State	
33	Appropriation. . . . .	(( <del>\$96,030,000</del> ))
34		<u>\$35,547,000</u>
35	Transportation 2003 Account (Nickel Account)—State	
36	Appropriation. . . . .	\$986,000
37	TOTAL APPROPRIATION. . . . .	(( <del>\$535,744,000</del> ))
38		<u>\$418,495,000</u>

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

3 (1) Except as provided otherwise in this section, the entire  
4 appropriations in this section are provided solely for the projects  
5 and activities as listed in LEAP Transportation Document ((2020))  
6 2021-2 ALL PROJECTS as developed March ((11, 2020)) 22, 2021, Program  
7 - Washington State Ferries Capital Program (W).

8 (2) \$2,857,000 of the Puget Sound capital construction account—  
9 state appropriation, ((~~\$17,832,000~~)) \$18,818,000 of the Puget Sound  
10 capital construction account—federal appropriation, and \$63,789,000  
11 of the connecting Washington account—state appropriation, are  
12 provided solely for the Mukilteo ferry terminal (952515P). To the  
13 extent practicable, the department shall avoid the closure of, or  
14 disruption to, any existing public access walkways in the vicinity of  
15 the terminal project during construction.

16 (3) ((~~\$102,641,000~~)) \$94,643,000 of the Puget Sound capital  
17 construction account—federal appropriation, \$47,819,000 of the  
18 connecting Washington account—state appropriation, and \$4,355,000 of  
19 the Puget Sound capital construction account—local appropriation are  
20 provided solely for the Seattle Terminal Replacement project  
21 (900010L).

22 (4) \$5,357,000 of the Puget Sound capital construction account—  
23 state appropriation is provided solely for emergency capital repair  
24 costs (999910K). Funds may only be spent after approval by the office  
25 of financial management.

26 (5) ((~~\$2,300,000~~)) \$2,224,000 of the Puget Sound capital  
27 construction account—state appropriation is provided solely for the  
28 ORCA acceptance project (L2000300). The ferry system shall work with  
29 Washington technology solutions and the tolling division on the  
30 development of a new, interoperable ticketing system.

31 (6) \$495,000 of the Puget Sound capital construction account—  
32 state appropriation is provided solely for an electric ferry planning  
33 team (G2000087) to develop ten-year and twenty-year implementation  
34 plans to efficiently deploy hybrid-electric vessels, including a  
35 cost-benefit analysis of construction and operation of hybrid-  
36 electric vessels with and without charging infrastructure. The plan  
37 includes, but is not limited to, vessel technology and feasibility,  
38 vessel and terminal deployment schedules, project financing, and  
39 workforce requirements. The plan shall be submitted to the office of

1 financial management and the transportation committees of the  
2 legislature by June 30, 2020.

3 (7) (~~(\$35,000,000)~~) \$10,776,000 of the Puget Sound capital  
4 construction account—state appropriation and \$8,000,000 of the Puget  
5 Sound capital construction account—federal appropriation are provided  
6 solely for the conversion of up to two Jumbo Mark II vessels to  
7 electric hybrid propulsion (G2000084). The department shall seek  
8 additional funds for the purposes of this subsection. The department  
9 may spend from the Puget Sound capital construction account—state  
10 appropriation in this section only as much as the department receives  
11 in Volkswagen settlement funds for the purposes of this subsection.

12 (8) \$400,000 of the Puget Sound capital construction account—  
13 state appropriation is provided solely for a request for proposals  
14 for a new maintenance management system (project L2000301) and is  
15 subject to the conditions, limitations, and review provided in  
16 section 701 (~~(of this act)~~), chapter 219, Laws of 2020.

17 (9) (~~(\$96,030,000)~~) \$35,547,000 of the capital vessel replacement  
18 account—state appropriation is provided solely for the acquisition of  
19 a 144-car hybrid-electric vessel. The vendor must present to the  
20 joint transportation committee and the office of financial  
21 management, by September 15, 2019, a list of options that will result  
22 in significant cost savings changes in terms of construction or the  
23 long-term maintenance and operations of the vessel. The vendor must  
24 allow for exercising the options without a penalty. It is the intent  
25 of the legislature to provide an additional \$88,000,000 in funding in  
26 the 2021-23 biennium. The reduction provided in this subsection is an  
27 assumed underrun pursuant to subsection (11) of this section. The  
28 commencement of construction of new vessels for the ferry system is  
29 important not only for safety reasons, but also to keep skilled  
30 marine construction jobs in the Puget Sound region and to sustain the  
31 capacity of the region to meet the ongoing construction and  
32 preservation needs of the ferry system fleet of vessels. The  
33 legislature has determined that the current vessel procurement  
34 process must move forward with all due speed, balancing the interests  
35 of both the taxpayers and shipyards. To accomplish construction of  
36 vessels in accordance with RCW 47.60.810, the prevailing shipbuilder,  
37 for vessels initially funded after July 1, 2020, is encouraged to  
38 follow the historical practice of subcontracting the construction of  
39 ferry superstructures to a separate nonaffiliated contractor located



1 within the Puget Sound region, that is qualified in accordance with  
2 RCW 47.60.690.

3 (10) The capital vessel replacement account—state appropriation  
4 includes up to (~~(\$96,030,000)~~) \$35,547,000 in proceeds from the sale  
5 of bonds authorized in RCW 47.10.873.

6 (~~(12)~~) (11) The appropriations in this section include savings  
7 due to anticipated project underruns; however, it is unknown which  
8 projects will provide savings. The legislature intends to provide  
9 sufficient flexibility for the department to manage to this savings  
10 target. To provide this flexibility, the office of financial  
11 management may authorize, through an allotment modification,  
12 reductions in the appropriated amounts that are provided solely for a  
13 particular purpose within this section subject to the following  
14 conditions and limitations:

15 (a) The department must confirm that any modification requested  
16 under this subsection of amounts provided solely for a specific  
17 purpose are not expected to be used for that purpose in this  
18 biennium;

19 (b) Allotment modifications authorized under this subsection may  
20 not result in increased funding for any project beyond the amount  
21 provided for that project in the 2019-2021 fiscal biennium in LEAP  
22 Transportation Document (~~(2020)~~) 2021-2 ALL PROJECTS as developed  
23 March (~~(11, 2020)~~) 22, 2021;

24 (c) Allotment modifications authorized under this subsection  
25 apply only to amounts appropriated in this section from the following  
26 accounts: Puget Sound capital construction account—state,  
27 transportation partnership account—state, and capital vessel  
28 replacement account—state; and

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

32 **Sec. 1008.** 2020 c 219 s 309 (uncodified) is amended to read as  
33 follows:

34 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**  
35 Motor Vehicle Account—State Appropriation. . . . . (~~(\$3,300,000)~~)  
36 \$2,300,000  
37 Essential Rail Assistance Account—State Appropriation . . . \$851,000  
38 Transportation Infrastructure Account—State

1	Appropriation . . . . .	(( <del>\$7,554,000</del> ))
2		<u>\$7,465,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation . . . . .	\$74,876,000
5	Multimodal Transportation Account—Federal	
6	Appropriation . . . . .	\$8,601,000
7	Multimodal Transportation Account—Local	
8	Appropriation . . . . .	\$336,000
9	TOTAL APPROPRIATION. . . . .	(( <del>\$95,518,000</del> ))
10		<u>\$94,429,000</u>

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

13 (1) Except as provided otherwise in this section, the entire  
14 appropriations in this section are provided solely for the projects  
15 and activities as listed by project and amount in LEAP Transportation  
16 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))  
17 22, 2021, Program - Rail Program (Y).

18 (2) ((~~\$7,136,000~~)) \$7,047,000 of the transportation  
19 infrastructure account—state appropriation is provided solely for new  
20 low-interest loans approved by the department through the freight  
21 rail investment bank (FRIB) program. The department shall issue FRIB  
22 program loans with a repayment period of no more than ten years, and  
23 charge only so much interest as is necessary to recoup the  
24 department's costs to administer the loans. The department shall  
25 report annually to the transportation committees of the legislature  
26 and the office of financial management on all FRIB loans issued.

27 (3) \$7,782,000 of the multimodal transportation account—state  
28 appropriation, \$51,000 of the transportation infrastructure account—  
29 state appropriation, and \$135,000 of the essential rail assistance  
30 account—state appropriation are provided solely for new statewide  
31 emergent freight rail assistance projects identified in the LEAP  
32 transportation document referenced in subsection (1) of this section.

33 (4) \$367,000 of the transportation infrastructure account—state  
34 appropriation and \$1,100,000 of the multimodal transportation account  
35 —state appropriation are provided solely to reimburse Highline Grain,  
36 LLC for approved work completed on Palouse River and Coulee City  
37 (PCC) railroad track in Spokane county between the BNSF Railway  
38 Interchange at Cheney and Geiger Junction and must be administered in  
39 a manner consistent with freight rail assistance program projects.

1 The value of the public benefit of this project is expected to meet  
2 or exceed the cost of this project in: Shipper savings on  
3 transportation costs; jobs saved in rail-dependent industries; and/or  
4 reduced future costs to repair wear and tear on state and local  
5 highways due to fewer annual truck trips (reduced vehicle miles  
6 traveled). The amounts provided in this subsection are not a  
7 commitment for future legislatures, but it is the legislature's  
8 intent that future legislatures will work to approve biennial  
9 appropriations until the full \$7,337,000 cost of this project is  
10 reimbursed.

11 (5) (a) \$716,000 of the essential rail assistance account—state  
12 appropriation and \$82,000 of the multimodal transportation account—  
13 state appropriation are provided solely for the purpose of the  
14 rehabilitation and maintenance of the Palouse river and Coulee City  
15 railroad line (F01111B).

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

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

21 (ii) Revenues from trackage rights agreement fees paid by  
22 shippers; and

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

27 (6) The department shall issue a call for projects for the  
28 freight rail assistance program, and shall evaluate the applications  
29 in a manner consistent with past practices as specified in section  
30 309, chapter 367, Laws of 2011. By November 15, 2020, the department  
31 shall submit a prioritized list of recommended projects to the office  
32 of financial management and the transportation committees of the  
33 legislature.

34 (7) (~~(\$10,000,000)~~) \$4,031,000 of the multimodal transportation  
35 account—state appropriation is provided solely as expenditure  
36 authority for any insurance proceeds received by the state for  
37 Passenger Rail Equipment Replacement (project 700010C.) The  
38 department must use this expenditure authority only to purchase  
39 replacement equipment that has been competitively procured and for

1 service recovery needs and corrective actions related to the December  
2 2017 derailment.

3 (8) \$898,000 of the multimodal transportation account—federal  
4 appropriation and \$8,000 of the multimodal transportation account—  
5 state appropriation are provided solely for the Ridgefield Rail  
6 Overpass (project 725910A). Total costs for this project may not  
7 exceed \$909,000 across fiscal biennia.

8 (9) (a) For projects funded as part of the 2015 connecting  
9 Washington transportation package listed on the LEAP transportation  
10 document identified in subsection (1) of this section, if the  
11 department expects to have substantial reappropriations for the  
12 2021-2023 fiscal biennium, the department may, on a pilot basis,  
13 apply funding from a project in this section with an appropriation  
14 that cannot be used for the current fiscal biennium to advance the  
15 South Kelso Railroad Crossing project (L1000147).

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

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

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

28 ~~(11))~~ The department must report to the joint transportation  
29 committee on the progress made on freight rail investment bank  
30 projects and freight rail assistance projects funded during this  
31 biennium by January 1, 2020.

32 ~~((12))~~ (11) \$1,500,000 of the multimodal transportation account  
33 —state appropriation is provided solely for the Chelatchie Prairie  
34 railroad roadbed rehabilitation project (L1000233).

35 ~~((13))~~ (12) \$250,000 of the multimodal transportation account—  
36 state appropriation is provided solely for the Port of Moses Lake  
37 Northern Columbia Basin railroad feasibility study (L1000235).

1        ~~((14))~~ (13) \$500,000 of the multimodal transportation account—  
2 state appropriation is provided solely for the Spokane airport  
3 transload facility project (L1000242).

4        ~~((15) \$1,000,000 of the motor vehicle account state  
5 appropriation is provided solely for the grade separation at Bell  
6 road project (L1000239)).~~

7        ~~(16))~~ (14) \$750,000 of the motor vehicle account—state  
8 appropriation and \$399,000 of the multimodal transportation account—  
9 state appropriation are provided solely for the rail crossing  
10 improvements at 6th Ave. and South 19th St. project (L2000289).

11        ~~((18))~~ (15) The appropriations in this section include savings  
12 due to anticipated project underruns; however, it is unknown which  
13 projects will provide savings. The legislature intends to provide  
14 sufficient flexibility for the department to manage to this savings  
15 target. To provide this flexibility, the office of financial  
16 management may authorize, through an allotment modification,  
17 reductions in the appropriated amounts that are provided solely for a  
18 particular purpose within this section subject to the following  
19 conditions and limitations:

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

24        (b) Allotment modifications authorized under this subsection may  
25 not result in increased funding for any project beyond the amount  
26 provided for that project in the 2019-2021 fiscal biennium in LEAP  
27 Transportation Document ~~((2020))~~ 2021-2 ALL PROJECTS as developed  
28 March ~~((11, 2020))~~ 22, 2021;

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

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

35        **Sec. 1009.** 2020 c 219 s 310 (uncodified) is amended to read as  
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**  
38 **CAPITAL**

1	Highway Infrastructure Account—State Appropriation . . . . .	\$1,276,000
2	Highway Infrastructure Account—Federal Appropriation . . . . .	\$1,337,000
3	Transportation Partnership Account—State	
4	Appropriation . . . . .	<del>(\$2,380,000)</del>
5		<u>\$1,630,000</u>
6	Highway Safety Account—State Appropriation . . . . .	\$1,314,000
7	Motor Vehicle Account—State Appropriation . . . . .	<del>(\$35,607,000)</del>
8		<u>\$24,543,000</u>
9	Motor Vehicle Account—Federal Appropriation . . . . .	<del>(\$41,420,000)</del>
10		<u>\$52,267,000</u>
11	Motor Vehicle Account—Private/Local Appropriation . . . . .	<del>(\$24,600,000)</del>
12		<u>\$18,000,000</u>
13	Connecting Washington Account—State Appropriation . . . . .	<del>(\$155,550,000)</del>
14		<u>\$130,708,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation . . . . .	<del>(\$77,469,000)</del>
17		<u>\$74,351,000</u>
18	TOTAL APPROPRIATION. . . . .	<del>(\$340,953,000)</del>
19		<u>\$305,426,000</u>

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

22 (1) Except as provided otherwise in this section, the entire  
23 appropriations in this section are provided solely for the projects  
24 and activities as listed by project and amount in LEAP Transportation  
25 Document ((2020)) 2021-2 ALL PROJECTS as developed March ((11, 2020))  
26 22, 2021, Program - Local Programs Program (Z).

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

30 (a) (~~(\$18,380,000)~~) \$8,361,000 of the multimodal transportation  
31 account—state appropriation is provided solely for newly selected  
32 pedestrian and bicycle safety program projects. (~~(\$18,577,000)~~)  
33 \$19,363,000 of the multimodal transportation account—state  
34 appropriation and \$1,380,000 of the transportation partnership  
35 account—state appropriation are reappropriated for pedestrian and  
36 bicycle safety program projects selected in the previous biennia  
37 (L2000188).

38 (b) (~~(\$11,400,000)~~) \$4,066,000 of the motor vehicle account—  
39 federal appropriation and (~~(\$7,750,000)~~) \$4,668,000 of the multimodal

1 transportation account—state appropriation are provided solely for  
2 newly selected safe routes to school projects. (~~(\$11,354,000)~~)  
3 \$10,744,000 of the motor vehicle account—federal appropriation,  
4 (~~(\$4,640,000)~~) \$3,075,000 of the multimodal transportation account—  
5 state appropriation, and \$1,314,000 of the highway safety account—  
6 state appropriation are reappropriated for safe routes to school  
7 projects selected in the previous biennia (L2000189). The department  
8 may consider the special situations facing high-need areas, as  
9 defined by schools or project areas in which the percentage of the  
10 children eligible to receive free and reduced-price meals under the  
11 national school lunch program is equal to, or greater than, the state  
12 average as determined by the department, when evaluating project  
13 proposals against established funding criteria while ensuring  
14 continued compliance with federal eligibility requirements.

15 (3) The department shall submit a report to the transportation  
16 committees of the legislature by December 1, 2019, and December 1,  
17 2020, on the status of projects funded as part of the pedestrian  
18 safety/safe routes to school grant program. The report must include,  
19 but is not limited to, a list of projects selected and a brief  
20 description of each project's status.

21 (4) (~~(\$37,537,000)~~) \$32,976,000 of the multimodal transportation  
22 account—state appropriation is provided solely for bicycle and  
23 pedestrian projects listed in the LEAP transportation document  
24 referenced in subsection (1) of this section.

25 (5) (~~(\$23,926,000)~~) \$13,829,000 of the connecting Washington  
26 account—state appropriation is provided solely for the Covington  
27 Connector (L2000104). The amounts described in the LEAP  
28 transportation document referenced in subsection (1) of this section  
29 are not a commitment by future legislatures, but it is the  
30 legislature's intent that future legislatures will work to approve  
31 appropriations in the 2019-2021 fiscal biennium to reimburse the city  
32 of Covington for approved work completed on the project up to the  
33 full \$24,000,000 cost of this project.

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

1 that cannot be used for the current fiscal biennium to advance one or  
2 more of the following projects:

3 (i) I-5/Port of Tacoma Road Interchange (L1000087);

4 (ii) SR 99 Revitalization in Edmonds (NEDMOND); or

5 (iii) SR 523 145th Street (L1000148);

6 (b) At least ten business days before advancing a project  
7 pursuant to this subsection, the department must notify the office of  
8 financial management and the transportation committees of the  
9 legislature. The advancement of a project may not hinder the delivery  
10 of the projects for which the reappropriations are necessary for the  
11 2021-2023 fiscal biennium.

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

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

18 (8) (a) (~~(\$15,213,000)~~) \$22,500,000 of the motor vehicle account—  
19 federal appropriation is provided solely for national highway freight  
20 network projects identified on the project list submitted in  
21 accordance with section 218(4)(b), chapter 14, Laws of 2016 on  
22 October 31, 2016.

23 (b) The department shall convene a stakeholder group for the  
24 purpose of developing a recommendation for a Washington freight  
25 advisory committee. The recommendations must include, but are not  
26 limited to, defining the committee's purpose and goals, roles and  
27 responsibilities, reporting structure, and proposed activities.  
28 Stakeholders must include representation from, but not limited to,  
29 the trucking industry, the maritime industry, the rail industry,  
30 cities, tribal governments, counties, ports, and representatives from  
31 key industrial associations important to the state's economic  
32 vitality and other relevant public and private interests. In  
33 developing the recommendation, the stakeholder group must review  
34 practices used by other states. The proposed committee must conform  
35 with requirements of the fixing America's surface transportation act  
36 and other relevant federal legislation. The recommendations must  
37 include how the committee can address improving freight mobility  
38 including, but not limited to, addressing insufficient truck parking  
39 in Washington state, examining the link between preservation  
40 investments and freight mobility, and enhancing freight logistics



1 through the application of technology. The stakeholder group shall  
2 make recommendations to the governor and the transportation  
3 committees of the legislature by December 1, 2020.

4 (9) \$1,000,000 of the motor vehicle account—state appropriation  
5 is provided solely for the Beech Street Extension project (L1000222).

6 (10) (~~(\$3,900,000)~~) \$2,000,000 of the motor vehicle account—state  
7 appropriation is provided solely for the Dupont-Steilacoom road  
8 improvements project (L1000224).

9 (11) (~~(\$650,000)~~) \$100,000 of the motor vehicle account—state  
10 appropriation is provided solely for the SR 104/40th place northeast  
11 roundabout project (L1000244).

12 (12) (~~(\$860,000)~~) \$360,000 of the multimodal transportation  
13 account—state appropriation is provided solely for the Clinton to  
14 Ken's corner trail project (L1000249).

15 (13) (~~(\$210,000 of the motor vehicle account—state appropriation~~  
16 ~~is provided solely for the I-405/44th gateway signage and green-~~  
17 ~~scaping improvements project (L1000250).~~

18 (~~(14) (\$650,000)~~) \$50,000 of the motor vehicle account—state  
19 appropriation is provided solely for the Wallace Kneeland and Shelton  
20 springs road intersection improvements project (L1000260).

21 (~~((15))~~) (14) \$1,000,000 of the motor vehicle account—state  
22 appropriation and \$500,000 of the multimodal transportation account—  
23 state appropriation are provided solely for the complete 224th Phase  
24 two project (L1000270).

25 (~~((16))~~) (15) \$60,000 of the multimodal transportation account—  
26 state appropriation is provided solely for the installation of an  
27 updated meteorological station at the Colville airport (L1000279).

28 (~~((17))~~) (16)(a) \$700,000 of the motor vehicle account—state  
29 appropriation is provided solely for the Ballard-Interbay Regional  
30 Transportation system plan project (L1000281).

31 (b) Funding in this subsection is provided solely for the city of  
32 Seattle to develop a plan and report for the Ballard-Interbay  
33 Regional Transportation System project to improve mobility for people  
34 and freight. The plan must be developed in coordination and  
35 partnership with entities including but not limited to the city of  
36 Seattle, King county, the Port of Seattle, Sound Transit, the  
37 Washington state military department for the Seattle armory, and the  
38 Washington state department of transportation. The plan must examine  
39 replacement of the Ballard bridge and the Magnolia bridge, which was

1 damaged in the 2001 Nisqually earthquake. The city must provide a  
2 report on the plan that includes recommendations to the Seattle city  
3 council, King county council, and the transportation committees of  
4 the legislature by November 1, 2020. The report must include  
5 recommendations on how to maintain the current and future capacities  
6 of the Magnolia and Ballard bridges, an overview and analysis of all  
7 plans between 2010 and 2020 that examine how to replace the Magnolia  
8 bridge, and recommendations on a timeline for constructing new  
9 Magnolia and Ballard bridges.

10 ~~((18))~~ (17) \$750,000 of the motor vehicle account—state  
11 appropriation is provided solely for the Mickelson Parkway project  
12 (L1000282).

13 ~~((19) \$300,000)~~ (18) \$175,000 of the motor vehicle account—  
14 state appropriation is provided solely for the South 314th Street  
15 Improvements project (L1000283).

16 ~~((20) \$250,000)~~ (19) \$200,000 of the motor vehicle account—  
17 state appropriation is provided solely for the Ridgefield South I-5  
18 Access Planning project (L1000284).

19 ~~((21) \$300,000)~~ (20) \$50,000 of the motor vehicle account—state  
20 appropriation is provided solely for the Washougal 32nd Street  
21 Underpass Design and Permitting project (L1000285).

22 ~~((22) \$600,000 of the connecting Washington account—state  
23 appropriation, \$150,000)~~ (21) \$25,000 of the motor vehicle account—  
24 state appropriation, and \$267,000 of the multimodal transportation  
25 account—state appropriation are provided solely for the Bingen Walnut  
26 Creek and Maple Railroad Crossing (L2000328).

27 ~~((23) \$1,500,000)~~ (22) \$200,000 of the motor vehicle account—  
28 state appropriation is provided solely for the SR 303 Warren Avenue  
29 Bridge Pedestrian Improvements project (L2000339).

30 ~~((24) \$1,000,000)~~ (23) \$150,000 of the motor vehicle account—  
31 state appropriation is provided solely for the 72nd/Washington  
32 Improvements in Yakima project (L2000341).

33 ~~((25) \$650,000)~~ (24) \$150,000 of the motor vehicle account—  
34 state appropriation is provided solely for the 48th/Washington  
35 Improvements in Yakima project (L2000342).

36 ~~((27))~~ (25) The appropriations in this section include savings  
37 due to anticipated project underruns; however, it is unknown which  
38 projects will provide savings. The legislature intends to provide  
39 sufficient flexibility for the department to manage to this savings

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

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

10 (b) Allotment modifications authorized under this subsection may  
11 not result in increased funding for any project beyond the amount  
12 provided for that project in the 2019-2021 fiscal biennium in LEAP  
13 Transportation Document ((2020)) 2021-2 ALL PROJECTS as developed  
14 March ((11, 2020)) 22, 2021;

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

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

22 (26) \$11,679,000 of the motor vehicle account—federal  
23 appropriation is provided solely to accelerate local preservation  
24 projects that ensure the reliable movement of freight on the national  
25 highway freight system. The department will identify projects through  
26 its current national highway system asset management call for  
27 projects with applications due in February 2021.

28 **TRANSFERS AND DISTRIBUTIONS**

29 **Sec. 1101.** 2020 c 219 s 401 (uncodified) is amended to read as  
30 follows:

31 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
32 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**  
33 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**  
34 **REVENUE**

35 Special Category C Account—State Appropriation. . . . ((\$105,000))  
36 \$21,000  
37 ((Multimodal Transportation Account—State Appropriation. . . \$125,000))

1	Transportation Partnership Account—State Appropriation	(( <del>\$1,407,000</del> ))
2		<u>\$182,000</u>
3	Connecting Washington Account—State Appropriation. . .	(( <del>\$7,723,000</del> ))
4		<u>\$2,455,000</u>
5	Highway Bond Retirement Account—State	
6	Appropriation. . . . .	(( <del>\$1,378,835,000</del> ))
7		<u>\$1,308,311,000</u>
8	Ferry Bond Retirement Account—State Appropriation. .	(( <del>\$25,078,000</del> ))
9		<u>\$25,079,000</u>
10	Transportation Improvement Board Bond Retirement	
11	Account—State Appropriation. . . . .	(( <del>\$12,452,000</del> ))
12		<u>\$12,062,000</u>
13	Nondebt-Limit Reimbursable Bond Retirement	
14	Account—State Appropriation. . . . .	(( <del>\$31,253,000</del> ))
15		<u>\$29,514,000</u>
16	Toll Facility Bond Retirement Account—State	
17	Appropriation. . . . .	(( <del>\$86,483,000</del> ))
18		<u>\$69,407,000</u>
19	TOTAL APPROPRIATION. . . . .	(( <del>\$1,543,461,000</del> ))
20		<u>\$1,447,031,000</u>

21       **Sec. 1102.** 2020 c 219 s 402 (uncodified) is amended to read as  
22 follows:

23 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
24 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**  
25 **FISCAL AGENT CHARGES**

26	( <del>(Multimodal Transportation Account—State Appropriation. . . \$25,000)</del> )	
27	Transportation Partnership Account—State	
28	Appropriation. . . . .	(( <del>\$281,000</del> ))
29		<u>\$68,000</u>
30	Connecting Washington Account—State Appropriation. . .	(( <del>\$1,599,000</del> ))
31		<u>\$640,000</u>
32	Special Category C Account—State Appropriation. . . . .	(( <del>\$21,000</del> ))
33		<u>\$9,000</u>
34	TOTAL APPROPRIATION. . . . .	(( <del>\$1,926,000</del> ))
35		<u>\$717,000</u>



1 For transfer to the Freight Mobility Investment  
2 Account—State. . . . . \$8,070,000  
3 ((+5)) (3) Motor Vehicle Account—State Appropriation:  
4 For transfer to the Rural Arterial Trust  
5 Account—State. . . . . \$1,732,000  
6 ((+6)) (4) Motor Vehicle Account—State Appropriation:  
7 For transfer to the Transportation Improvement  
8 Account—State. . . . . (~~(\$5,067,000)~~)  
9 \$34,067,000  
10 ((+7)) (5) Motor Vehicle Account—State Appropriation:  
11 For transfer to the Puget Sound Capital Construction  
12 Account—State. . . . . (~~(\$52,000,000)~~)  
13 \$43,000,000  
14 ((+8) ~~Motor Vehicle~~) (6) Multimodal Transportation  
15 Account—State Appropriation: For transfer to the  
16 Puget Sound Ferry Operations Account—State. . . . . (~~(\$55,000,000)~~)  
17 \$50,000,000  
18 ((+9)) (7) Rural Mobility Grant Program Account—State  
19 Appropriation: For transfer to the Multimodal  
20 Transportation Account—State. . . . . \$3,000,000  
21 ((+10)) (8) State Route Number 520 Civil Penalties  
22 Account—State Appropriation: For transfer to  
23 the State Route Number 520 Corridor  
24 Account—State. . . . . \$1,434,000  
25 ((+11)) (9) Capital Vessel Replacement Account—State  
26 Appropriation: For transfer to the Connecting  
27 Washington Account—State. . . . . \$60,000,000  
28 ((+12)) (10) Multimodal Transportation Account—State  
29 Appropriation: For transfer to the Regional  
30 Mobility Grant Program Account—State. . . . . \$11,215,000  
31 ((+13)) (11) Multimodal Transportation Account—State  
32 Appropriation: For transfer to the Rural  
33 Mobility Grant Program Account—State. . . . . \$15,223,000  
34 ((+14) ~~Transportation 2003 Account (Nickel~~  
35 ~~Account~~) (12) Multimodal Transportation Account—  
36 State Appropriation: For transfer to the Puget  
37 Sound Capital Construction Account—State. . . . . (~~(\$15,000,000)~~)  
38 \$20,000,000  
39 ((+15) (a) ~~Alaskan Way Viaduct Replacement Project~~

1 ~~Account—State Appropriation: For transfer to the~~  
2 ~~Motor Vehicle Account—State. . . . . \$9,992,000~~  
3 ~~(b) The transfer identified in this subsection is provided solely~~  
4 ~~to repay in full the motor vehicle account state appropriation loan~~  
5 ~~from section 1005(21), chapter 416, Laws of 2019.~~  
6 ~~(16))~~ (13) (a) Transportation Partnership Account—State  
7 Appropriation: For transfer to the Alaskan Way Viaduct  
8 Replacement Project Account—State. . . . . \$77,956,000  
9 (b) The amount transferred in this subsection represents that  
10 portion of the up to \$200,000,000 in proceeds from the sale of bonds  
11 authorized in RCW 47.10.873, intended to be sold through the  
12 2021-2023 fiscal biennium, used only for construction of the SR 99/  
13 Alaskan Way Viaduct Replacement project (809936Z), and that must be  
14 repaid from the Alaskan Way viaduct replacement project account  
15 consistent with RCW 47.56.864.  
16 ~~((17))~~ (14) Motor Vehicle Account—State Appropriation:  
17 For transfer to the County Arterial Preservation  
18 Account—State. . . . . ~~(\$4,829,000)~~  
19 \$9,902,000  
20 ~~((18))~~ (15) (a) General Fund Account—State Appropriation:  
21 For transfer to the State Patrol Highway  
22 Account—State. . . . . \$625,000  
23 (b) The state treasurer shall transfer the funds only after  
24 receiving notification from the Washington state patrol under section  
25 207(7), chapter 416, Laws of 2019.  
26 ~~((19))~~ (16) Capital Vessel Replacement Account—State  
27 Appropriation: For transfer to the Transportation  
28 Partnership Account—State. . . . . ~~(\$2,312,000)~~  
29 \$1,167,000  
30 ~~((20))~~ (17) (a) Alaskan Way Viaduct Replacement Project  
31 Account—State Appropriation: For transfer to the  
32 Transportation Partnership Account—State. . . . . \$15,858,000  
33 (b) The amount transferred in this subsection represents  
34 repayment of debt service incurred for the construction of the SR 99/  
35 Alaskan Way Viaduct Replacement project (809936Z).  
36 ~~((21))~~ (18) Tacoma Narrows Toll Bridge Account—State  
37 Appropriation: For transfer to the Motor  
38 Vehicle Account—State. . . . . \$950,000

1        ~~((22))~~ (19) (a) Tacoma Narrows Toll Bridge Account—State  
2 Appropriation:  
3 For transfer to the Motor Vehicle  
4 Account—State. . . . . \$5,000,000

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

11        ~~((23))~~ (20) (a) Transportation ~~((2003 Account (Nickel Account))~~  
12 Partnership Account  
13 —State Appropriation: For transfer to the Tacoma  
14 Narrows Toll Bridge Account—State. . . . . \$12,543,000

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

21        ~~((24))~~ (21) Transportation Infrastructure Account—State  
22 Appropriation: For transfer to the multimodal  
23 Transportation Account—State. . . . . \$9,000,000

24        ~~((25))~~ (22) Multimodal Transportation Account—State  
25 Appropriation: For transfer to the Pilotage  
26 Account—State. . . . . \$2,500,000

27        ~~((26))~~ (23) (a) Motor Vehicle Account—State  
28 Appropriation: For transfer to the County Road  
29 Administration Board Emergency Loan Account—State. . . . . \$1,000,000

30        (b) If chapter 157, Laws of 2019 is not enacted by June 30, 2019,  
31 the amount provided in this subsection lapses.

32        ~~((27))~~ (24) (a) Advanced Environmental Mitigation  
33 Revolving Account—State Appropriation: For transfer  
34 to the Motor Vehicle Account—State. . . . . \$9,000,000

35        (b) The amount transferred in this subsection is contingent on at  
36 least a \$9,000,000 transfer to the advanced environmental mitigation  
37 revolving account authorized by June 30, 2019, in the omnibus capital  
38 appropriations act.

39        ~~((28))~~ (25) Multimodal Transportation Account—State



1 Appropriation: For transfer to the Electric Vehicle  
2 Charging Infrastructure Account—State. . . . . \$1,000,000  
3 ((+29)) (26) Multimodal Transportation Account—State  
4 Appropriation: For transfer to the Complete Streets  
5 Grant Program Account—State. . . . . \$10,200,000  
6 ((+30)) (27)(a) Transportation Partnership  
7 Account—State Appropriation: For transfer to the Capital Vessel  
8 Replacement Account—State. . . . . (~~(\$96,030,000)~~)  
9 \$35,547,000

10 (b) The amount transferred in this subsection represents proceeds  
11 from the sale of bonds authorized in RCW 47.10.873.

12 ((+31)) (28) Freight Mobility Multimodal Account—State  
13 Appropriation: For transfer to the Multimodal Transportation  
14 Account—State. . . . . \$7,296,000  
15 ((+32)) (29) Connecting Washington Account—State  
16 Appropriation: For transfer to the Motor Vehicle  
17 Account—State. . . . . \$115,000,000  
18 (30) Motor Vehicle Account—State Appropriation:  
19 For transfer to the Alaskan Way Viaduct Replacement  
20 Project Account—State. . . . . \$11,783,000  
21 (31) Motor Vehicle Account—State Appropriation:  
22 For transfer to the 520 Civil Penalties Account—State. . . \$6,000,000  
23 (32) Motor Vehicle Account—State Appropriation:  
24 For transfer to the Transportation 2003 Account  
25 (Nickel Account)—State. . . . . \$13,000,000

26 NEW SECTION. Sec. 1107. A new section is added to 2020 c 219  
27 (uncodified) to read as follows:

28 **FOR THE OFFICE OF FINANCIAL MANAGEMENT—AMERICAN RESCUE PLAN ACT OF**  
29 **2021—REVENUE LOSS DEPOSITS**

30 Coronavirus State Fiscal Recovery Fund—Federal  
31 Appropriation . . . . . \$315,866,000

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

34 (1) The appropriation is provided solely for expenditure into  
35 accounts in the amounts specified in subsection (2) of this section.  
36 These amounts reflect revenue losses to state transportation accounts  
37 in state fiscal year 2020 relative to revenues collected in state

1 fiscal year 2019 and shall be used to maintain government services  
2 pursuant to the federal American rescue plan act of 2021.

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

5	Aeronautics Account—State. . . . .	\$328,000
6	State Patrol Highway Account—State. . . . .	\$12,358,000
7	Puget Sound Capital Construction Account—State. . . . .	\$790,000
8	Transportation Partnership Account—State. . . . .	\$16,530,000
9	Highway Safety Account—State. . . . .	\$8,218,000
10	Motor Vehicle Account—State. . . . .	\$99,416,000
11	Puget Sound Ferry Operations Account—State. . . . .	\$30,742,000
12	Connecting Washington Account—State. . . . .	\$17,246,000
13	Special Category C Account—State. . . . .	\$1,086,000
14	Multimodal Transportation Account—State. . . . .	\$115,609,000
15	Transportation 2003 Account (Nickel Account)—State. . . . .	\$13,543,000

16 **MISCELLANEOUS**

17 NEW SECTION. **Sec. 1201.** If any provision of this act or its  
18 application to any person or circumstance is held invalid, the  
19 remainder of the act or the application of the provision to other  
20 persons or circumstances is not affected.

21 NEW SECTION. **Sec. 1202.** This act is necessary for the immediate  
22 preservation of the public peace, health, or safety, or support of  
23 the state government and its existing public institutions, and takes  
24 effect immediately.

(End of Bill)

INDEX	PAGE #
ANNUAL REPORTING REQUIREMENTS FOR CAPITAL PROGRAM. . . . .	68
BOARD OF PILOTAGE COMMISSIONERS. . . . .	4
BOND REIMBURSEMENT. . . . .	85
COLLECTIVE BARGAINING AGREEMENT	
COALITION OF UNIONS. . . . .	79
PTE LOCAL 17. . . . .	79
WFSE. . . . .	79
WPEA. . . . .	79
WSP LIEUTENANTS AND CAPTAINS ASSOCIATION. . . . .	80
WSP TROOPERS ASSOCIATION. . . . .	80
COLLECTIVE BARGAINING AGREEMENTS. . . . .	75
COLLECTIVE BARGAINING AGREEMENTS NOT IMPAIRED. . . . .	75
CARPENTERS. . . . .	77
FASPAA. . . . .	76
IBU. . . . .	78
MEBA-L. . . . .	77
MEBA-UL. . . . .	77
METAL TRADES. . . . .	77
MM&P MASTERS. . . . .	78
MM&P MATES. . . . .	78
MM&P WATCH CENTER SUPERVISORS. . . . .	78
OPEIU. . . . .	76
PORT ENGINEERS. . . . .	77
SEIU LOCAL 6. . . . .	76
COMPENSATION	
NONREPRESENTED EMPLOYEES-INSURANCE BENEFITS. . . . .	81
REPRESENTED EMPLOYEES-HEALTH CARE-COALITION-INSURANCE BENEFITS	80
REPRESENTED EMPLOYEES-OUTSIDE HEALTH CARE COALITION-INSURANCE	
BENEFITS. . . . .	81
REVISE PENSION CONTRIBUTION RATES. . . . .	81
COUNTY ROAD ADMINISTRATION BOARD. . . . .	8, 50, 107, 165
DEPARTMENT OF AGRICULTURE. . . . .	3
DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION. . . . .	2, 103
DEPARTMENT OF ECOLOGY. . . . .	6
DEPARTMENT OF FISH AND WILDLIFE. . . . .	5
DEPARTMENT OF LICENSING. . . . .	17, 120
TRANSFERS. . . . .	71, 197
DEPARTMENT OF TRANSPORTATION	
AVIATION-PROGRAM F. . . . .	27, 134

CHARGES FROM OTHER AGENCIES—PROGRAM U. . . . .	39, 148
FACILITIES—PROGRAM D—CAPITAL. . . . .	51, 165
FACILITIES—PROGRAM D—OPERATING. . . . .	27, 133
HIGHWAY MAINTENANCE—PROGRAM M. . . . .	31, 139
IMPROVEMENTS—PROGRAM I. . . . .	52, 166
INFORMATION TECHNOLOGY—PROGRAM C. . . . .	26, 132
LOCAL PROGRAMS—PROGRAM Z—CAPITAL. . . . .	67, 189
LOCAL PROGRAMS—PROGRAM Z—OPERATING. . . . .	47, 162
MARINE—PROGRAM X. . . . .	45, 157
PRESERVATION—PROGRAM P. . . . .	59, 178
PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H. . . . .	28, 136
PUBLIC TRANSPORTATION—PROGRAM V. . . . .	40, 150
PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K. . . . .	29, 137
RAIL—PROGRAM Y—CAPITAL. . . . .	64, 185
RAIL—PROGRAM Y—OPERATING. . . . .	46, 160
TOLL OPERATIONS AND MAINTENANCE—PROGRAM B. . . . .	22, 127
TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL. . . . .	62, 181
TRAFFIC OPERATIONS—PROGRAM Q—OPERATING. . . . .	34, 141
TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S. . . . .	36, 144
TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T. . . . .	37, 146
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W. . . . .	62, 182
FEDERAL FUNDS RECEIVED FOR CAPITAL PROJECT EXPENDITURES. . . . .	69
FOR THE OFFICE OF MINORITY AND WOMEN'S BUSINESS ENTERPRISES. . . . .	3
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD. . . . .	13, 48, 164
FUND TRANSFERS. . . . .	83
HOUSE OF REPRESENTATIVES. . . . .	5
JOINT TRANSPORTATION COMMITTEE. . . . .	9, 107
JUNETEENTH HOLIDAY. . . . .	82
LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE. . . . .	3, 104
NOTIFICATION REQUIREMENTS FOR PAUSES AND CANCELLATIONS. . . . .	70
OFFICE OF FINANCIAL MANAGEMENT. . . . .	3, 103
AMERICAN RESCUE PLAN ACT OF 2021—REVENUE LOSS DEPOSITS. . . . .	201
QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM. . . . .	69
REAPPROPRIATIONS REPORTING. . . . .	86
SENATE. . . . .	5
STATE PARKS AND RECREATION COMMISSION. . . . .	3
STATE TREASURER	
ADMINISTRATIVE TRANSFERS. . . . .	72, 197
BOND RETIREMENT AND INTEREST. . . . .	70, 71, 195, 196

BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE. . . . .	74
STATE REVENUES FOR DISTRIBUTION. . . . .	71, 74, 197
STATUTORY TRANSFERS. . . . .	71
TRANSFERS. . . . .	71, 197
TOLL CREDITS. . . . .	87
TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING. . . . .	86
TRANSPORTATION COMMISSION. . . . .	12, 113
TRANSPORTATION IMPROVEMENT BOARD. . . . .	9, 51
UTILITIES AND TRANSPORTATION COMMISSION. . . . .	2
WASHINGTON STATE INSTITUTE FOR PUBLIC POLICY. . . . .	4
WASHINGTON STATE PATROL. . . . .	13, 50, 116
WASHINGTON TRAFFIC SAFETY COMMISSION. . . . .	6, 104
WEB SITE REPORTING REQUIREMENTS. . . . .	86

--- END ---