
BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: Z-0569.2/24 2nd draft

ATTY/TYPIST: AI:akl

BRIEF DESCRIPTION: Making supplemental transportation appropriations
for the 2023-2025 fiscal biennium.

1 AN ACT Relating to transportation funding and appropriations;
2 amending 2023 c 472 ss 101, 103, 104, 105, 106, 108, 109, 110, 114,
3 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214,
4 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 301, 302, 304, 305,
5 306, 307, 308, 309, 310, 401, 402, 403, 404, 405, 406, 407, 601, 606,
6 and 609 (uncodified); adding new sections to 2023 c 472 (uncodified);
7 making appropriations and authorizing expenditures for capital
8 improvements; and declaring an emergency.

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

10 **2023-2025 FISCAL BIENNIUM**

11 **GENERAL GOVERNMENT AGENCIES—OPERATING**

12 **Sec. 101.** 2023 c 472 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. (~~(\$588,000)~~)
16 \$587,000

17 **Sec. 102.** 2023 c 472 s 103 (uncodified) is amended to read as
18 follows:

1 **FOR THE OFFICE OF FINANCIAL MANAGEMENT**

2	Motor Vehicle Account—State Appropriation.	((\$214,000))
3		<u>\$213,000</u>
4	Puget Sound Ferry Operations Account—State	
5	Appropriation.	\$131,000
6	TOTAL APPROPRIATION.	((\$345,000))
7		<u>\$344,000</u>

8 **Sec. 103.** 2023 c 472 s 104 (uncodified) is amended to read as
9 follows:

10 **FOR THE STATE PARKS AND RECREATION COMMISSION**

11	Carbon Emissions Reduction Account—State	
12	Appropriation.	((\$2,000,000))
13		<u>\$2,500,000</u>
14	Motor Vehicle Account—State Appropriation.	\$1,186,000
15	Multimodal Transportation Account—State	
16	Appropriation.	\$1,000
17	TOTAL APPROPRIATION.	((\$3,187,000))
18		<u>\$3,687,000</u>

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

21 (1) Except as provided in subsections (2) (~~and (3)~~) through (4)
22 of this section, the appropriations in this section are provided
23 solely for road maintenance purposes.

24 (2) \$1,000 of the multimodal transportation account—state
25 appropriation is provided solely for the implementation of chapter
26 54, Laws of 2023 (bridge jumping signs).

27 (3) \$2,000,000 of the carbon emissions reduction account—state
28 appropriation is provided solely for the replacement of agency
29 vehicles and equipment with electric alternatives. In carrying out
30 this subsection, the commission shall cooperate and provide
31 assistance, as requested, in the joint transportation committee's
32 development of program delivery evaluation tools and methodologies
33 provided under section 204 (~~of this act~~), chapter 472, Laws of 2023
34 for programs that receive funding from the carbon emissions reduction
35 account. The commission, with the assistance of designated staff in
36 the Washington state department of transportation, must register for
37 the clean fuels credit program and start tracking revenue generation

1 pursuant to chapter 70A.535 RCW for investments funded in an omnibus
2 transportation appropriations act.

3 (4) \$500,000 of the carbon emissions reduction account—state
4 appropriation is provided solely to complete a comprehensive plan for
5 the delivery of publicly accessible electric vehicle charging at
6 state parks. The agency will assess infrastructure capacity at
7 existing day use and overnight facilities, prepare individual site
8 feasibility and cost analyses, and develop an implementation
9 strategy.

10 **Sec. 104.** 2023 c 472 s 105 (uncodified) is amended to read as
11 follows:

12 **FOR THE DEPARTMENT OF AGRICULTURE**
13 Motor Vehicle Account—State Appropriation. (~~(\$1,462,000)~~)
14 \$1,472,000

15 **Sec. 105.** 2023 c 472 s 106 (uncodified) is amended to read as
16 follows:

17 **FOR THE LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE**
18 Motor Vehicle Account—State Appropriation. (~~(\$744,000)~~)
19 \$743,000

20 NEW SECTION. **Sec. 106.** A new section is added to 2023 c 472
21 (uncodified) to read as follows:

22 **FOR THE EVERGREEN STATE COLLEGE**
23 Multimodal Transportation Account—State Appropriation. . . . \$125,000

24 The appropriation in this section is subject to the following
25 conditions and limitations: The appropriation in this section is
26 provided solely for the Washington state institute for public policy
27 to conduct (1) an independent, nonpartisan assessment of the
28 passenger and air cargo forecasts cited in the Puget Sound regional
29 council regional aviation baseline study including an evaluation of
30 the underlying data, assumptions, methodologies, and the calculation
31 of the level of uncertainty around the forecast; and (2) a
32 comprehensive literature review to identify effective national and
33 international strategies to reduce demand for air travel including
34 diverting it to other modes to avoid environmental impacts to
35 overburdened communities and vulnerable populations. The Washington
36 state institute for public policy must submit a report with findings

1 to the governor and the transportation committees of the legislature
2 by June 30, 2025.

3 NEW SECTION. **Sec. 107.** A new section is added to 2023 c 472
4 (uncodified) to read as follows:

5 **FOR WESTERN WASHINGTON UNIVERSITY**

6 Multimodal Transportation Account—State Appropriation. . . . \$90,000

7 The appropriation in this section is subject to the following
8 conditions and limitations: \$90,000 of the multimodal transportation
9 account—state appropriation is provided solely for the Western
10 Washington University center for economic and business research to
11 conduct an economic study for San Juan county. The study must include
12 a review of key factors that impact the overall economy of the county
13 and, where data is available, specific factors impacting San Juan
14 Island and the town of Friday Harbor, including, but not limited to,
15 the Washington state ferry system, tourism, and housing. The study
16 must analyze the impact of changes in these factors pre and post
17 COVID-19. The university must submit a report to the office of the
18 governor and the transportation committees of the legislature
19 summarizing the assessment no later than September 30, 2024.

20 **Sec. 108.** 2023 c 472 s 108 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF COMMERCE**

23 Electric Vehicle Account—State Appropriation. \$220,000

24 Carbon Emissions Reduction Account—State Appropriation. \$5,360,000

25 TOTAL APPROPRIATION. \$5,580,000

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

28 (1) \$220,000 of the electric vehicle account—state appropriation
29 is provided solely to the department to commission an independent
30 study, based on the findings of the transportation electrification
31 strategy authorized under RCW 43.392.040, of costs of installation,
32 maintenance, and operation of electrical distribution infrastructure
33 on the utility's side of the meter to commercial customers
34 installing electric vehicle supply equipment. The department shall
35 gather data from at least five electric utilities serving retail
36 customers in the state for purposes of completing the study. The
37 department shall submit a report of study findings and an explanation

1 of how those findings will support implementation of the
2 transportation electrification strategy authorized
3 under RCW 43.392.040 to the governor and appropriate legislative
4 committees by November 1, 2024.

5 (2) \$5,000,000 of the carbon emissions reduction account—state
6 appropriation is provided solely for a tribal electric boat grant
7 program. Federally recognized tribes are eligible to apply for grant
8 funds for the purchase of electric boats and motors.

9 (3) \$360,000 of the carbon emissions reduction account—state
10 appropriation is provided solely for Seattle city light to install
11 solar electric vehicle chargers in its service territory. The
12 chargers must: (a) Not require meters or permitting; (b) be able to
13 be rapidly deployed; (c) be available for use in emergencies; (d)
14 operate in the event of an outage; (e) be able to be installed and
15 relocated without site construction; and (f) be installed in
16 overburdened communities.

17 **Sec. 109.** 2023 c 472 s 109 (uncodified) is amended to read as
18 follows:

19 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

20 Pilotage Account—State Appropriation. (~~(\$3,574,000)~~)
21 \$3,576,000

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

24 (1) The board of pilotage commissioners shall file the annual
25 report to the governor and chairs of the transportation committees
26 required under RCW 88.16.035(1)(f) by September 1, 2023, and annually
27 thereafter. The report must include the continuation of policies and
28 procedures necessary to increase the diversity of pilots, trainees,
29 and applicants, including a diversity action plan. The diversity
30 action plan must articulate a comprehensive vision of the board's
31 diversity goals and the steps it will take to reach those goals.

32 (2) \$232,000 of the pilotage account—state appropriation is for a
33 temporary environmental planner position to support rule making to
34 fulfill the requirements of chapter 289, Laws of 2019.

35 **Sec. 110.** 2023 c 472 s 110 (uncodified) is amended to read as
36 follows:

37 **FOR THE OFFICE OF THE GOVERNOR**

1 State Patrol Highway Account—State Appropriation. \$750,000

2 The appropriation in this section is subject to the following
3 conditions and limitations: \$750,000 of the state patrol highway
4 account—state appropriation is provided solely to the state office of
5 equity to contract with an independent consultant to conduct the
6 studies, evaluations, and reporting functions required in RCW
7 43.06D.060(2), and for the office to conduct the work specified in
8 RCW 43.06D.060 (1) and (3).

9 **Sec. 111.** 2023 c 472 s 114 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

12 Carbon Emissions Reduction Account—State
13 Appropriation. (~~(\$6,000,000)~~)
14 \$34,000,000

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

17 (1) (~~(\$6,000,000)~~) (a) \$20,000,000 of the carbon emissions
18 reduction account—state appropriation is provided solely for zero
19 emission electric vehicle supply equipment infrastructure at
20 facilities to accommodate charging station installations. The
21 electric vehicle charging equipment (~~must allow for the collection~~
22 ~~of usage data and~~) must be coordinated with the state efficiency and
23 environmental performance program. The department must prioritize
24 locations based on state efficiency and environmental performance
25 location priorities and where zero emission fleet vehicles are
26 located or are scheduled to be purchased.

27 (~~(2)~~) (b) The department must report when and where the
28 equipment was installed(~~(, usage data at each charging station,)~~) and
29 the state agencies and facilities that benefit from the installation
30 of the charging station to the fiscal committees of the legislature
31 by June 30, 2025, with an interim report due January 2, 2024. The
32 department shall collaborate with the interagency electric vehicle
33 coordinating council to implement this (~~(section)~~) subsection and
34 must work to meet benchmarks established in chapter 182, Laws of 2022
35 (transportation resources).

36 (~~(3)~~) (c) In carrying out this (~~(section)~~) subsection, the
37 department shall cooperate and provide assistance, as requested, in
38 the joint transportation committee's development of program delivery

1 evaluation tools and methodologies provided under section 204 (~~of~~
2 ~~this act~~), chapter 472, Laws of 2023 for programs that receive
3 funding from the carbon emissions reduction account.

4 ~~((4))~~ (2) The department, with the assistance of designated
5 staff in the Washington state department of transportation, must
6 register for the clean fuels credit program and start tracking
7 revenue generation pursuant to chapter 70A.535 RCW for investments
8 funded in an omnibus transportation appropriations act.

9 (3) \$14,000,000 of the carbon emissions reduction account—state
10 appropriation is provided solely for the department to acquire
11 battery electric utility vehicles. The department may also provide
12 funding for this purpose through interagency agreements with state
13 agencies that have independently managed fleets. The department and
14 agencies that receive funding must pursue federal tax credits for
15 every battery electric vehicle procured. Funds from resulting tax
16 credits must be returned to the department of enterprise services and
17 be deposited into the enterprise services account.

(End of part)

TRANSPORTATION AGENCIES—OPERATING

Sec. 201. 2023 c 472 s 201 (uncodified) is amended to read as follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	((\$5,252,000))
	<u>\$5,841,000</u>
Highway Safety Account—Federal Appropriation.	((\$27,735,000))
	<u>\$35,742,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	\$636,000
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	((\$34,533,000))
	<u>\$43,129,000</u>

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

(1) Within existing resources, the commission must examine national safety reports and recommendations on alcohol and drug impaired driving and report to the transportation committees of the legislature, by December 15, 2023, any recommendations for legislative or policy changes to improve traffic safety in Washington state.

(2) (a) \$235,500 of the Cooper Jones active transportation safety account—state appropriation is provided solely for the commission to conduct research pertaining to the issue of street lighting and safety, including a public input component and learning from counties, cities, the state, and other impacted entities. Research may include the following:

(i) Interviewing additional local and regional roads departments, water-sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street illumination in various underserved areas throughout the state;

(ii) Systematically soliciting information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved;

1 (iii) Conferring with regional and state-level police, fire, and
2 emergency medical services to assess and document potential delays in
3 emergency response times due to poor street illumination;

4 (iv) Further assessing the impact of using LED lights in roadway
5 and pedestrian scale lighting in reducing carbon emissions and light
6 pollution throughout the United States; and

7 (v) Subject to more in-depth findings, convening a meeting with
8 appropriate state, regional, and local stakeholders and community
9 partners.

10 (b) The commission must report research results and provide any
11 recommendations for legislative or policy action to the
12 transportation committees of the legislature by January 1, 2025.

13 (3) Within existing resources, the commission, through the Cooper
14 Jones active transportation safety council, must prioritize the
15 review of pedestrian, bicyclist, or nonmotorist fatality and serious
16 injury review when the victim is a member of a federally recognized
17 tribe. Consistent with RCW 43.59.156(5), the commission may recommend
18 any policy or legislative changes to improve traffic safety for
19 tribes through such review.

20 (4) Within existing resources, the commission must review and
21 report to the transportation committees of the legislature, by
22 December 15, 2023, on strategies and technologies used in other
23 states to prevent and respond to wrong-way driving crashes.

24 (5) The Washington traffic safety commission shall coordinate
25 with each city that implements a pilot program as authorized in RCW
26 46.63.170(6) to provide the transportation committees of the
27 legislature with the following information by June 30, 2025:

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

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

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

35 (6) \$50,000 of the highway safety account—state appropriation is
36 provided solely for the implementation of chapter 471, Laws of 2023
37 (negligent driving). ~~((If chapter 471, Laws of 2023 is not enacted by
38 June 30, 2023, the amount provided in this subsection lapses.))~~

39 (7) The Washington traffic safety commission may oversee a pilot
40 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, 2024.

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 200 feet,
19 or otherwise consistent with the uniform manual on traffic control
20 devices, where the automated vehicle noise enforcement camera is used
21 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 website 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 14 days of the detected
30 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 subsection (7) 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 (7); and

4 (vii) By June 30, 2025, 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 **Sec. 202.** 2023 c 472 s 202 (uncodified) is amended to read as
11 follows:

12 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

13 Rural Arterial Trust Account—State Appropriation.	((\$2,405,000))
	<u>\$1,613,000</u>
15 Motor Vehicle Account—State Appropriation.	((\$3,005,000))
	<u>\$3,524,000</u>
17 County Arterial Preservation Account—State	
18 Appropriation.	((\$1,808,000))
	<u>\$1,838,000</u>
20 TOTAL APPROPRIATION.	((\$7,218,000))
	<u>\$6,975,000</u>

22 The appropriations in this section are subject to the following
23 conditions and limitations: Within appropriated funds, the county
24 road administration board may opt in as provided under RCW 70A.02.030
25 to assume all of the substantive and procedural requirements of
26 covered agencies under chapter 70A.02 RCW. The board shall include in
27 its 2023 and 2024 annual reports to the legislature a progress report
28 on opting into the healthy environment for all act and a status
29 report on diversity, equity, and inclusion within the board's
30 jurisdiction.

32 **Sec. 203.** 2023 c 472 s 203 (uncodified) is amended to read as
33 follows:

34 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

35 Transportation Improvement Account—State	
36 Appropriation.	((\$4,798,000))
	<u>\$4,821,000</u>

1 The appropriation in this section is subject to the following
2 conditions and limitations: Within appropriated funds, the
3 transportation improvement board may opt in as provided under RCW
4 70A.02.030 to assume all of the substantive and procedural
5 requirements of covered agencies under chapter 70A.02 RCW. The board
6 shall include in its 2023 and 2024 annual reports to the legislature
7 a progress report on opting into the healthy environment for all act
8 and a status report on diversity, equity, and inclusion within the
9 board's jurisdiction.

10 **Sec. 204.** 2023 c 472 s 204 (uncodified) is amended to read as
11 follows:

12 **FOR THE JOINT TRANSPORTATION COMMITTEE**

13 Carbon Emissions Reduction Account—State	
14 Appropriation.	\$3,000,000
15 Multimodal Transportation Account—State	
16 Appropriation.	\$125,000
17 Motor Vehicle Account—State Appropriation.	(\$4,270,000)
18	<u>\$4,269,000</u>
19 TOTAL APPROPRIATION.	(\$7,395,000)
20	<u>\$7,394,000</u>

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

23 (1)(a) \$300,000 of the motor vehicle account—state appropriation
24 is for the joint transportation committee, from amounts set aside out
25 of statewide fuel taxes distributed to cities according to RCW
26 46.68.110(2), to convene a study of a statewide retail delivery fee
27 on orders of taxable retail items delivered by motor vehicles within
28 the state. The study must:

29 (i) Determine the annual revenue generation potential of a range
30 of fee amounts;

31 (ii) Examine options for revenue distributions to state and local
32 governments based upon total deliveries, lane miles, or other
33 factors;

34 (iii) Estimate total implementation costs, including start-up and
35 ongoing administrative costs; and

36 (iv) Evaluate the potential impacts to consumers, including
37 consideration of low-income households and vulnerable populations and
38 potential impacts to businesses.

1 (b) The study should document and evaluate similar programs
2 adopted in other states. The joint transportation committee must
3 submit a report on the study to the transportation committees of the
4 legislature by June 30, 2024.

5 (2) (a) \$400,000 of the motor vehicle account—state appropriation
6 is for the joint transportation committee, in collaboration with the
7 department of transportation, to convene a work group to study and
8 recommend a new statutory framework for the department's public-
9 private partnership program. The committee may contract with a third-
10 party consultant for work group support and drafting the new
11 statutory framework.

12 (b) (i) The work group must consist of, but is not limited to, the
13 following members:

14 (A) The secretary of transportation or their designee;

15 (B) Joint transportation committee executive committee members or
16 their designees;

17 (C) The state treasurer or the state treasurer's designee;

18 (D) A representative of a national nonprofit organization
19 specializing in public-private partnership program development;

20 (E) A representative of the construction trades; and

21 (F) A representative from an organization representing general
22 contractors.

23 (ii) The work group must also consult with the Washington state
24 transportation commission and the department of commerce.

25 (c) (i) The work group must review the 2012 joint transportation
26 committee's "Evaluation of Public-Private Partnerships" study,
27 consisting of an evaluation of the recommendations for replacing
28 chapter 47.29 RCW and development of a process for implementing
29 public-private partnerships that serve the defined public interest,
30 including, but not limited to:

31 (A) Protecting the state's ability to retain public ownership of
32 assets constructed or managed under a public-private partnership
33 contract;

34 (B) Allowing for the most transparency during the negotiation of
35 terms of a public-private partnership agreement; and

36 (C) Addressing the state's ability to oversee the private
37 entity's management of the asset.

38 (ii) (A) The work group must identify any barriers to the
39 implementation of funding models that best protect the public
40 interest, including statutory and constitutional barriers.

1 (B) The work group may also evaluate public-private partnership
2 opportunities for required fish passage and culvert work on state
3 highways, for the construction of, replacement of, or commercial
4 retail options within Washington state ferries' terminals, and for
5 other projects as determined by the work group.

6 (iii) The work group must update the 2012 recommendations and
7 devise an implementation plan for the state.

8 (d) The work group must submit a preliminary report, including
9 any recommendations or draft legislation, to the office of the
10 governor and the transportation committees of the legislature by
11 December 15, 2023. The work group must submit a final report with
12 draft legislation to the office of the governor and the
13 transportation committees of the legislature by July 1, 2024.

14 (~~(4)~~) (3) \$300,000 of the motor vehicle account—state
15 appropriation is for the joint transportation committee, from amounts
16 set aside out of statewide fuel taxes distributed to cities according
17 to RCW 46.68.110(2), to contract with the municipal research and
18 services center to convene a department of transportation-local
19 government partnership work group to create a procedure in which the
20 department of transportation can partner with a local jurisdiction to
21 perform preservation and maintenance and construct projects on state
22 highways.

23 (a) The work group must consist of, but is not limited to, the
24 following members:

25 (i) One representative from a city with a population of more than
26 5,000 and fewer than 50,000;

27 (ii) One representative from a city with a population of more
28 than 50,000;

29 (iii) One representative from a county with a population of more
30 than 100,000 and fewer than 400,000;

31 (iv) One representative from a county with a population of more
32 than 400,000;

33 (v) At least one representative of a public port;

34 (vi) A representative from the county road administration board;

35 (vii) A representative of the transportation improvement board;

36 (viii) At least one representative from the department of
37 transportation's local programs division;

38 (ix) At least two representatives from the department of
39 transportation with expertise in procurement and legal services; and

1 (x) At least one member from the house of representatives
2 transportation committee and at least one member from the senate
3 transportation committee.

4 (b) Of the members described in (a) of this subsection, at least
5 one of the city representatives and one of the county representatives
6 must have public works contracting experience, and at least one of
7 the city representatives and one of the county representatives must
8 have public works project management experience.

9 (c) The work group must make recommendations of how the
10 department of transportation could better work in partnership with
11 local jurisdictions to ensure that roadway construction projects can
12 be performed when funds are made available in the omnibus
13 transportation appropriations act even if the department of
14 transportation does not have the capacity to be the project manager
15 on a project and a local jurisdiction is ready, willing, and able to
16 implement the project within the time frames envisioned in the
17 omnibus transportation appropriations act. In developing its
18 recommendations, the work group must consider, at a minimum:

19 (i) Differing roadway and construction standards between state
20 and local agencies;

21 (ii) Revenue, reimbursement, and financial agreements between
22 state and local agencies;

23 (iii) Differing procurement processes between state and local
24 agencies;

25 (iv) Liability; and

26 (v) Other issues as determined by the work group.

27 (d) The work group must submit a preliminary report, including
28 any recommendations, to the office of the governor and the
29 transportation committees of the legislature by December 15, 2023.
30 The work group must submit a final report to the office of the
31 governor and the transportation committees of the legislature by July
32 1, 2024.

33 (~~(+5)~~) (4)(a) \$2,000,000 of the carbon emissions reduction
34 account—state appropriation is for the joint transportation committee
35 to oversee:

36 (i) The design of an infrastructure and incentive strategy to
37 drive the purchase and use of zero emission medium and heavy duty
38 vehicles, as well as cargo handling and off-road equipment, in the
39 state including, but not limited to, programs for tractor trucks, box
40 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and

1 medium-duty buses, school buses, on and off-road terminal tractors,
2 transport refrigeration units, forklifts, container handling
3 equipment, airport cargo loaders, and railcar movers; and

4 (ii) A review of the passenger vehicle tax incentive in current
5 law and evaluation of its utility, to include possible modification
6 of the criteria for eligibility and tax incentive amount maximums, as
7 applicable.

8 (b) Design development must include recommendations for
9 encouraging vehicle conversions for smaller commercial vehicle fleets
10 and owner-operators of commercial vehicles, as well as tools for
11 facilitating carbon emission reductions to benefit vulnerable
12 populations and overburdened communities. Infrastructure and
13 incentive programs recommended may include, but are not limited to,
14 grant, rebate, tax incentive, and financing assistance programs.

15 (c) Consultation with legislative members identified by the chair
16 and ranking members of the transportation committees of the
17 legislature throughout design of the infrastructure and incentive
18 strategy is required. A report is due to the transportation
19 committees of the legislature by January 2, 2024.

20 ~~((+6))~~ (5) \$125,000 of the motor vehicle account—state
21 appropriation and \$125,000 of the multimodal transportation account—
22 state appropriation are for the joint transportation committee to
23 evaluate potential options and make recommendations for a statewide
24 household travel survey and additional analytical capacity regarding
25 transportation research.

26 (a) The recommendation on the statewide household travel survey
27 must be based on how well a statewide survey investment would:
28 Address policy questions related to household travel; address gaps
29 between separate regional and local transportation models; and create
30 a dataset to allow both for analysis and response to policymakers'
31 questions relating to household travel and for transportation
32 modeling and development. In evaluating potential survey options, the
33 committee shall consider opportunities for the state to partner and
34 expand on developed established household travel surveys, including
35 surveys conducted at both the Puget Sound regional council and the
36 federal highway administration. In its recommendation, the committee
37 shall outline the process required for a statewide survey, including
38 the costs and timing of each option.

39 (b) The committee shall recommend an agency or agencies to
40 perform ongoing analysis of a statewide household travel survey and

1 other transportation research. The committee shall consider the
2 ability of an agency or agencies to meet shorter timeline policy
3 needs, as well as longer timeline research projects. The
4 recommendation must include the timing and costs associated with the
5 development of such analytical capacity.

6 ~~((7))~~ (6) \$1,000,000 of the carbon emissions reduction account—
7 state appropriation is for the joint transportation committee to
8 oversee the development of tools and methodologies to assist in
9 program delivery evaluation for programs that receive appropriations
10 from the carbon emissions reduction account. Program delivery
11 evaluation must include carbon emissions reduction estimates by
12 program and by unit of time, program cost per unit of emission
13 reduction, quantified benefits to vulnerable populations and
14 overburdened communities by program cost, any additional appropriate
15 qualitative and quantitative metrics, and actionable recommendations
16 for improvements in program delivery. A report is due to the
17 transportation committees of the legislature by October 1, 2024.

18 ~~((8))~~ (7) \$500,000 of the motor vehicle account—state
19 appropriation is for the joint transportation committee to engage an
20 independent review team to work in coordination with the Washington
21 state department of transportation's analysis, funded in section
22 217~~((11) of this act)~~ (10), chapter 472, Laws of 2023, of highway,
23 road, and freight rail transportation needs, options, and impacts
24 from shifting the movement of freight and goods that currently move
25 by barge through the lower Snake river dams to highways, other roads,
26 and rail.

27 (a) The department shall include the independent review team in
28 all phases of the analysis to enable the team to develop an
29 independent assessment of the analysis, assumptions, stakeholder
30 engagement, and cost and impact estimates. Summary findings from the
31 independent assessment must be provided to the department, the
32 governor's office, and the transportation committees of the
33 legislature on a quarterly basis, with a final report due to the
34 governor and the transportation committees of the legislature by June
35 30, 2025.

36 (b) The independent review team must conduct an independent
37 stakeholder engagement effort. The river transportation work group
38 must be formed to provide data and guidance to the independent review
39 team for the independent stakeholder engagement effort. The river
40 transportation work group must be made up of stakeholders, including

1 farming and agricultural production, federally recognized tribes and
2 fishing industry, tug and barge operators, shippers and receivers,
3 public ports, railroad operators, cruise lines, the federal highway
4 administration, and the army corps of engineers.

5 (c) The independent review team shall make regular presentations
6 to the joint transportation committee and, by request, to the
7 transportation committees of the legislature.

8 ((+9)) (8) The joint transportation committee shall also convene
9 a work group that includes, but is not limited to, the executive
10 committee of the joint transportation committee, the office of
11 financial management, the Washington state department of
12 transportation, and the Washington state treasurer's office to
13 develop recommendations, by October 15, 2023, to meet the challenge
14 of identifying an achievable delivery schedule for completing
15 transportation projects across the state.

16 **Sec. 205.** 2023 c 472 s 205 (uncodified) is amended to read as
17 follows:

18 **FOR THE TRANSPORTATION COMMISSION**

19	Motor Vehicle Account—State Appropriation.	((\$3,029,000))
20		<u>\$3,038,000</u>
21	Interstate 405 and State Route Number 167 Express	
22	Toll Lanes Account—State Appropriation.	\$150,000
23	Multimodal Transportation Account—State	
24	Appropriation.	\$200,000
25	State Route Number 520 Corridor Account—State	
26	Appropriation.	\$288,000
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation.	\$179,000
29	Alaskan Way Viaduct Replacement Project Account—	
30	State Appropriation.	\$167,000
31	TOTAL APPROPRIATION.	((\$4,013,000))
32		<u>\$4,022,000</u>

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

35 (1) \$125,000 of the multimodal transportation account—state
36 appropriation and \$125,000 of the motor vehicle account—state
37 appropriation are provided solely for the commission to update the
38 statewide transportation plan required under RCW 47.01.071(4). The

1 update process must be informed by guidance from a steering committee
2 comprised of the commission, the joint transportation committee's
3 executive committee, the governor's office, the secretary of the
4 department of transportation, and representatives of metropolitan and
5 regional transportation planning organizations. As part of the update
6 process, the commission shall undertake specific actions in the
7 following order:

8 (a) Conduct stakeholder outreach, gathering input, and framing
9 the outreach around the current plan's policy construct and high
10 level priorities, the 2022 transportation revenue package, and
11 recently enacted significant policy legislation;

12 (b) Report outreach findings and results to the joint
13 transportation committee for review and input;

14 (c) Restructure the plan to (i) primarily focus on high level
15 policy priorities within the six transportation policy goals under
16 RCW 47.04.280 and (ii) align policies, strategies, and objectives
17 with the interests of stakeholders and legislators;

18 (d) Gather further input from stakeholders and the joint
19 transportation committee on the restructured plan's format and
20 content; and

21 (e) Finalize the updated plan, based upon input from stakeholders
22 and the joint transportation committee.

23 (2) The legislature finds that the current balance of and
24 projected revenues into the Alaskan Way viaduct replacement project
25 account are sufficient to meet financial obligations during fiscal
26 years 2024 and 2025.

27 (3) Within the parameters established under RCW 47.56.880, the
28 commission shall review toll revenue performance on the Interstate
29 405 and state route number 167 corridor and adjust Interstate 405
30 tolls as appropriate to increase toll revenue to provide sufficient
31 funds for payments of future debt pursuant to RCW 47.10.896 and to
32 support improvements to the corridor. The commission shall consider
33 adjusting maximum toll rates, minimum toll rates, and time-of-day
34 rates, and restricting direct access ramps to transit and HOV
35 vehicles only, or any combination thereof, in setting tolls to
36 increase toll revenue. The commission is encouraged to make any
37 adjustments to toll rates in coordination with the planned expansion
38 of express toll lanes between the cities of Renton and Bellevue.

39 (4) \$500,000 of the motor vehicle account—state appropriation is
40 provided solely for the commission to conduct a route jurisdiction

1 study aimed at assessing the current state highway inventory and
2 local roadway designations to determine if changes are needed in
3 jurisdictional assignment between the state, county, and city road
4 systems. The study must also review current criteria used to define
5 the state highway system to determine if such criteria continue to be
6 applicable. The commission shall submit a report of study findings
7 and recommendations to the transportation committees of the
8 legislature by July 1, 2025.

9 (5) The commission may coordinate with the department of
10 transportation to jointly seek federal funds available through the
11 federal strategic innovations in revenue collection grant program,
12 applying toll credits for meeting match requirements. The commission
13 must provide draft applications for federal grant opportunities to
14 the chairs and ranking members of the transportation committees of
15 the legislature for review and comment prior to submission.

16 (6) The transportation commission shall conduct an assessment
17 aimed at identifying approaches to streamlining the current rule-
18 making process for setting toll rates and policies for eligible toll
19 facilities, while maintaining public access and providing
20 opportunities to provide input on proposals. The intent of the
21 assessment is to identify rule-making approaches that support the
22 state's ability to set toll rates and policies in a timely and
23 efficient manner, so that the state can meet anticipated funding
24 obligations. This assessment should include a review of rate-setting
25 processes used by toll authorities in other states. The
26 transportation commission shall provide recommendations to the
27 transportation committees of the legislature by July 31, 2024.

28 (7) The commission shall provide regular updates on the status of
29 ongoing coordination with the state of Oregon on any bistate
30 agreements regarding the mutual or joint setting, adjustment, and
31 review of toll rates and exemptions. Prior to finalizing any such
32 agreement, the commission shall provide a draft of the agreement to
33 the transportation committees of the legislature for review and
34 input. Additionally, the commission shall advise on the status of any
35 bistate agreements to the joint transportation committee beginning in
36 September 2023 and quarterly thereafter until any agreements are
37 finalized.

38 (8) \$200,000 of the motor vehicle account—state appropriation is
39 provided solely for the commission to carry out a study assessing
40 approaches to increasing safety and compliance of high occupancy

1 vehicle lanes, express toll lanes, tolled facilities, and
2 construction zones, facilitated by advanced technologies.

3 (a) The approaches assessed must, at a minimum, focus on advanced
4 roadside technologies that: Are able to operate independently without
5 connection to the department of transportation's existing
6 communication systems and utilities; have a limited physical
7 footprint that does not use over-roadway infrastructure; and have a
8 95 percent or greater license plate reading accuracy.

9 (b) The study must review current laws, including assessing
10 underlying policies related to prohibitions on program cost coverage
11 coming from infraction or other revenues generated by advanced
12 technology systems, and identify provisions needed to enable a future
13 technology-based safety and compliance program.

14 (c) The commission shall submit an interim report to the
15 transportation committees of the legislature by January 10, 2024,
16 that, at a minimum, provides an initial assessment of the viability
17 of deploying a system into operation. A final report of findings and
18 recommendations must be submitted to the transportation committees of
19 the legislature by June 30, 2024.

20 (9) \$75,000 of the multimodal transportation account—state
21 appropriation is provided solely for the commission to carry out an
22 initial assessment and scoping effort to determine the feasibility of
23 creating a future west coast transportation network plan. This plan
24 would serve to proactively identify and coordinate improvements and
25 investments across the west coast states to freight rail, passenger
26 rail, highways, and air transportation. The intent for the plan is to
27 leverage and align west coast efforts to reduce our collective carbon
28 footprint, improve freight and passenger mobility, and strengthen
29 west coast resiliency. This effort must be carried out in partnership
30 with the Oregon and California transportation commissions and the
31 state department of transportations from each state, and must
32 consider, but not be limited to:

33 (a) Current state activities, investments, and plans that support
34 the establishment of clean transportation in the air, on the
35 highways, and on rail lines moving freight and passengers;

36 (b) Currently identified resiliency risks along the west coast
37 and existing strategic plans and investments that could inform a
38 future west coast unified plan; and

39 (c) Incorporation of work from the statewide transportation
40 policy plan.

1 **Sec. 206.** 2023 c 472 s 206 (uncodified) is amended to read as
2 follows:

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

4 Multimodal Transportation Account—State

5 Appropriation. \$400,000

6 Freight Mobility Investment Account—State

7 Appropriation. ((~~\$1,591,000~~))

8 \$1,595,000

9 TOTAL APPROPRIATION. ((~~\$1,991,000~~))

10 \$1,995,000

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

13 (1) Within appropriated funds, the freight mobility strategic
14 investment board may opt in as provided under RCW 70A.02.030 to
15 assume all of the substantive and procedural requirements of covered
16 agencies under chapter 70A.02 RCW. The board shall include in its
17 2023 and 2024 annual reports to the legislature a progress report on
18 opting into the healthy environment for all act and a status report
19 on diversity, equity, and inclusion within the board's jurisdiction.

20 (2) The board shall on an annual basis provide a status update on
21 project delivery, including information on project timeline, cost,
22 and budgeted cash flow over time to the office of financial
23 management and the transportation committees of the legislature on
24 the delivery of the freight mobility strategic investment projects on
25 ~~((LEAP)) OFM Transportation Document ((2023-2 ALL PROJECTS, as~~
26 ~~developed on April 21))~~ 2024-1: Proposed Transportation Project List
27 as developed December 13, 2023.

28 (3) \$731,000 of the freight mobility investment account—state
29 appropriation is provided solely for the implementation of chapter
30 167, Laws of 2023 (freight mobility priorities). ~~((If chapter 167,~~
31 ~~Laws of 2023 is not enacted by June 30, 2023, the amount provided in~~
32 ~~this subsection lapses.))~~

33 (4) \$400,000 of the multimodal transportation account—state
34 appropriation is provided solely for the board, in consultation with
35 the department of transportation, to develop an implementation plan
36 for specific truck parking solutions. It is the intent of the
37 legislature for the board to identify specific sites to increase
38 truck parking capacity in the near term, as well as to recommend
39 other steps that can be taken in the 2024 and 2025 legislative

1 sessions to increase truck parking capacity. The board must provide a
2 status report that includes funding recommendations for the 2024
3 legislative session to the transportation committees of the
4 legislature by December 1, 2023, and a final report that includes
5 detailed findings on additional specific sites and specific actions
6 recommended to expand truck parking capacity in the near term to the
7 transportation committees of the legislature by December 1, 2024.

8 **Sec. 207.** 2023 c 472 s 207 (uncodified) is amended to read as
9 follows:

10 **FOR THE WASHINGTON STATE PATROL**

11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation.	\$43,000
13	State Patrol Highway Account—State Appropriation.	(\$610,711,000)
14		<u>\$661,595,000</u>
15	State Patrol Highway Account—Federal Appropriation.	(\$20,340,000)
16		<u>\$19,350,000</u>
17	State Patrol Highway Account—Private/Local	
18	Appropriation.	(\$4,594,000)
19		<u>\$4,592,000</u>
20	Highway Safety Account—State Appropriation.	(\$1,447,000)
21		<u>\$1,829,000</u>
22	Ignition Interlock Device Revolving Account—State	
23	Appropriation.	(\$1,959,000)
24		<u>\$1,956,000</u>
25	Multimodal Transportation Account—State	
26	Appropriation.	(\$316,000)
27		<u>\$315,000</u>
28	State Route Number 520 Corridor Account—State	
29	Appropriation.	\$89,000
30	Tacoma Narrows Toll Bridge Account—State	
31	Appropriation.	\$275,000
32	I-405 and SR 167 Express Toll Lanes Account—State	
33	Appropriation.	\$2,895,000
34	TOTAL APPROPRIATION.	(\$642,669,000)
35		<u>\$692,939,000</u>

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

1 (1) \$580,000 of the state patrol highway account—state
2 appropriation is provided solely for the operation of and
3 administrative support to the license investigation unit to enforce
4 vehicle registration laws in southwestern Washington. The Washington
5 state patrol, in consultation with the department of revenue, shall
6 maintain a running estimate of the additional vehicle registration
7 fees, sales and use taxes, and local vehicle fees remitted to the
8 state pursuant to activity conducted by the license investigation
9 unit. Beginning October 1, 2023, and semiannually thereafter, the
10 Washington state patrol shall submit a report detailing the
11 additional revenue amounts generated since July 1, 2023, to the
12 director of the office of financial management and the transportation
13 committees of the legislature. At the end of the fiscal quarter in
14 which it is estimated that more than \$625,000 in state sales and use
15 taxes have been remitted to the state since July 1, 2023, the
16 Washington state patrol shall notify the state treasurer and the
17 state treasurer shall transfer funds pursuant to section 406 (~~of~~
18 ~~this act~~), chapter 472, Laws of 2023.

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

28 (3) (a) By December 1st of each year during the 2023-2025 fiscal
29 biennium, the Washington state patrol must report to the
30 transportation committees of the legislature on the status of
31 recruitment and retention activities as follows:

- 32 (i) A summary of recruitment and retention strategies;
- 33 (ii) The number of transportation funded staff vacancies by major
34 category;
- 35 (iii) The number of applicants for each of the positions by these
36 categories;
- 37 (iv) The composition of workforce;
- 38 (v) Other relevant outcome measures with comparative information
39 with recent comparable months in prior years; and

1 (vi) Activities related to the implementation of the agency's
2 workforce diversity plan, including short-term and long-term,
3 specific comprehensive outreach, and recruitment strategies to
4 increase populations underrepresented within both commissioned and
5 noncommissioned employee groups.

6 (b) During the 2023-2025 fiscal biennium, the office of financial
7 management, with assistance of the Washington state patrol, must
8 conduct two surveys regarding the competitiveness with law
9 enforcement agencies within the boundaries of the state of Washington
10 pursuant to RCW 43.43.380, with the first survey being informational
11 regarding the change since the last survey was conducted and the
12 second survey used as part of the collective bargaining process.
13 Prior to the 2024 legislative session, the office of financial
14 management, with assistance of the Washington state patrol, must also
15 provide comparison information regarding recruitment bonus amounts
16 currently being offered by local law enforcement agencies in the
17 state.

18 (4) (a) \$6,575,000 of the state patrol highway account—state
19 appropriation is provided solely for the land mobile radio system
20 replacement, upgrade, and other related activities.

21 (b) Beginning January 1, 2024, the Washington state patrol must
22 report semiannually to the office of the chief information officer on
23 the progress related to the projects and activities associated with
24 the land mobile radio system, including the governance structure,
25 outcomes achieved in the prior six-month time period, and how the
26 activities are being managed holistically as recommended by the
27 office of the chief information officer. At the time of submittal to
28 the office of the chief information officer, the report must be
29 transmitted to the office of financial management and the
30 transportation committees of the legislature.

31 ~~((+6))~~ (5) \$2,688,000 of the state patrol highway account—state
32 appropriation is provided solely for enhancing the state patrol's
33 diversity, equity, and inclusion program, a community engagement
34 program to improve relationships with historically underrepresented
35 communities and to recruit and retain a diverse workforce, and
36 contracting with an external psychologist to perform exams. The state
37 patrol will work with the governor's office of equity and meet all
38 reporting requirements and responsibilities pursuant to RCW
39 43.06D.060. Funds provided for the community engagement program must
40 ensure engagement with communities throughout the state.

1 (~~(7)~~) (6)(a) \$10,000 of the state patrol highway account—state
2 appropriation is provided solely for the Washington state patrol to
3 administer a pilot program that implements a yellow alert system
4 notifying the public when a hit-and-run accident resulting in a
5 fatality or substantial bodily harm has occurred and been reported to
6 the state patrol or other local law enforcement entity. The
7 Washington state patrol must post on traffic message boards or share
8 on public communication systems any identifying information acquired
9 including, but not limited to, a complete or partial license plate
10 number or a description of the vehicle. Each alert must be posted or
11 shared as such for at least 24 hours.

12 (b) The Washington state patrol must report the following to the
13 transportation committees of the legislature annually until June 30,
14 2025:

15 (i) The number of yellow alerts received;

16 (ii) The number of arrests made from accidents reported on the
17 yellow alert system;

18 (iii) The number of hit-and-run accidents resulting in a fatality
19 or substantial bodily harm statewide;

20 (iv) The number of arrests made from accidents described under
21 (b)(iii) of this subsection; and

22 (v) The number of hit-and-run accidents reported statewide.

23 (c) The Washington state patrol must also report on the efficacy
24 of the program and recommend in its final report if the pilot program
25 should continue or be enacted on a permanent basis and implemented
26 statewide, based on the results of the report.

27 (~~(8)~~) (7)(a) \$2,608,000 of the state patrol highway account—
28 state appropriation is provided solely for administrative costs,
29 advertising, outreach, and bonus payments associated with developing
30 and implementing a state trooper expedited recruitment incentive
31 program for the purpose of recruiting and filling vacant trooper
32 positions in the 2023-2025 fiscal biennium. The legislature is
33 committed to continuing the state trooper expedited recruitment
34 incentive program until the vacancy levels are significantly reduced
35 from current levels. The recruitment, advertising, and outreach
36 associated with this program must continue efforts to create a more
37 diverse workforce and must also provide an accelerated pathway for
38 joining the state patrol for high quality individuals who have
39 previously been employed as a general authority peace officer.

1 (b) The state trooper expedited recruitment incentive program
2 established by the Washington state patrol must include:

3 (i) Thorough hiring procedures to ensure that only the highest
4 quality candidates are selected as cadets and as lateral hires,
5 including extensive review of past law enforcement employment history
6 through extensive reference checks, Brady list identification, and
7 any other issues that may impact the performance, credibility, and
8 integrity of the individual.

9 (ii) An accelerated training program for lateral hires from other
10 agencies that recognizes the knowledge and experience of candidates
11 previously employed in law enforcement; and

12 (iii) A sign-on bonus for each trooper hired through the
13 expedited recruitment incentive program as follows:

14 (A) \$5,000 for each cadet after completion of the Washington
15 state patrol academy;

16 (B) \$5,000 for each successful graduating cadet after completion
17 of a one-year probation period;

18 (C) \$8,000 for each lateral hire after completion of the
19 accelerated training program for lateral hires;

20 (D) \$6,000 for each lateral hire after completion of a one-year
21 probation period; and

22 (E) \$6,000 for each lateral hire after completion of two years of
23 service.

24 (c) The expenditure on the state trooper expedited recruitment
25 incentive program is contingent upon execution of an appropriate
26 memorandum of understanding between the governor or the governor's
27 designee and the exclusive bargaining representative, consistent with
28 the terms of this section. Expenditures and eligibility for the state
29 trooper expedited recruitment incentive program established in this
30 section are subject to the availability of amounts appropriated for
31 this specific purpose.

32 (d) For the purposes of this subsection:

33 (i) "Cadet" means a person employed for the express purpose of
34 receiving the on-the-job training required for attendance at the
35 Washington state patrol academy and for becoming a commissioned
36 trooper.

37 (ii) "Lateral hire" means an eligible employee previously
38 employed as a general authority peace officer.

39 ~~((+9))~~ (8) \$3,896,000 of the state patrol highway account—state
40 appropriation is provided solely for implementation of chapter 17,

1 Laws of 2023 (speed safety cameras). (~~If chapter 17, Laws of 2023 is~~
2 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
3 ~~lapses.~~

4 ~~(10))~~ (9) \$500,000 of the state patrol highway account—state
5 appropriation is provided solely for bonuses and other recruitment
6 and retention-related compensation adjustments for communication
7 officers and other noncommissioned staff of the Washington state
8 patrol who are covered by a collective bargaining agreement. Funding
9 in this subsection must first be used for targeted adjustments for
10 communication officers. Remaining amounts may be used for
11 compensation adjustments for other noncommissioned staff. Funding
12 provided in this subsection is contingent upon the governor or the
13 governor's designee reaching an appropriate memorandum of
14 understanding with the exclusive bargaining representative.
15 Agreements reached for compensation adjustments under this section
16 may not exceed the amounts provided. If any agreement or combination
17 of agreements exceed the amount provided in this subsection, all the
18 agreements are subject to the requirements of RCW 41.80.010(3).

19 ~~((11))~~ (10) \$4,732,000 of the state patrol highway account—
20 state appropriation is provided solely for two accelerated training
21 programs for lateral hires.

22 ~~((12))~~ (11) \$98,000 of the state patrol highway account—state
23 appropriation is provided solely for the implementation of chapter
24 26, Laws of 2023 (nonconviction data). (~~If chapter 26, Laws of 2023~~
25 ~~is not enacted by June 30, 2023, the amount provided in this~~
26 ~~subsection lapses.~~

27 ~~(13))~~ (12) \$76,000 of the state patrol highway account—state
28 appropriation is provided solely for the implementation of chapter
29 471, Laws of 2023 (negligent driving). (~~If chapter 471, Laws of 2023~~
30 ~~is not enacted by June 30, 2023, the amount provided in this~~
31 ~~subsection lapses.~~

32 ~~(14))~~ (13) \$107,000 of the state patrol highway account—state
33 appropriation is provided solely for the implementation of chapter
34 462, Laws of 2023 (domestic violence). (~~If chapter 462, Laws of 2023~~
35 ~~is not enacted by June 30, 2023, the amount provided in this~~
36 ~~subsection lapses.~~

37 ~~(15))~~ (14) By December 1, 2024, the Washington state patrol must
38 provide a report to the governor and appropriate committees of the

1 legislature on the status of *McClain v. Washington State Patrol* and
2 an update on legal expenses associated with the case.

3 ~~((16))~~ (15) \$32,000 of the state patrol highway account—state
4 appropriation is provided solely for the implementation of chapter
5 283, Laws of 2023 (illegal racing). ~~((If chapter 283, Laws of 2023 is
6 not enacted by June 30, 2023, the amount provided in this subsection
7 lapses.))~~

8 (16) \$9,358,000 of the state patrol highway account—state
9 appropriation is provided solely for a third arming and third trooper
10 basic training class and any necessary vehicles for the graduates of
11 the class. The cadet class is expected to graduate in June of 2025.

12 (17) \$2,857,000 of the state patrol highway account—state
13 appropriation is provided solely for the Washington state patrol to
14 implement the provisions of the settlement agreement under *Washington*
15 *State Patrol Troopers Association v. Washington State Patrol*, Public
16 *Employment Relations Commission Case No. 134557-U-21.*

17 **Sec. 208.** 2023 c 472 s 208 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF LICENSING**

20	Driver Licensing Technology Support Account—State	
21	Appropriation.	\$1,743,000
22	Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
23	Motorcycle Safety Education Account—State	
24	Appropriation.	(((\$5,299,000))
25		<u>\$5,319,000</u>
26	Limited Fish and Wildlife Account—State	
27	Appropriation.	(((\$765,000))
28		<u>\$768,000</u>
29	Highway Safety Account—State Appropriation.	(((\$277,256,000))
30		<u>\$285,967,000</u>
31	Highway Safety Account—Federal Appropriation.	\$2,371,000
32	Motor Vehicle Account—State Appropriation.	(((\$98,824,000))
33		<u>\$102,524,000</u>
34	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
35	Ignition Interlock Device Revolving Account—State	
36	Appropriation.	(((\$6,401,000))
37		<u>\$6,416,000</u>
38	Department of Licensing Services Account—State	

1	Appropriation.	((\$8,972,000))
2		<u>\$9,185,000</u>
3	License Plate Technology Account—State Appropriation.	((\$4,204,000))
4		<u>\$4,683,000</u>
5	Abandoned Recreational Vehicle Account—State	
6	Appropriation.	((\$3,091,000))
7		<u>\$3,090,000</u>
8	Limousine Carriers Account—State Appropriation.	\$126,000
9	Electric Vehicle Account—State Appropriation.	((\$443,000))
10		<u>\$442,000</u>
11	DOL Technology Improvement & Data Management	
12	Account—State Appropriation.	((\$944,000))
13		<u>\$943,000</u>
14	Agency Financial Transaction Account—State	
15	Appropriation.	\$16,998,000
16	Move Ahead WA Flexible Account—State Appropriation.	\$2,096,000
17	TOTAL APPROPRIATION.	((\$430,903,000))
18		<u>\$444,041,000</u>

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

21 (1) \$1,100,000 of the highway safety account—state appropriation
22 and \$1,100,000 of the move ahead WA flexible account—state
23 appropriation are provided solely for the department to provide an
24 interagency transfer to the department of children, youth, and
25 families for the purpose of providing driver's license support. In
26 addition to support services required under RCW 74.13.338(2), support
27 services may include reimbursement of:

28 (a) The cost for a youth in foster care of any eligible age to
29 complete a driver training education course, as outlined in chapter
30 46.82 or 28A.220 RCW;

31 (b) The costs incurred by foster youth in foster care for a motor
32 vehicle insurance policy;

33 (c) The costs of roadside assistance, motor vehicle insurance
34 deductibles, motor vehicle registration fees, towing services, car
35 maintenance, comprehensive car insurance, and gas cards; and

36 (d) Any other costs related to obtaining a driver's license and
37 driving legally and safely.

38 (2) \$150,000 of the highway safety account—state appropriation is
39 provided solely for the department to conduct a study on the

1 feasibility of implementing a mobile application for driver
2 licensing. The department must submit a report of the study findings
3 and any recommendations to the governor and the transportation
4 committees of the legislature by December 1, 2024. The study must:

5 (a) Review the adoption actions in other states, including
6 successes and lessons learned;

7 (b) Examine existing technical infrastructure and potential
8 changes needed to maximize interoperability, utility, and privacy
9 protection;

10 (c) Identify the technical investments and other costs associated
11 with issuing digital drivers' licenses through a mobile application;

12 (d) Identify how the technology may impact and can be used by
13 external stakeholders, such as law enforcement;

14 (e) Recommend any process changes required to implement the
15 program successfully and ensure customer satisfaction; and

16 (f) Recommend any statutory changes required to allow for the
17 usage of digital drivers' licenses, including recognition of
18 interstate travelers.

19 (3) (a) \$350,000 of the highway safety account—state appropriation
20 is provided solely for the department, in consultation with the
21 Washington traffic safety commission, the department of health, the
22 elder law section of the Washington state bar association,
23 organizations representing older drivers, and driver rehabilitation
24 specialists, to develop a comprehensive plan aimed at improving older
25 driver safety. The department must submit a report on the
26 comprehensive plan to the governor and the transportation committees
27 of the legislature by December 1, 2024. The plan must include, but is
28 not limited to:

29 (i) A comprehensive review of department policies surrounding
30 older drivers and medically at-risk drivers, including:

31 (A) The medical assessment review process; and

32 (B) The counter assessment process in licensing service offices;

33 (ii) A feasibility analysis of the department establishing a
34 medical advisory board to advise on general policy for at-risk
35 drivers, driving privileges for individual medically at-risk drivers,
36 and an appeals process for drivers whose privileges are revoked or
37 restricted due to medical conditions;

38 (iii) A recommended assessment tool to determine a driver's
39 potential risk to themselves or others when operating a motor vehicle

1 so the department may make informed decisions on appropriate courses
2 of action within the older driver program; and

3 (iv) Detailed information on how each component of the plan
4 improves the safety associated with older drivers, while preserving
5 the maximum level of older driver independence and privacy;

6 (b) The department may also use funds provided in this subsection
7 to implement improvements to older driver traffic safety within
8 existing authority.

9 (4) \$5,499,000 of the motor vehicle account—state appropriation
10 is provided solely for the department to upgrade and improve its
11 prorate and fuel tax system, and is subject to the conditions,
12 limitations, and review requirements of section 701 (~~of this act~~),
13 chapter 472, Laws of 2023. In each phase of the project, the
14 department must ensure and document the increase in business
15 capabilities and customer service outcomes, the improvements in fuel
16 tax collection related information designed to resolve historical
17 discrepancies in reporting information, and how the implementation
18 plan mitigates risks associated with the proposed timeline and
19 results in the sustainability of systems and platforms for the
20 future. Before initiating the implementation phase of the project,
21 the department must report to the office of the chief information
22 officer on how the project meets its FAST act modernization roadmap,
23 and vendor management and resource plans.

24 (5) \$16,000 of the motorcycle safety education account—state
25 appropriation, \$2,000 of the limited fish and wildlife account—state
26 appropriation, \$947,000 of the highway safety account—state
27 appropriation, \$308,000 of the motor vehicle account—state
28 appropriation, \$14,000 of the ignition interlock device revolving
29 account—state appropriation, and \$14,000 of the department of
30 licensing services account—state appropriation are provided solely
31 for the department to redesign and improve its online services and
32 website, and are subject to the conditions, limitations, and review
33 requirements in section 701 (~~of this act~~), chapter 472, Laws of
34 2023.

35 (6) The department shall report on a quarterly basis on licensing
36 service office operations, associated workload, and information with
37 comparative information with recent comparable months in prior years.
38 The report must include detailed statewide and by licensing service
39 office information on staffing levels, average monthly wait times,

1 the number of enhanced drivers' licenses and enhanced identicards
2 issued and renewed, and the number of primary drivers' licenses and
3 identicards issued and renewed. By November 1, 2024, the department
4 must prepare a report with recommendations on the future of licensing
5 service office operations based on the recent implementation of
6 efficiency measures designed to reduce the time for licensing
7 transactions and wait times, and the implementation of statutory and
8 policy changes made during the pandemic.

9 (7) For the 2023-2025 fiscal biennium, the department shall
10 charge \$1,336,000 for the administration and collection of a motor
11 vehicle excise tax on behalf of a regional transit authority, as
12 authorized under RCW 82.44.135. The amount in this subsection must be
13 deducted before distributing any revenues to a regional transit
14 authority.

15 (8) \$742,000 of the motor vehicle account—state appropriation is
16 provided solely for the increased costs associated with improvements
17 desired to resolve delays in the production of license plates,
18 including converting all subagents to the standard ordering process
19 as recommended in the December 2022 plate inventory report, and to
20 provide updated annual reports detailing changes in license plate
21 production, inventory, and other practices taken to guard against
22 plate production delays. The reports must be submitted to the
23 governor and the transportation committees of the legislature by
24 December 1, 2023, and December 1, 2024.

25 (9) \$243,000 of the highway safety account—state appropriation is
26 provided solely for the department to continue to provide written
27 materials on, place signage in licensing service offices regarding,
28 and include into new driver training curricula, the requirements of
29 RCW 46.61.212, the slow down and move over law.

30 (~~((11))~~) (10) \$3,082,000 of the abandoned recreational vehicle
31 disposal account—state appropriation is provided solely for providing
32 reimbursements in accordance with the department's abandoned
33 recreational vehicle disposal reimbursement program. It is the intent
34 of the legislature that the department prioritize this funding for
35 allowable and approved reimbursements and not to build a reserve of
36 funds within the account. During the 2023-2025 fiscal biennium, the
37 department must report any amounts recovered to the office of
38 financial management and appropriate committees of the legislature on
39 a quarterly basis.

1 ~~((12))~~ (11) \$1,077,000 of the highway safety account—federal
2 appropriation is provided solely for implementation of chapter 35,
3 Laws of 2023 (CDL drug and alcohol clearinghouse) ~~((or chapter . . .~~
4 ~~(House Bill No. 1448), Laws of 2023 (CDL drug and alcohol~~
5 ~~clearinghouse). If neither chapter 35, Laws of 2023 or chapter . . .~~
6 ~~(House Bill No. 1448), Laws of 2023 are enacted by June 30, 2023, the~~
7 ~~amount provided in this subsection lapses))~~.

8 ~~((13))~~ (12) \$116,000 of the highway safety account—state
9 appropriation is provided solely for implementation of
10 ~~((chapter . . . (Senate Bill No. 5251), Laws of 2023 (streamlining~~
11 ~~CDL issuance)—or)) chapter 57, Laws of 2023 (streamlining CDL~~
12 ~~issuance). ((If neither chapter . . . (Senate Bill No. 5251), Laws of~~
13 ~~2023 or chapter 57, Laws of 2023 are enacted by June 30, 2023, the~~
14 ~~amount provided in this subsection lapses.~~

15 ~~(14))~~ (13) \$845,000 of the highway safety account—state
16 appropriation is provided solely for the implementation of chapter
17 445, Laws of 2023 (improving young driver safety). ~~((If chapter 445,~~
18 ~~Laws of 2023 is not enacted by June 30, 2023, the amount provided in~~
19 ~~this subsection lapses.~~

20 ~~(15))~~ (14) \$180,000 of the motor vehicle account—state
21 appropriation is provided solely for the implementation of chapter
22 440, Laws of 2023 (open motor vehicle safety recalls). ~~((If chapter~~
23 ~~440, Laws of 2023 is not enacted by June 30, 2023, the amount~~
24 ~~provided in this subsection lapses.~~

25 ~~(16))~~ (15) \$497,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of chapter
27 466, Laws of 2023 (updating processes related to voter registration).
28 ~~((If chapter 466, Laws of 2023 is not enacted by June 30, 2023, the~~
29 ~~amount provided in this subsection lapses.~~

30 ~~(20))~~ (16) \$29,000 of the highway safety account—state
31 appropriation is provided solely for the implementation of chapter
32 118, Laws of 2023 (driver's abstract changes). ~~((If chapter 118, Laws~~
33 ~~of 2023 is not enacted by June 30, 2023, the amount provided in this~~
34 ~~subsection lapses.~~

35 ~~(21))~~ (17) \$47,000 of the highway safety account—state
36 appropriation is provided solely for the implementation of chapter
37 453, Laws of 2023 (competency evaluations). ~~((If chapter 453, Laws of~~
38 ~~2023 is not enacted by June 30, 2023, the amount provided in this~~
39 ~~subsection lapses.~~

1 ~~(22))~~ (18) \$23,000 of the highway safety account—state
2 appropriation is provided solely for the implementation of chapter
3 283, Laws of 2023 (illegal racing). (~~If chapter 283, Laws of 2023 is~~
4 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
5 ~~lapses.~~

6 ~~(23))~~ (19) \$155,000 of the highway safety account—state
7 appropriation is provided solely for the implementation of chapter
8 316, Laws of 2023 (jury diversity). (~~If chapter 316, Laws of 2023 is~~
9 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
10 ~~lapses.~~

11 ~~(24))~~ (20)(a) \$36,000 of the motor vehicle account—state
12 appropriation is provided solely for the issuance of nonemergency
13 medical transportation vehicle decals to implement the high occupancy
14 vehicle lane access pilot program established in section 217(2) (~~of~~
15 ~~this act~~), chapter 472, Laws of 2023. A for hire nonemergency
16 medical transportation vehicle is a vehicle that is a "for hire
17 vehicle" under RCW 46.04.190 that provides nonemergency medical
18 transportation, including for life-sustaining transportation
19 purposes, to meet the medical transportation needs of individuals
20 traveling to medical practices and clinics, cancer centers, dialysis
21 facilities, hospitals, and other care providers.

22 (b) As part of this pilot program, the owner of a for hire
23 nonemergency medical transportation vehicle may apply to the
24 department, county auditor or other agent, or subagent appointed by
25 the director, for a high occupancy vehicle exempt decal for a for
26 hire nonemergency medical transportation vehicle. The high occupancy
27 vehicle exempt decal allows the for hire nonemergency medical
28 transportation vehicle to use a high occupancy vehicle lane as
29 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
30 biennium.

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

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

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

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

38 (d) The owner of a for hire nonemergency medical transportation
39 vehicle or the owner's representative must apply for a high occupancy

1 vehicle exempt decal on a form provided or approved by the
2 department. The application must include:

3 (i) The name and address of the person who is the owner of the
4 vehicle;

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

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

8 (iv) An attestation signed by the vehicle's owner or the owner's
9 representative that the vehicle's owner has a minimum of one contract
10 or service agreement to provide for hire transportation services for
11 medical purposes with one or more of the following entities: A health
12 insurance company; a hospital, clinic, dialysis center, or other
13 medical institution; a day care center, retirement home, or group
14 home; a federal, state, or local agency or jurisdiction; or a broker
15 who negotiates these services on behalf of one or more of these
16 entities; and

17 (v) Other information as required by the department upon
18 application.

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

23 (f) The department, county auditor or other agent, or subagent
24 must collect a \$5 fee when issuing or renewing a decal under this
25 subsection, in addition to any other fees and taxes required by law.

26 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
27 and must be marked to indicate its expiration date. The decal may be
28 renewed if the pilot program is continued past the date of a decal's
29 expiration. The status as an exempt vehicle continues until the high
30 occupancy vehicle exempt decal is suspended or revoked for misuse,
31 the vehicle is no longer used as a for hire nonemergency medical
32 transportation vehicle, or the pilot program established in section
33 217(2) (~~of this act~~), chapter 472, Laws of 2023 is terminated.

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

35 (~~(+25)~~) (21)(a) \$265,000 of the highway safety account—state
36 appropriation is provided solely for the department to provide an
37 interagency transfer to the Washington center for deaf and hard of
38 hearing youth, in consultation with the department and the office of
39 the superintendent of public instruction, to fund the cost of
40 interpreters for driver training education for deaf and hard of

1 hearing youth to enable them to access driver training education at
2 the same cost as their peers, and to pilot a sustainable driver
3 training education program to determine how best to meet the driver
4 training education needs of deaf and hard of hearing youth in the
5 state in the future. The pilot must include:

6 (i) Determination of an appropriate number of instructors and an
7 appropriate method of certification for instructors who are fluent in
8 American Sign Language (ASL);

9 (ii) Determination of how best to provide driver training
10 education statewide to deaf and hard of hearing novice drivers;

11 (iii) Development of a program to offer the required curriculum
12 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

13 (iv) Capped course instruction costs for deaf and hard of hearing
14 students at the average rate of their hearing peers.

15 (b) The department shall submit a report to the transportation
16 committees of the legislature developed by the Washington center for
17 deaf and hard of hearing youth by March 1, 2024, that provides
18 recommendations for a permanent program to make driver education
19 equitably accessible for deaf and hard of hearing students.

20 ~~((26))~~ (22) \$350,000 of the highway safety account—state
21 appropriation is provided solely for the department to improve the
22 process for commercial driver's license (CDL) holders to submit
23 medical certification documents and update self-certification status
24 to the department. The department shall:

25 (a) Update license express to improve the process and make it
26 more user friendly;

27 (b) Add options for the driver to renew or replace the driver's
28 CDL credentials as part of the medical or self-certification process;

29 (c) Add a customer verification step confirming the requested
30 changes and clearly stating how this change will impact the driver's
31 CDL; and

32 (d) Add improved messaging throughout the process.

33 In addition, the department shall make available on the driving
34 record abstract a complete medical certificate downgrade history, and
35 provide a one-time mailing to all current CDL holders explaining the
36 process to update their medical certificate documents and self-
37 certification.

38 ~~((27))~~ (23) \$1,962,000 of the highway safety account—state
39 appropriation is provided solely for the establishment of a pilot
40 mobile licensing unit to provide licensing and identocard services.

1 By December 1, 2024, the department must submit a report to the
2 governor and the transportation committees of the legislature
3 detailing the locations served, the number and type of documents
4 issued, and other outcome measures associated with the mobile
5 licensing unit. The report must include consideration of the facility
6 needs of licensing service offices in the context of flexible mobile
7 licensing services.

8 ~~((28))~~ (24) \$2,000,000 of the highway safety account—state
9 appropriation is provided solely for driver's license assistance and
10 support services in King county with an existing provider that is
11 already providing these services to low-income immigrant and refugee
12 women. By December 1st of each year, the department must submit
13 information on the contracted provider, including: The annual budget
14 of the contracted provider in the preceding year; information
15 regarding private and other governmental support for the activities
16 of the provider; and a description of the number of people served,
17 services delivered, and outcome measures.

18 ~~((30))~~ (25) \$8,000 of the motorcycle safety education account—
19 state appropriation is provided solely for the implementation of
20 chapter 137, Laws of 2023 (motorcycle safety board). ~~((If chapter
21 137, Laws of 2023 is not enacted by June 30, 2023, the amount
22 provided in this subsection lapses.~~

23 ~~(32))~~ (26) \$29,000 of the motor vehicle account—state
24 appropriation is provided solely for the implementation of chapter
25 431, Laws of 2023 (transportation resources). ~~((If chapter 431, Laws
26 of 2023 is not enacted by June 30, 2023, the amount provided in this
27 subsection lapses.~~

28 ~~(34))~~ (27) \$282,000 of the highway safety account—state
29 appropriation is provided solely for the implementation of chapter
30 471, Laws of 2023 (negligent driving). ~~((If chapter 471, Laws of 2023
31 is not enacted by June 30, 2023, the amount provided in this
32 subsection lapses.))~~

33 (28) \$100,000 of the highway safety account—state appropriation
34 is provided solely for implementation of Z-0425/24 (improving access
35 to department of licensing issued documents). If chapter . . . , Laws
36 of 2024 (improving access to department of licensing issued
37 documents) is not enacted by June 30, 2024, the amount provided in
38 this subsection lapses.

1 (29) \$1,564,000 of the motor vehicle account—state appropriation
2 is provided solely for implementation of Z-0450/24 (enhancing prorate
3 and fuel tax collections). If chapter . . . , Laws of 2024 (enhancing
4 prorate and fuel tax collections) is not enacted by June 30, 2024,
5 the amount provided in this subsection lapses.

6 (30) \$237,000 of the motor vehicle account—state appropriation is
7 provided solely for implementation of Z-0552/24 (petroleum supply and
8 pricing). If chapter . . . , Laws of 2024 (petroleum supply and
9 pricing) is not enacted by June 30, 2024, the amount provided in this
10 subsection lapses.

11 **Sec. 209.** 2023 c 472 s 209 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
14 **—PROGRAM B**

15	State Route Number 520 Corridor Account—State	
16	Appropriation.	((\$58,854,000))
17		<u>\$66,619,000</u>
18	State Route Number 520 Civil Penalties Account—State	
19	Appropriation.	\$4,178,000
20	Tacoma Narrows Toll Bridge Account—State	
21	Appropriation.	((\$30,729,000))
22		<u>\$34,396,000</u>
23	Alaskan Way Viaduct Replacement Project Account—	
24	State Appropriation.	((\$20,701,000))
25		<u>\$22,539,000</u>
26	Interstate 405 and State Route Number 167 Express	
27	Toll Lanes Account—State Appropriation.	((\$23,756,000))
28		<u>\$25,522,000</u>
29	TOTAL APPROPRIATION.	((\$138,218,000))
30		<u>\$153,254,000</u>

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

33 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
34 appropriation and ((~~\$12,484,000~~)) \$12,820,000 of the state route
35 number 520 corridor account—state appropriation are provided solely
36 for the purposes of addressing unforeseen operations and maintenance
37 costs on the Tacoma Narrows bridge and the state route number 520
38 bridge, respectively. The office of financial management shall place

1 the amounts provided in this subsection, which represent a portion of
2 the required minimum fund balance under the policy of the state
3 treasurer, in unallotted status. The office may release the funds
4 only when it determines that all other funds designated for
5 operations and maintenance purposes have been exhausted.

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

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

21 (b) Underlying congestion measurements, that is, speeds, that are
22 being used to generate the summary graphs provided, to be made
23 available in a digital file format.

24 (3) (~~(\$314,000)~~) \$535,000 of the Interstate 405 and state route
25 number 167 express toll lanes account—state appropriation,
26 (~~(\$734,000)~~) \$1,245,000 of the state route number 520 corridor
27 account—state appropriation, (~~(\$315,000)~~) \$535,000 of the Tacoma
28 Narrows toll bridge account—state appropriation, and (~~(\$413,000)~~)
29 \$702,000 of the Alaskan Way viaduct replacement project account—state
30 appropriation are provided solely for the reappropriation of unspent
31 funds on the new tolling back office system from the 2021-2023 fiscal
32 biennium.

33 (4) The department shall make detailed annual reports to the
34 transportation committees of the legislature and the public on the
35 department's website in a manner consistent with past practices as
36 specified in section 209(5), chapter 186, Laws of 2022.

37 (5) As part of the department's 2025-2027 biennial budget
38 request, the department shall update the cost allocation
39 recommendations that assign appropriate costs to each of the toll

1 funds for services provided by relevant Washington state department
2 of transportation programs, the Washington state patrol, and the
3 transportation commission. The recommendations shall be based on
4 updated traffic and toll transaction patterns and other relevant
5 factors.

6 (6) Up to (~~(\$16,460,000)~~) \$16,648,000 of the amounts provided for
7 operations and maintenance expenses on the state route number 520
8 facility from the state route number 520 corridor account during the
9 2023-2025 fiscal biennium in this act are derived from the receipt of
10 federal American rescue plan act of 2021 funds and not toll revenues.

11 **Sec. 210.** 2023 c 472 s 210 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
14 **C**

15	Transportation Partnership Account—State	
16	Appropriation.	\$1,494,000
17	Motor Vehicle Account—State Appropriation.	((\$122,240,000))
18		<u>\$122,697,000</u>
19	Puget Sound Ferry Operations Account—State	
20	Appropriation.	\$307,000
21	Multimodal Transportation Account—State	
22	Appropriation.	((\$2,986,000))
23		<u>\$2,988,000</u>
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation.	\$1,488,000
26	TOTAL APPROPRIATION.	((\$128,515,000))
27		<u>\$128,974,000</u>

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

30 (~~(1)~~) \$2,006,000 of the motor vehicle account—state
31 appropriation is provided solely for hardware cost increases. Before
32 any hardware replacement, the department, in consultation with
33 WaTech, must further review leasing options.

34 (~~(2) The appropriations in this section provide sufficient~~
35 ~~funding for the department assuming vacancy savings that may change~~
36 ~~over time. Funding for staffing will be monitored and adjusted in the~~
37 ~~2024 supplemental transportation appropriations act to restore~~
38 ~~funding as authorized staffing levels are achieved.))~~

1 **Sec. 211.** 2023 c 472 s 211 (uncodified) is amended to read as
2 follows:

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

5 Motor Vehicle Account—State Appropriation.	(\$39,987,000)
	<u>\$40,356,000</u>
7 Move Ahead WA Account—State Appropriation.	\$2,532,000
8 State Route Number 520 Corridor Account—State	
9 Appropriation.	\$34,000
10 TOTAL APPROPRIATION.	(\$42,553,000)
	<u>\$42,922,000</u>

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

14 ~~((2)(a)(i))~~ (1) \$500,000 of the move ahead WA account—state
15 appropriation is provided solely for the department to conduct a
16 detailed space study and develop an implementation plan that builds
17 off the findings and recommendations of the department's "Telework
18 Impact Study" completed in September 2022. Such efforts must also
19 incorporate office space use reduction requirements for the
20 department in this act as well as current and planned telework
21 levels. The detailed space study and development of the
22 implementation plan must be conducted in consultation with the office
23 of financial management and the department of enterprise services,
24 and must focus on office and administrative space efficiency,
25 providing specific recommendations, cost estimates, and cost savings.
26 While focused on office and administrative space, the department is
27 encouraged to review other types of facilities where efficiencies can
28 be achieved. The final study report must include:

29 ~~((A))~~ (a) The development of low, medium, and high scenarios
30 based on reducing space use, with the high space reduction scenario
31 being based on a minimum of a 30 percent reduction by 2030;

32 ~~((B))~~ (b) Detailed information on any increased capital and
33 other implementation costs under each scenario;

34 ~~((C))~~ (c) Detailed information on reduced costs, such as
35 leases, facility maintenance, and utilities, under each scenario;

36 ~~((D))~~ (d) An analysis of opportunities to collocate with other
37 state, local, and other public agencies to reduce costs and improve
38 cost-efficiency while meeting utilization standards; and

1 (a) A list of department owned and managed fuel sites prioritized
2 by urgency of replacement;

3 (b) A discussion of department practices that would create a
4 sustained revenue source for capital repair and replacement of fuel
5 sites; and

6 (c) A discussion of to what extent the fuel site infrastructure
7 can support zero emissions vehicles.

8 (2)(a) \$100,000 of the multimodal transportation account—state
9 appropriation is provided solely for the department to administer a
10 pilot program to install and test intelligent speed monitoring
11 technology in a portion of the department's fleet of vehicles while
12 using global positioning system technology and other mapping tools to
13 monitor vehicle location and corresponding speed limits on traveled
14 roadways.

15 (b) The pilot program must begin by January 1, 2024, for a 12-
16 month period. By June 30, 2025, the department must report to the
17 transportation committees of the legislature the results of the pilot
18 program and provide any legislative or policy recommendations.

19 **Sec. 213.** 2023 c 472 s 213 (uncodified) is amended to read as
20 follows:

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

22 Aeronautics Account—State Appropriation.	((\$13,979,000))
	<u>\$14,573,000</u>
24 Aeronautics Account—Federal Appropriation.	((\$3,650,000))
	<u>\$5,579,000</u>
26 Aeronautics Account—Private/Local Appropriation.	\$60,000
27 TOTAL APPROPRIATION.	((\$17,689,000))
	<u>\$20,212,000</u>

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

31 (1) \$2,000,000 of the aeronautics account—state appropriation is
32 provided solely for the move ahead WA aviation grants. The department
33 shall prioritize projects eligible for federal funding.

34 (2) \$1,476,000 of the aeronautics account—state appropriation is
35 provided solely for sustainable aviation grants recommended by the
36 department under the sustainable aviation grants program. The
37 department shall submit a report to the transportation committees of
38 the legislature by October 1, 2024, identifying a selection of

1 sustainable aviation projects for funding by the legislature. In
2 considering projects to recommend to fund, the department shall only
3 consider projects that advance the state of sustainable aviation
4 technology and lead to future innovation. Innovative sustainable
5 aviation projects may include, but are not limited to, pilot projects
6 demonstrating the use of:

- 7 (a) Mobile battery charging technology;
- 8 (b) Hydrogen electrolyzers and storage;
- 9 (c) Electric ground equipment; and
- 10 (d) Hanger charging technology.

11 (3) \$300,000 of the aeronautics account—state appropriation is
12 provided solely for the department to develop a statewide advanced
13 air mobility aircraft plan to develop and integrate advanced air
14 mobility aircraft into current modal systems. The department shall
15 submit a report by June 1, 2025, to the office of financial
16 management and the transportation committees of the legislature
17 including, but not limited to:

18 (a) Near, medium, and long-term recommendations for land use
19 planning for advanced and urban air mobility vertiports and
20 vertistops;

21 (b) An inventory of infrastructure needs to support a statewide
22 vertiport network and a recommended program to deploy funds to local
23 governments to share costs;

24 (c) Proposed state governance structures and regulatory
25 mechanisms to adequately complement federal aviation administration
26 oversight;

27 (d) Recommended policies to foster vertiport and vertistop
28 infrastructure development that ensure open public access, efficiency
29 in land use siting, and equitable distribution across the state; and

30 (e) In consultation with local jurisdictions, planning
31 organizations, and other modal managers, recommendations on advanced
32 air mobility aircraft integration into statewide transportation
33 plans.

34 (4) \$1,931,000 of the aeronautics account—state appropriation is
35 provided solely for the implementation of chapter 463, Laws of 2023
36 (commercial aviation services). (~~If chapter 463, Laws of 2023 is not~~
37 ~~enacted by June 30, 2023, the amount in this subsection lapses.~~)
38 Funding is provided to support the work of the department and the
39 commercial aviation work group including, but not limited to,
40 conducting meaningful community engagement with overburdened and

1 vulnerable populations to address the state's transportation needs
2 and the environmental justice impact of aviation on communities.

3 **Sec. 214.** 2023 c 472 s 214 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
6 **SUPPORT—PROGRAM H**

7 Motor Vehicle Account—State Appropriation.	((\$64,470,000))
	<u>\$65,644,000</u>
8 Motor Vehicle Account—Federal Appropriation.	\$500,000
9 Multimodal Transportation Account—State	
10 Appropriation.	\$851,000
11 Move Ahead WA Flexible Account—State Appropriation.	\$572,000
12 TOTAL APPROPRIATION.	((\$66,393,000))
13	<u>\$67,567,000</u>
14	

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

17 (1) During the 2023-2025 fiscal biennium, if the department takes
18 possession of the property situated in the city of Edmonds for which
19 a purchase agreement was executed between Unocal and the department
20 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
21 confirms that the property is still no longer needed for
22 transportation purposes, the department shall provide the city of
23 Edmonds with the first right of purchase at fair market value in
24 accordance with RCW 47.12.063(3) for the city's intended use of the
25 property to rehabilitate near-shore habitat for salmon and related
26 species.

27 (2) \$469,000 of the motor vehicle account—state appropriation is
28 reappropriated and provided solely for the implementation of chapter
29 217, Laws of 2021 (noxious weeds).

30 (3) The department shall determine the fair market value of the
31 northern parcel of site 14 on the Puget Sound Gateway Program SR 509
32 Completion Project Surplus Property list, located immediately south
33 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
34 Des Moines, to be submitted to the transportation committees of the
35 legislature by December 15, 2023, for an evaluation of possible next
36 steps for use of the property that is in the public interest.

37 (4) ~~((The appropriations in this section provide sufficient~~
38 ~~funding for the department assuming vacancy savings that may change~~

1 ~~over time. Funding for staffing will be monitored and adjusted in the~~
2 ~~2024 supplemental transportation appropriations act to restore~~
3 ~~funding as authorized staffing levels are achieved.~~

4 ~~(5))~~ (a) \$572,000 of the move ahead WA flexible account—state
5 appropriation is provided solely to track and maximize clean fuels
6 credits and revenue generated by state agencies pursuant to chapter
7 70A.535 RCW.

8 (b) The ~~((LEAP))~~ OFM Transportation Document ~~((2023-2-ALL~~
9 ~~PROJECTS as developed April 21))~~ 2024-1: Proposed Transportation
10 Project List as developed December 13, 2023, anticipates fulfillment
11 of the requirements under chapter 70A.535 RCW of generating credits
12 and revenue for transportation investments funded in an omnibus
13 transportation appropriations act, including the move ahead WA
14 transportation package. The omnibus transportation appropriations act
15 anticipates credits for ferry electrification for new hybrid electric
16 vessels, active transportation, transit programs and projects,
17 alternative fuel infrastructure, connecting communities, and
18 multimodal investments.

19 (c) Pursuant to the reporting requirements of RCW 70A.535.050(5),
20 the department must present a detailed projection of the credit
21 revenues generated and achieved directly as a result of the funding
22 and activities in this subsection.

23 ~~((6))~~ (5) \$93,000 of the multimodal transportation account—
24 state appropriation is provided solely for the implementation of
25 chapter 169, Laws of 2023 (climate resilience strategy). ~~((If chapter~~
26 ~~169, Laws of 2023 is not enacted by June 30, 2023, the amount~~
27 ~~provided in this subsection lapses.))~~

28 (6) (a) \$500,000 of the motor vehicle account—state appropriation
29 is for the department to study and make recommendations on
30 alternative delivery methods that may be used by the department in
31 public works contracting. At a minimum, the study should review the
32 alternative delivery methods and processes utilized by the agency to
33 date, assess the overall effectiveness of each of the delivery
34 methods, engage with experts to understand national and international
35 trends in alternative delivery contracting, and make recommendations
36 on next steps. The department may contract with consultants for
37 support in studying alternative delivery methods and drafting
38 recommendations.

1 (b) In developing its alternative delivery method
2 recommendations, the department must engage with industry
3 stakeholders including, but not limited to, the engineering,
4 contracting, and women and minority-owned business community.

5 (c) The department must submit a preliminary report to the office
6 of the governor and the chairs and ranking members of the
7 transportation committees of the legislature by December 15, 2024.
8 The work group must submit a final report, including any
9 recommendations or draft legislation, to the office of the governor
10 and the chairs and ranking members of the transportation committees
11 of the legislature by June 30, 2025.

12 (7) To assist the department as it continues to make progress on
13 meeting the requirements of the federal *U.S. v. Washington* court
14 injunction and to address estimated programmatic cost increases,
15 within the funding provided in this section, the department shall
16 analyze contracting methods, alternative bundling concepts, and other
17 options to manage costs. The department shall provide a report
18 outlining recommendations to the governor and transportation
19 committees of the legislature by December 15, 2024.

20 **Sec. 215.** 2023 c 472 s 215 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
23 **PROGRAM K**

24 Motor Vehicle Account—State Appropriation.	(\$694,000)
	<u>\$703,000</u>
26 Electric Vehicle Account—State Appropriation.	\$4,746,000
27 Multimodal Transportation Account—State	
28 Appropriation.	\$4,400,000
29 Multimodal Transportation Account—Federal	
30 Appropriation.	\$25,000,000
31 Carbon Emissions Reduction Account—State	
32 Appropriation.	(\$164,600,000)
	<u>\$184,600,000</u>
34 TOTAL APPROPRIATION.	(\$199,440,000)
	<u>\$219,449,000</u>

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

1 (1) \$3,746,000 of the electric vehicle account—state
2 appropriation and (~~(\$30,000,000)~~) \$50,000,000 of the carbon
3 (~~(reduction)~~) emissions reduction account—state appropriation are
4 provided solely for the clean alternative fuel vehicle charging and
5 refueling infrastructure program in chapter 287, Laws of 2019
6 (advancing green transportation adoption).

7 (2) \$1,000,000 of the electric vehicle account—state
8 appropriation and \$500,000 of the multimodal transportation account—
9 state appropriation are provided solely for a colocated DC fast
10 charging and hydrogen fueling station near the Wenatchee or East
11 Wenatchee area near a state route or near or on a publicly owned
12 facility to service passenger, light-duty and heavy-duty vehicles.
13 The hydrogen fueling station must include a DC fast charging station
14 colocated at the hydrogen fueling station site. Funds may be used for
15 one or more fuel cell electric vehicles that would utilize the
16 fueling stations. The department must contract with a public utility
17 district that produces hydrogen in the area to own and/or manage and
18 provide technical assistance for the design, planning, permitting,
19 construction, maintenance and operation of the hydrogen fueling
20 station. The department and public utility district are encouraged to
21 collaborate with and seek contributions from additional public and
22 private partners for the fueling station.

23 (~~(+5)~~) (3) The public-private partnerships program must continue
24 to explore retail partnerships at state-owned park and ride
25 facilities, as authorized in RCW 47.04.295.

26 (~~(+6)~~) (4) \$1,200,000 of the multimodal transportation account—
27 state appropriation and \$2,000,000 of the carbon (~~(reduction)~~)
28 emissions reduction account—state appropriation are provided solely
29 for the pilot program established under chapter 287, Laws of 2019
30 (advancing green transportation adoption) to provide clean
31 alternative fuel vehicle use opportunities to underserved communities
32 and low to moderate income members of the workforce not readily
33 served by transit or located in transportation corridors with
34 emissions that exceed federal or state emissions standards.
35 Consistent with the geographical diversity element described in RCW
36 47.04.355(4), the legislature strongly encourages the department to
37 consider implementing the pilot in both urban and rural communities
38 if possible, to obtain valuable information on the needs of

1 underserved communities located in different geographical locations
2 in Washington.

3 ~~((7))~~ (5) \$120,000,000 of the carbon emissions reduction
4 account—state appropriation is provided solely for implementation of
5 zero-emission commercial vehicle infrastructure and incentive
6 programs and for the replacement of school buses powered by fossil
7 fuels with zero-emission school buses, including the purchase and
8 installation of zero-emission school bus refueling infrastructure.

9 (a) Of this amount, \$20,000,000 is for the department to
10 administer an early action grant program to provide expedited funding
11 to zero-emission commercial vehicle infrastructure demonstration
12 projects. The department must contract with a third-party
13 administrator to implement the early action grant program.

14 (b) The office of financial management shall place the remaining
15 \$100,000,000 in unallotted status until the joint transportation
16 committee completes the medium and heavy duty vehicle infrastructure
17 and incentive strategy required under section 204 ~~((of this act))~~,
18 chapter 472, Laws of 2023. The director of the office of financial
19 management or the director's designee shall consult with the chairs
20 and ranking members of the transportation committees of the
21 legislature prior to making a decision to allot these funds.

22 ~~((8))~~ (6) \$3,000,000 of the carbon emissions reduction account—
23 state appropriation is provided solely for hydrogen refueling
24 infrastructure investments. The office of financial management shall
25 place the amounts provided in this subsection in unallotted status
26 until the joint transportation committee completes the medium and
27 heavy duty vehicle infrastructure and incentive strategy required
28 under section 204 ~~((of this act))~~, chapter 472, Laws of 2023. The
29 director of the office of financial management or the director's
30 designee shall consult with the chairs and ranking members of the
31 transportation committees of the legislature prior to making a
32 decision to allot these funds.

33 ~~((9))~~ (7) \$2,100,000 of the carbon emissions reduction account—
34 state appropriation is provided solely to fund electric vehicle
35 charging infrastructure for the electric charging megasite project at
36 Mount Vernon library commons.

37 ~~((10))~~ (8) \$2,500,000 of the carbon emissions reduction account
38 —state appropriation is provided solely for zero emission cargo
39 handling equipment incentives. The office of financial management

1 shall place the amounts provided in this subsection in unallotted
2 status until the joint transportation committee completes the medium
3 and heavy duty vehicle and cargo handling and off-road equipment
4 infrastructure and incentive strategy required under section 204 (~~of~~
5 ~~this act~~), chapter 472, Laws of 2023. The director of the office of
6 financial management or the director's designee shall consult with
7 the chairs and ranking members of the transportation committees of
8 the legislature prior to making a decision to allot these funds.

9 ~~((11))~~ (9) \$5,000,000 of the carbon emissions reduction account
10 —state appropriation is provided solely for clean off-road equipment
11 incentives. The office of financial management shall place the
12 amounts provided in this subsection in unallotted status until the
13 joint transportation committee completes the medium and heavy duty
14 vehicle and cargo handling and off-road equipment infrastructure and
15 incentive strategy required under section 204 (~~of this act~~),
16 chapter 472, Laws of 2023. The director of the office of financial
17 management or the director's designee shall consult with the chairs
18 and ranking members of the transportation committees of the
19 legislature prior to making a decision to allot these funds.

20 ~~((12))~~ (10) \$2,500,000 of the multimodal transportation account
21 —state appropriation is provided solely for the department to
22 coordinate with cities, counties, ports, and private entities to
23 develop actionable recommendations for state assistance in the
24 development of specific candidate truck parking sites to be developed
25 with amenities, identified by location. The department shall identify
26 private land parcels for potential development of sites, which may
27 include, but should not be limited to, a feasibility analysis of
28 sites adjacent to Interstate 90 near North Bend for a 400 to 600
29 space truck parking site. The public benefit of each potential truck
30 parking site must be included in this assessment. The department
31 shall consider opportunities for the state to provide assistance in
32 the development of truck parking sites, including possible
33 opportunities to provide assistance in land acquisition and
34 evaluating land use requirements. The department must update the
35 transportation committees of the legislature on agency activities and
36 their status by December 1, 2023, and to provide a final report to
37 the transportation committees of the legislature by December 1, 2024.

38 **Sec. 216.** 2023 c 472 s 216 (uncodified) is amended to read as
39 follows:

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

2	Motor Vehicle Account—State Appropriation.	((\$535,033,000))
3		<u>\$578,337,000</u>
4	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
5	Move Ahead WA Account—State Appropriation.	\$50,000,000
6	<u>RV Account—State Appropriation.</u>	<u>\$600,000</u>
7	State Route Number 520 Corridor Account—State	
8	Appropriation.	((\$4,838,000))
9		<u>\$4,841,000</u>
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation.	\$1,585,000
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation.	\$8,752,000
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	\$2,624,000
16	TOTAL APPROPRIATION.	((\$609,832,000))
17		<u>\$653,739,000</u>

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

20 (1) \$5,000,000 of the motor vehicle account—state appropriation
21 is provided solely for a contingency pool for snow and ice removal.
22 The department must notify the office of financial management and the
23 transportation committees of the legislature when they have spent the
24 base budget for snow and ice removal and will begin using the
25 contingency pool funding.

26 (2) (a) \$115,000 of the state route number 520 corridor account—
27 state appropriation is provided solely for the department to enter
28 into a dispute resolution process with local jurisdictions to produce
29 interagency agreements to address the ongoing facility and landscape
30 maintenance of the three state route number 520 eastside lids and
31 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
32 92nd Avenue NE.

33 (b) The agreements pursuant to (a) of this subsection must be
34 executed by June 30, 2024.

35 (3) ~~((The appropriations in this section provide sufficient
36 funding for the department assuming vacancy savings that may change
37 over time. Funding for staffing will be monitored and adjusted in the
38 2024 supplemental transportation appropriations act to restore
39 funding as authorized staffing levels are achieved.~~

1 ~~(4)~~) (a) (~~(\$7,000,000)~~) \$17,000,000 of the motor vehicle account—
2 state appropriation is provided solely for the department to address
3 the risks to safety and public health associated with homeless
4 encampments on department owned rights-of-way. The department must
5 coordinate and work with local government officials and social
6 service organizations who provide services and direct people to
7 housing alternatives that are not in highway rights-of-way to help
8 prevent future encampments from forming on highway rights-of-way and
9 may reimburse the organizations doing this outreach assistance who
10 transition people into treatment or housing or for debris clean up on
11 highway rights-of-way. A minimum of \$2,000,000 of this appropriation
12 must be used to deliver more frequent removal of litter on the
13 highway rights-of-way that is generated by unsheltered people and may
14 be used to hire crews specializing in collecting and disposing of
15 garbage, clearing debris or hazardous material, and implementing
16 safety improvements where hazards exist to the traveling public and
17 department employees. The department may use these funds to either
18 reimburse local law enforcement costs or the Washington state patrol
19 if they are providing enhanced safety to department staff during
20 debris cleanup or during efforts to prevent future encampments from
21 forming on highway rights-of-way.

22 (b) Beginning November 1, 2023, and semiannually thereafter, the
23 Washington state patrol and the department of transportation must
24 jointly submit a report to the governor and the transportation
25 committees of the legislature on the status of these efforts,
26 including:

27 (i) A summary of the activities related to addressing
28 encampments, including information on arrangements with local
29 governments or other entities related to these activities;

30 (ii) A description of the planned activities in the ensuing two
31 quarters to further address the emergency hazards and risks along
32 state highway rights-of-way; and

33 (iii) Recommendations for executive branch or legislative action
34 to achieve the desired outcome of reduced emergency hazards and risks
35 along state highway rights-of-way.

36 ~~((5))~~ (4) \$1,000,000 of the motor vehicle account—state
37 appropriation is provided solely for a partnership program between
38 the department and the city of Spokane, to be administered in
39 conjunction with subsection ~~((4))~~ (3) of this section. The program
40 must address the safety and public health problems created by

1 homeless encampments on the department's property along state
2 highways within the city limits. \$555,000 of the motor vehicle
3 account—state appropriation is for dedicated department maintenance
4 staff and associated clean-up costs. The department and the city of
5 Spokane shall enter into a reimbursable agreement to cover up to
6 \$445,000 of the city's expenses for clean-up crews and landfill
7 costs.

8 ~~((+6))~~ (5) \$1,025,000 of the motor vehicle account—state
9 appropriation is provided solely for the department to implement
10 safety improvements and debris clean up on department-owned rights-
11 of-way in the city of Seattle at levels above that being implemented
12 as of January 1, 2019, to be administered in conjunction with
13 subsection ~~((+4))~~ (3) of this section. The department must maintain
14 a crew dedicated solely to collecting and disposing of garbage,
15 clearing debris or hazardous material, and implementing safety
16 improvements where hazards exist to the traveling public, department
17 employees, or people encamped upon department-owned rights-of-way.
18 The department may request assistance from the Washington state
19 patrol as necessary in order for both agencies to provide enhanced
20 safety-related activities regarding the emergency hazards along state
21 highway rights-of-way in the Seattle area.

22 ~~((+7))~~ (6) \$1,015,000 of the motor vehicle account—state
23 appropriation is provided solely for a partnership program between
24 the department and the city of Tacoma, to be administered in
25 conjunction with subsection ~~((+4))~~ (3) of this section. The program
26 must address the safety and public health problems created by
27 homeless encampments on the department's property along state
28 highways within the city limits. \$570,000 of the motor vehicle
29 account—state appropriation is for dedicated department maintenance
30 staff and associated clean-up costs. The department and the city of
31 Tacoma shall enter into a reimbursable agreement to cover up to
32 \$445,000 of the city's expenses for clean-up crews and landfill
33 costs.

34 ~~((+8))~~ (7) \$1,500,000 of the motor vehicle account—state
35 appropriation is provided solely for the department to contract with
36 the city of Fife to address the risks to safety and public health
37 associated with homeless encampments on department-owned rights-of-
38 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
39 and adjacent to the city limits pursuant to section 216(10), chapter

1 186, Laws of 2022. However, the amount provided in this subsection
 2 must be placed in unallotted status and may not be spent prior to
 3 November 1, 2023. If, after November 1, 2023, the department, in
 4 consultation with the office of financial management, determines that
 5 the department fully spent the \$2,000,000 appropriated in section
 6 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal
 7 biennium for this purpose, the amount provided in this subsection
 8 must remain in unallotted status and unspent. If the department did
 9 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
 10 the department may only spend from the appropriation in this
 11 subsection an amount not in excess of the amount unspent from the
 12 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
 13 amount to remain in unallotted status and unspent. In no event may
 14 the department spend more than \$2,000,000 within the 2021-2023 and
 15 2023-2025 fiscal biennia for this purpose.

16 **Sec. 217.** 2023 c 472 s 217 (uncodified) is amended to read as
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
 19 **PROGRAM Q—OPERATING**

20	Highway Safety Fund—State Appropriation.	\$3,529,000
21	Motor Vehicle Account—State Appropriation.	((85,466,000))
22		<u>\$87,491,000</u>
23	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
24	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
25	Move Ahead WA Account—State Appropriation.	\$3,090,000
26	Multimodal Transportation Account—State	
27	Appropriation.	\$5,000,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation.	\$247,000
30	Tacoma Narrows Toll Bridge Account—State	
31	Appropriation.	\$44,000
32	Alaskan Way Viaduct Replacement Project Account—	
33	State Appropriation.	\$1,122,000
34	Interstate 405 and State Route Number 167 Express	
35	Toll Lanes Account—State Appropriation.	\$37,000
36	TOTAL APPROPRIATION.	((100,879,000))
37		<u>\$102,904,000</u>

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

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

10 (2) (a) During the 2023-2025 fiscal biennium, the department shall
11 continue a pilot program that expands private transportation
12 providers' access to high occupancy vehicle lanes. Under the pilot
13 program, when the department reserves a portion of a highway based on
14 the number of passengers in a vehicle, the following vehicles must be
15 authorized to use the reserved portion of the highway if the vehicle
16 has the capacity to carry eight or more passengers, regardless of the
17 number of passengers in the vehicle: (i) Auto transportation company
18 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
19 carrier vehicles regulated under chapter 81.70 RCW, except marked or
20 unmarked stretch limousines and stretch sport utility vehicles as
21 defined under department of licensing rules; (iii) private nonprofit
22 transportation provider vehicles regulated under chapter 81.66 RCW;
23 and (iv) private employer transportation service vehicles. For
24 purposes of this subsection, "private employer transportation
25 service" means regularly scheduled, fixed-route transportation
26 service that is offered by an employer for the benefit of its
27 employees. Nothing in this subsection is intended to authorize the
28 conversion of public infrastructure to private, for-profit purposes
29 or to otherwise create an entitlement or other claim by private users
30 to public infrastructure.

31 (b) The department shall expand the high occupancy vehicle lane
32 access pilot program to vehicles that deliver or collect blood,
33 tissue, or blood components for a blood-collecting or distributing
34 establishment regulated under chapter 70.335 RCW. Under the pilot
35 program, when the department reserves a portion of a highway based on
36 the number of passengers in a vehicle, blood-collecting or
37 distributing establishment vehicles that are clearly and identifiably
38 marked as such on all sides of the vehicle are considered emergency

1 vehicles and must be authorized to use the reserved portion of the
2 highway.

3 (c) The department shall expand the high occupancy vehicle lane
4 access pilot program to for hire nonemergency medical transportation
5 vehicles, when in use for medical purposes, as described in section
6 ~~208((24) of this act))~~ (20), chapter 472, Laws of 2023. Under the
7 pilot program, when the department reserves a portion of a highway
8 based on the number of passengers in a vehicle, nonemergency medical
9 transportation vehicles that meet the requirements identified in
10 section ~~208((24) of this act))~~ (20), chapter 472, Laws of 2023 must
11 be authorized to use the reserved portion of the highway.

12 (d) Nothing in this subsection is intended to exempt these
13 vehicles from paying tolls when they do not meet the occupancy
14 requirements established by the department for express toll lanes.

15 (3) The appropriations in this section assume implementation of
16 additional cost recovery mechanisms to recoup at least \$100,000 in
17 credit card and other financial transaction costs related to the
18 collection of fees imposed under RCW 46.17.400, 46.44.090, and
19 46.44.0941 for driver and vehicle fee transactions beginning January
20 1, 2023. The department may recover transaction fees incurred through
21 credit card transactions.

22 (4) The department shall promote safety messages encouraging
23 drivers to slow down and move over and pay attention when emergency
24 lights are flashing on the side of the road and other suitable safety
25 messages on electronic message boards the department operates across
26 the state. The messages must be promoted through June 30, 2025. The
27 department may coordinate such messaging with any statewide public
28 awareness campaigns being developed by the department of licensing or
29 the Washington state traffic safety commission, or both.

30 (5) \$5,000,000 of the multimodal transportation account—state
31 appropriation is provided solely for the department to address
32 emergent issues related to safety for pedestrians and bicyclists.
33 Funds may only be spent after approval from the office of financial
34 management. By December 15th of each odd-numbered year, the
35 department shall provide a report to the legislature listing all
36 emergent issues addressed in the prior fiscal biennium.

37 ~~((7))~~ (6) \$3,529,000 of the highway safety account—state
38 appropriation is provided solely for implementation of chapter 17,
39 Laws of 2023 (speed safety cameras). ~~((If chapter 17, Laws of 2023 is~~

1 ~~not enacted by June 30, 2023, the amount provided in this subsection~~
2 ~~lapses.~~

3 ~~(8))~~ (7) \$1,279,000 of the move ahead WA account—state
4 appropriation is provided solely for maintenance and operations of
5 the virtual coordination center. The department is encouraged to
6 apply for federal grant funds for the virtual coordination center and
7 may use state funds as a match. By December 1, 2023, the department
8 shall report to the transportation committees of the legislature: (a)
9 Recommendations to expand the center's operations, including specific
10 additional jurisdictions and corridors across the state; and (b)
11 amounts received and dates of receipt of any new cash and in-kind
12 matches from virtual coordination center partners including, but not
13 limited to, the city of Seattle, King county, other state and local
14 jurisdictions, and private sector partners.

15 ~~((9))~~ (8) \$100,000 of the motor vehicle account—state
16 appropriation is provided solely for the department to prepare and
17 submit a report to the transportation committees of the legislature
18 by December 1, 2024, with a prioritized list of recommendations for
19 improving safety and mobility on Interstate 90 between North Bend and
20 Cle Elum during winter weather events, including estimated costs. The
21 recommendations must include, but are not limited to, options to
22 improve compliance with traction tire and chain requirements and
23 reduce snow-related closures.

24 ~~((11))~~ (9)(a) \$5,000,000 of the motor vehicle account—state
25 appropriation is provided solely for the department, in coordination
26 with the independent review team of the joint transportation
27 committee, to conduct an analysis of highway, road, and freight rail
28 transportation needs, options, and impacts from shifting the movement
29 of freight and goods that currently move by barge through the lower
30 Snake river dams to highways, other roads, and rail. The study should
31 generate volume estimates and evaluate scenarios for changes in
32 infrastructure and operations that would be necessary to address
33 those additional volumes. The assessment must include quantitative
34 analysis based on available data in terms of both financial and
35 carbon emission costs; and qualitative input gathered from tribal
36 governments, local governments, freight interests, and other key
37 stakeholders, including impacts on disadvantaged/underserved
38 communities. The analysis must include a robust public engagement
39 process to solicit feedback from interested stakeholders including

1 but not limited to: Residents and officials in affected cities and
2 counties; stakeholders involved in railroad, agriculture, fishing,
3 trucking, shipping and other related industries; appropriate Native
4 American tribes; representatives of advocacy and community
5 organizations; and transportation, public works, and economic
6 development organizations in the affected areas, federal highway
7 administration and army corps of engineers. The analysis must be
8 informed by the work of the joint transportation committee's
9 independent review team, and must include the following:

10 (i) Existing volumes and traffic patterns;

11 (ii) Potential changes in volumes and traffic patterns
12 immediately following the loss of freight movement by barge and over
13 the following 20 years, including the carbon emissions impact of this
14 mode shift;

15 (iii) Identification of whether regional geography, land
16 availability, and state and federal regulatory processes would allow
17 for rail and road expansions and increased capacity;

18 (iv) Identification of potential infrastructure and operational
19 improvements to existing highways, other roads, and rail, including
20 additional access to facilities, needed to accommodate the higher
21 freight volumes and impacts and potential opportunities to mitigate
22 impacts on shipping rates;

23 (v) Identification of rail line development options, including
24 impacts and potential opportunities to mitigate impacts on grain
25 storage and handling facilities at regional unit train yards and port
26 export facilities;

27 (vi) An assessment of costs associated with mitigating potential
28 slope failure and stabilization necessitated by the drawdown of the
29 river. An assessment of impacts and potential opportunities to
30 mitigate impacts on adjacent roads, bridges, railroads, and utility
31 corridors shall be included;

32 (vii) Both financial and carbon cost estimates for development
33 and implementation of identified needs and options, including
34 planning, design, and construction;

35 (viii) Analysis of the impacts and potential opportunities to
36 mitigate impacts of these infrastructure changes on environmental
37 justice and disadvantaged/underserved communities during
38 construction, as well as from future operations;

39 (ix) Analysis of safety impacts and potential opportunities to
40 mitigate impacts for a shift from barge transportation to rail or

1 truck, including increases in rural community traffic and consistency
2 with the Washington State Strategic Highway Safety Plan: Target Zero;

3 (x) Impacts and potential opportunities to mitigate impacts on
4 highly affected commodities, including agriculture, petroleum,
5 project cargo, and wind energy components;

6 (xi) Analysis of the impacts and potential opportunities to
7 mitigate impacts that reduced competition resulting from removing
8 barging of agricultural products on the Snake river would have on
9 Washington's agricultural industry along with impacts modal shifts
10 would have on the entire supply chain, including export facilities
11 and ports on the Lower Columbia River; and

12 (xii) Determination of the feasibility that additional east-west
13 freight rail capacity can be achieved, particularly through Columbia
14 River Gorge, and the alternative routes that exist in the event that
15 adding more infrastructure on these routes is not feasible.

16 (b) The department shall provide status updates on a quarterly
17 basis in coordination with the joint transportation committee. The
18 legislature intends to require a final report to the governor and the
19 transportation committees of the legislature by December 31, 2026.

20 (10) \$1,000,000 of the motor vehicle account—state appropriation
21 is provided solely for the department to develop a highway speed
22 safety camera pilot program to test two to three automated traffic
23 safety cameras on state highways. The goals of the automated highway
24 speed safety camera pilot program are to test existing speed camera
25 technology, determine the impact on speeding behavior in areas of
26 testing, and compile public response to the use of traffic safety
27 cameras on highways. The department must work with the Washington
28 state patrol and the traffic safety commission to develop the pilot
29 program including, but not limited to: Selection of technology;
30 placement of cameras in high speed, collision, or fatality locations;
31 establishment of public notification and warning signs prior to
32 entering in an area with a speed safety camera; outreach and public
33 engagement in the program development and site selection process; and
34 process to collect and report data including rates of speed prior to,
35 during, and after presence of speed safety cameras and public
36 response to cameras. Automated traffic safety cameras may only take
37 pictures of the vehicle and the vehicle license plates and ticketing
38 of violators is prohibited during the pilot program. The department
39 may notify drivers of rates of speed. The department shall provide a
40 pilot program progress report to the governor and transportation

1 committees of the legislature by September 30, 2024, to include
2 public input to safety cameras, evaluation of technologies, and
3 changes in speeding behavior.

4 **Sec. 218.** 2023 c 472 s 218 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
7 **SUPPORT—PROGRAM S**

8	Motor Vehicle Account—State Appropriation.	((\$62,639,000))
9		<u>\$63,462,000</u>
10	Motor Vehicle Account—Federal Appropriation.	\$780,000
11	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
12	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
13	Puget Sound Ferry Operations Account—State	
14	Appropriation.	((\$510,000))
15		<u>\$509,000</u>
16	Multimodal Transportation Account—State	
17	Appropriation.	((\$22,323,000))
18		<u>\$22,723,000</u>
19	State Route Number 520 Corridor Account—State	
20	Appropriation.	\$220,000
21	Tacoma Narrows Toll Bridge Account—State	
22	Appropriation.	\$136,000
23	Alaskan Way Viaduct Replacement Project Account—	
24	State Appropriation.	\$127,000
25	Interstate 405 and State Route Number 167 Express	
26	Toll Lanes Account—State Appropriation.	\$114,000
27	TOTAL APPROPRIATION.	((\$92,749,000))
28		<u>\$93,971,000</u>

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

31 (1) (a) \$2,000,000 of the motor vehicle account—state
32 appropriation and \$5,400,000 of the move ahead WA flexible account—
33 state appropriation are provided solely for efforts to increase
34 diversity in the transportation construction workforce through:

35 (i) The preapprenticeship support services (PASS) and career
36 opportunity maritime preapprenticeship support services (COMPASS)
37 programs, which aim to increase diversity in the highway construction
38 and maritime workforces and prepare individuals interested in

1 entering the highway construction and maritime workforces. In
2 addition to the services allowed under RCW 47.01.435, the PASS and
3 COMPASS programs may provide housing assistance for youth aging out
4 of the foster care and juvenile rehabilitation systems to support
5 their participation in a transportation-related preapprenticeship
6 program and support services to obtain necessary maritime documents
7 and coast guard certification; and

8 (ii) Assisting minority and women-owned businesses to perform
9 work in the highway construction industry.

10 (b) The department shall report annually to the transportation
11 committees of the legislature on efforts to increase diversity in the
12 transportation construction workforce.

13 (2) \$1,512,000 of the motor vehicle account—state appropriation
14 and \$488,000 of the Puget Sound ferry operations account—state
15 appropriation are provided solely for the department to develop,
16 track, and monitor the progress of community workforce agreements,
17 and to assist with the development and implementation of internal
18 diversity, equity, and inclusion efforts and serve as subject matter
19 experts on federal and state civil rights provisions. The department
20 shall engage with relevant stakeholders, and provide a progress
21 report on the implementation of efforts under this subsection to the
22 transportation committees of the legislature and the governor by
23 December 1, 2024.

24 (3) For Washington state department of transportation small works
25 roster projects under RCW 39.04.155, the department may only allow
26 firms certified as small business enterprises, under 49 C.F.R. 26.39,
27 to bid on the contract, unless the department determines there would
28 be insufficient bidders for a particular project. The department
29 shall report on the effectiveness of this policy to the
30 transportation committees of the legislature by December 1, 2024.

31 (4) \$21,195,000 of the motor vehicle account—state appropriation
32 and \$21,194,000 of the multimodal transportation account—state
33 appropriation are provided solely for the department to upgrade the
34 transportation reporting and accounting information system to the
35 current cloud version of the software, and is subject to the
36 conditions, limitations, and review requirements of section 701 (~~of~~
37 ~~this act~~), chapter 472, Laws of 2023.

38 ((+6)) (5) \$56,000 of the motor vehicle account—state
39 appropriation is provided solely for the implementation of chapter

1 230, Laws of 2023 (clean energy siting). (~~If chapter 230, Laws of~~
2 ~~2023 is not enacted by June 30, 2023, the amount provided in this~~
3 ~~subsection lapses.~~)

4 **Sec. 219.** 2023 c 472 s 219 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
7 **AND RESEARCH—PROGRAM T**

8 Carbon Emissions Reduction Account—State	
9 Appropriation.	((\$3,000,000))
10	<u>\$4,000,000</u>
11 Motor Vehicle Account—State Appropriation.	((\$32,089,000))
12	<u>\$31,823,000</u>
13 Motor Vehicle Account—Federal Appropriation.	\$31,412,000
14 Motor Vehicle Account—Private/Local Appropriation.	\$400,000
15 Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
16 Multimodal Transportation Account—State	
17 Appropriation.	\$2,414,000
18 Multimodal Transportation Account—Federal	
19 Appropriation.	\$2,809,000
20 Multimodal Transportation Account—Private/Local	
21 Appropriation.	\$100,000
22 TOTAL APPROPRIATION.	((\$84,146,000))
23	<u>\$84,880,000</u>

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

26 (1) \$750,000 of the multimodal transportation account—state
27 appropriation is provided solely for the department to partner with
28 the department of commerce and regional transportation planning
29 organizations in implementing vehicle miles traveled targets and
30 supporting actions. As part of target setting, important factors that
31 must be considered include land use patterns, safety, and vulnerable
32 populations. The department shall provide an interim report by June
33 30, 2024, and a final report by June 30, 2025.

34 ((+3)) (2) \$150,000 of the motor vehicle account—state
35 appropriation is provided solely for the department to continue
36 implementation of a performance-based project evaluation model. The
37 department must issue a report by September 1, 2024.

1 ~~((4))~~ (3) (a) \$180,000 of the multimodal transportation account—
2 state appropriation is provided solely for Thurston regional planning
3 council (TRPC) to conduct a study examining options for multimodal
4 high capacity transportation (HCT) to serve travelers on the
5 Interstate 5 corridor between central Thurston county (Olympia area)
6 and Pierce county.

7 (b) The study will include an assessment of travelsheds and
8 ridership potential and identify and provide an evaluation of options
9 to enhance connectivity and accessibility for the greater south Puget
10 Sound region with an emphasis on linking to planned or existing
11 commuter or regional light rail. The study must account for previous
12 and ongoing efforts by transit agencies and the department. The study
13 will emphasize collaboration with a diverse community of interests,
14 including but not limited to transit, business, public agencies,
15 tribes, and providers and users of transportation who because of age,
16 income, or ability may face barriers and challenges.

17 (c) The study is due to the governor and transportation
18 committees of the legislature by September 1, 2024.

19 ~~((5))~~ (4) \$400,000 of the multimodal transportation account—
20 state appropriation is provided solely for the city of Seattle's
21 office of planning and community development to support an equitable
22 development initiative to reconnect the South Park neighborhood,
23 currently divided by state route number 99.

24 (a) The support work must include:

25 (i) A public engagement and visioning process led by a
26 neighborhood-based, community organization; and

27 (ii) A feasibility study of decommissioning state route number 99
28 in the South Park neighborhood to include, but not be limited to,
29 traffic studies, environmental impact analysis, and development of
30 alternatives, including the transfer of the land to a neighborhood-
31 led community land trust.

32 (b) The support work must be conducted in coordination and
33 partnership with neighborhood residents, neighborhood industrial and
34 commercial representatives, the state department of transportation,
35 and other entities and neighborhoods potentially impacted by changes
36 to the operation of state route number 99.

37 (c) The city must provide a report on the plan that includes
38 recommendations to the Seattle city council, state department of
39 transportation, and the transportation committees of the legislature
40 by December 1, 2024.

1 ~~((6))~~ (5) \$2,557,000 of the motor vehicle account—state
2 appropriation is provided solely for the department to upgrade the
3 department's linear referencing system (LRS) and highway performance
4 monitoring system (HPMS), and is subject to the conditions,
5 limitations, and review requirements in section 701 ~~((of this act))~~,
6 chapter 472, Laws of 2023.

7 ~~((7))~~ (6) \$306,000 of the multimodal transportation account—
8 state appropriation is provided solely for the department to appoint
9 or designate a liaison to serve as a point of contact and resource
10 for the department, local governments, and project proponents
11 regarding land use decisions and processing development permit
12 applications. The liaison must, as a priority, facilitate and
13 expedite any department decisions required for project approval.

14 ~~((8))~~ (7) \$627,000 of the motor vehicle account—federal
15 appropriation is provided solely for remaining work on the "Forward
16 Drive" road usage charge research project overseen by the
17 transportation commission using the remaining amounts of the federal
18 grant award. The remaining work of this project includes:

19 (a) Analysis of road usage charge simulation and participant
20 surveys;

21 (b) Follow up on road usage charge experiences related to payment
22 installments, mileage exemptions, and vehicle-based mileage
23 reporting;

24 (c) Completion of technology research; and

25 (d) Development of the final "Forward Drive" research program
26 report.

27 ~~((9))~~ (8)(a) \$11,922,000 of the move ahead WA flexible account—
28 ~~((federal))~~ state appropriation is provided solely for an Interstate
29 5 planning and environmental linkage study and a statewide Interstate
30 5 master plan, building upon existing work under way in the corridor.
31 It is the intent of the legislature to provide a total of \$40,000,000
32 for this work by 2029.

33 (b) The work under (a) of this subsection must include, but is
34 not limited to, the following:

35 (i) Seismic resiliency planning to refine the level of effort and
36 develop informed cost estimates for the seismic vulnerability
37 analysis;

1 (ii) HOV lane system-wide performance planning and initial steps
2 to launch a pilot project that progresses innovative and emerging
3 technologies;

4 (iii) Interstate 5 corridor planning work, including development
5 of a framework, coordination of corridor needs, development of core
6 evaluation criteria and a prioritization process, and identification
7 of early action priority projects that address safety or resiliency,
8 or both, along the corridor; and

9 (iv) A report to the transportation committees of the legislature
10 by December 1, 2024, with recommendations for future phases and a
11 detailed funding request for work planned through 2029.

12 (c) Of the amounts provided in this subsection, \$300,000 is
13 provided solely for the department to conduct a Seattle Interstate 5
14 ramp reconfiguration study. The study must be conducted in
15 coordination and partnership with the city of Seattle's department of
16 transportation, informed by the input of Interstate 5 lid
17 stakeholders, and coordinated with work under (a) and (b) of this
18 subsection. The department must provide a study report, including
19 recommendations, to the city of Seattle's department of
20 transportation and the transportation committees of the legislature
21 by December 1, 2024. The study must include an analysis of:

22 (i) Options and opportunities to reconfigure, relocate, or remove
23 Interstate 5 ramps within and between Chinatown-International
24 District and the University District for the purpose of improving
25 through-traffic operations, enhancing multimodal transportation
26 safety, and enabling more efficient air rights development;

27 (ii) Potential mitigation needs and cost estimates of ramp
28 changes and demolitions;

29 (iii) Benefits of ramp changes and demolitions to pedestrian and
30 bicycle travel, transit operations, and future lid design;

31 (iv) Ramps for the mainline, collector-distributor lanes and
32 express lanes including, at a minimum, ramps connecting to and from
33 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca
34 Street, Spring Street, University Street, Union Street, Olive Way,
35 Yale Avenue, NE 45th Street, and NE 50th Street;

36 (v) Removal of the existing ramps at Seneca Street, Spring
37 Street, and University Street; and

38 (vi) Removal and consolidation options of the existing NE 45th
39 Street and NE 50th Street ramps.

1 (d) The department shall work with the emergency management
2 division of the military department to identify strategic
3 transportation corridors, opportunities to improve resilience and
4 reinforce the corridors against natural disasters, and opportunities
5 to secure federal funding for investments in the resilience of the
6 transportation network. The department shall provide a report to the
7 transportation committees of the legislature by December 1, 2023, on:

8 (i) Strategic transportation corridors and opportunities to
9 improve their resilience;

10 (ii) Federal funding opportunities the state should pursue; and

11 (iii) Recommendations for actions to maximize federal funding for
12 the state of Washington.

13 ~~((10))~~ (9) The department shall continue to coordinate planning
14 work focused on the transportation system in western Washington
15 across modes with the goal of maximizing system performance toward
16 the policy goals in RCW 47.04.280 in the most cost-effective manner.
17 This coordination must include, but is not limited to: The Interstate
18 5 highway corridor, existing rail infrastructure and future high-
19 speed rail alignment, and commercial aviation capacity. The
20 department must report to the joint transportation committee through
21 existing reporting mechanisms on the status of these planning efforts
22 including, but not limited to, a long-term strategy for addressing
23 resilience of the transportation system in western Washington through
24 consideration of changing demand, modal integration, and preservation
25 needs. The coordinated work must include an analysis of different
26 alternatives to promote system resilience, including performance and
27 cost of each scenario.

28 ~~((13))~~ (10) \$3,000,000 of the carbon emissions reduction
29 account—state appropriation is provided solely for the department, in
30 coordination with the department's HEAL act team and environmental
31 services office, to develop and implement a community outreach,
32 education, and technical assistance program for overburdened
33 communities and their community partners in order to develop
34 community-centered carbon reduction strategies to make meaningful
35 impacts in a community, and to provide assistance in gaining access
36 to available funding to implement these strategies, where applicable.
37 The department may provide appropriate compensation to members of
38 overburdened communities who provide solicited community
39 participation and input needed by the department to implement and
40 administer the program established in this subsection. By June 1,

1 2024, and by June 1, 2025, the department must submit a report to the
2 transportation committees of the legislature and to the governor that
3 provides an update on the department's community outreach, education,
4 and technical assistance program development and implementation
5 efforts.

6 (11) \$1,000,000 of the carbon emissions reduction account—state
7 appropriation is provided solely for the department to undertake low
8 carbon transportation planning efforts by creating a blueprint for
9 mega-event planning that minimizes greenhouse gas emissions. This
10 blueprint must be created in cooperation with the Seattle world cup
11 organizing committee to help prepare for the increase in visitors due
12 to the 2026 FIFA world cup soccer matches in Seattle, and must also
13 serve as a planning document for events beyond the 2026 FIFA world
14 cup to further inform ongoing single-occupancy vehicle use reductions
15 in the Stadium district. The blueprint must identify critical
16 infrastructure improvements that will support active transportation
17 and reliability of transit, making it easier for the public to choose
18 options other than single-occupancy vehicles. A progress report
19 including best practices for future events must be delivered to the
20 governor and transportation committees of the legislature by June 30,
21 2025.

22 **Sec. 220.** 2023 c 472 s 220 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
25 **PROGRAM U**

26 Aeronautics Account—State Appropriation.	\$1,000
27 Transportation Partnership Account—State	
28 Appropriation.	\$29,000
29 Motor Vehicle Account—State Appropriation.	(\$105,197,000)
30	<u>\$114,468,000</u>
31 Puget Sound Ferry Operations Account—State	
32 Appropriation.	\$244,000
33 State Route Number 520 Corridor Account—State	
34 Appropriation.	\$69,000
35 Connecting Washington Account—State Appropriation.	\$233,000
36 Multimodal Transportation Account—State	
37 Appropriation.	(\$5,585,000)
38	<u>\$6,388,000</u>

1 through the office of the attorney general and its legislative
2 briefing protocol.

3 **Sec. 221.** 2023 c 472 s 221 (uncodified) is amended to read as
4 follows:

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

6	Carbon Emissions Reduction Account—State	
7	Appropriation.	\$500,000
8	Climate Transit Programs Account—State Appropriation ((\$406,287,000))	
9		<u>\$407,662,000</u>
10	State Vehicle Parking Account—State Appropriation.	\$784,000
11	Regional Mobility Grant Program Account—State	
12	Appropriation.	((\$115,060,000))
13		<u>\$127,560,000</u>
14	Rural Mobility Grant Program Account—State	
15	Appropriation.	((\$32,774,000))
16		<u>\$33,033,000</u>
17	Multimodal Transportation Account—State	
18	Appropriation.	((\$118,255,000))
19		<u>\$126,329,000</u>
20	Multimodal Transportation Account—Federal	
21	Appropriation.	\$4,374,000
22	Multimodal Transportation Account—Private/Local	
23	Appropriation.	\$100,000
24	TOTAL APPROPRIATION.	((\$678,134,000))
25		<u>\$700,342,000</u>

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

28 (1) \$64,354,000 of the multimodal transportation account—state
29 appropriation and ((~~\$78,100,000~~)) \$78,325,000 of the climate transit
30 programs account—state appropriation are provided solely for a grant
31 program for special needs transportation provided by transit agencies
32 and nonprofit providers of transportation. Of this amount:

33 (a) \$14,420,000 of the multimodal transportation account—state
34 appropriation and ((~~\$17,963,000~~)) \$17,988,000 of the climate transit
35 programs account—state appropriation are provided solely for grants
36 to nonprofit providers of special needs transportation. Grants for
37 nonprofit providers must be based on need, including the availability
38 of other providers of service in the area, efforts to coordinate

1 trips among providers and riders, and the cost effectiveness of trips
2 provided.

3 (b) \$48,278,000 of the multimodal transportation account—state
4 appropriation and (~~(\$60,137,000)~~) \$60,337,000 of the climate transit
5 programs account—state appropriation are provided solely for grants
6 to transit agencies to transport persons with special transportation
7 needs. To receive a grant, the transit agency must, to the greatest
8 extent practicable, have a maintenance of effort for special needs
9 transportation that is no less than the previous year's maintenance
10 of effort for special needs transportation. Grants for transit
11 agencies must be prorated based on the amount expended for demand
12 response service and route deviated service in calendar year 2021 as
13 reported in the "2021 Summary of Public Transportation" published by
14 the department of transportation. No transit agency may receive more
15 than 30 percent of these distributions. Fuel type may not be a factor
16 in the grant selection process.

17 (c) \$1,656,000 of the multimodal transportation account—state
18 appropriation is provided solely for the reappropriation of amounts
19 provided for this purpose in the 2021-2023 fiscal biennium.

20 (2) (~~(\$32,774,000)~~) \$33,033,000 of the rural mobility grant
21 program account—state appropriation is provided solely for grants to
22 aid small cities in rural areas as prescribed in RCW 47.66.100. Fuel
23 type may not be a factor in the grant selection process.

24 (3) (~~(\$11,382,000)~~) \$11,598,000 of the multimodal transportation
25 account—state appropriation is provided solely for a public transit
26 rideshare grant program for: (a) Public transit agencies to add or
27 replace rideshare vehicles; and (b) incentives and outreach to
28 increase rideshare use. The grant program for public transit agencies
29 may cover capital costs only, and costs for operating vanpools at
30 public transit agencies are not eligible for funding under this grant
31 program. Awards from the grant program must not be used to supplant
32 transit funds currently funding ride share programs, or to hire
33 additional employees. Fuel type may not be a factor in the grant
34 selection process. Of the amounts provided in this subsection,
35 (~~(\$1,092,000)~~) \$1,308,000 is for the reappropriation of amounts
36 provided for this purpose in the 2021-2023 fiscal biennium.

37 (4) (~~(\$37,382,000)~~) \$49,881,000 of the regional mobility grant
38 program account—state appropriation is reappropriated and provided
39 solely for the regional mobility grant projects identified in

1 ((LEAP)) OFM Transportation Document ((2023-2 ALL PROJECTS as
2 developed April 21)) 2024-1: Proposed Transportation Project List as
3 developed December 13, 2023, Program - Public Transportation Program
4 (V).

5 (5) (a) \$77,679,000 of the regional mobility grant program account
6 —state appropriation is provided solely for the regional mobility
7 grant projects identified in ((LEAP)) OFM Transportation Document
8 ((2023-2 ALL PROJECTS as developed April 21)) 2024-1: Proposed
9 Transportation Project List as developed December 13, 2023, Program -
10 Public Transportation Program (V). The department shall review all
11 projects receiving grant awards under this program at least
12 semiannually to determine whether the projects are making
13 satisfactory progress. Any project that has been awarded funds, but
14 does not report activity on the project within one year of the grant
15 award, must be reviewed by the department to determine whether the
16 grant should be terminated. The department shall promptly close out
17 grants when projects have been completed, and any remaining funds
18 must be used only to fund projects identified in the ((LEAP)) OFM
19 transportation document referenced in this subsection. The department
20 shall provide annual status reports on December 15, 2023, and
21 December 15, 2024, to the office of financial management and the
22 transportation committees of the legislature regarding the projects
23 receiving the grants. It is the intent of the legislature to
24 appropriate funds through the regional mobility grant program only
25 for projects that will be completed on schedule. A grantee may not
26 receive more than 25 percent of the amount appropriated in this
27 subsection unless all other funding is awarded. Additionally, when
28 allocating funding for the 2023-2025 fiscal biennium, no more than 30
29 percent of the total grant program may directly benefit or support
30 one grantee unless all other funding is awarded. Fuel type may not be
31 a factor in the grant selection process.

32 (b) In order to be eligible to receive a grant under (a) of this
33 subsection during the 2023-2025 fiscal biennium, a transit agency
34 must establish a process for private transportation providers to
35 apply for the use of park and ride facilities. For purposes of this
36 subsection, (i) "private transportation provider" means: An auto
37 transportation company regulated under chapter 81.68 RCW; a passenger
38 charter carrier regulated under chapter 81.70 RCW, except marked or
39 unmarked stretch limousines and stretch sport utility vehicles as
40 defined under department of licensing rules; a private nonprofit

1 transportation provider regulated under chapter 81.66 RCW; or a
2 private employer transportation service provider; and (ii) "private
3 employer transportation service" means regularly scheduled, fixed-
4 route transportation service that is offered by an employer for the
5 benefit of its employees.

6 (c) \$1,500,000 of the amount appropriated in this subsection is
7 provided solely for a contingency fund to assist current regional
8 mobility grantees with cost escalations and overages. The department
9 shall create a system for grantees to request funds, and set a cap of
10 contingency funds per grantee to ensure an equitable distribution
11 among requesters.

12 (d) During the 2023-2025 fiscal biennium, the department shall
13 consider applications submitted by regional transportation planning
14 organizations and metropolitan planning organizations for the
15 regional mobility grant program funding in the 2025-2027 fiscal
16 biennium.

17 (6) \$6,195,000 of the multimodal transportation account—state
18 appropriation, \$3,300,000 of the climate transit programs account—
19 state appropriation, and \$784,000 of the state vehicle parking
20 account—state appropriation are provided solely for CTR grants and
21 activities. Fuel type may not be a factor in the grant selection
22 process. Of this amount, \$495,000 of the multimodal transportation
23 account—state appropriation is reappropriated and provided solely for
24 continuation of previously approved projects under the first mile/
25 last mile connections grant program.

26 (7) (~~(\$11,914,000)~~) \$16,345,000 of the multimodal transportation
27 account—state appropriation is provided solely for connecting
28 Washington transit projects identified in (~~(LEAP)~~) OFM Transportation
29 Document (~~(2023-2 ALL PROJECTS as developed April 21)~~) 2024-1:
30 Proposed Transportation Project List as developed December 13, 2023.
31 It is the intent of the legislature that entities identified to
32 receive funding in the (~~(LEAP)~~) OFM transportation document
33 referenced in this subsection receive the amounts specified in the
34 time frame specified in that (~~(LEAP)~~) OFM document. If an entity has
35 already completed a project in the (~~(LEAP)~~) OFM transportation
36 document referenced in this subsection before the time frame
37 identified, the entity may substitute another transit project or
38 projects that cost a similar or lesser amount.

1 (8) The department shall not require more than a 10 percent match
2 from nonprofit transportation providers for state grants.

3 (9) (~~(\$12,000,000)~~) \$14,792,000 of the multimodal transportation
4 account—state appropriation and \$39,400,000 of the climate transit
5 programs account—state appropriation are provided solely for the
6 green transportation capital projects identified in ((LEAP)) OFM
7 Transportation Document ((~~2023-2 ALL PROJECTS as developed April 21~~))
8 2024-1: Proposed Transportation Project List as developed December
9 13, 2023, Program - Public Transportation Program (V). Of the amount
10 of climate transit program account funds appropriated in this
11 subsection, up to one percent may be used for program administration
12 and staffing.

13 (10) (~~(\$4,407,000)~~) \$2,792,000 of the multimodal transportation
14 account—state appropriation is reappropriated and provided solely for
15 the green transportation capital grant projects identified in
16 ((LEAP)) OFM Transportation Document ((~~2023-2 ALL PROJECTS as~~
17 ~~developed April 21~~)) 2024-1: Proposed Transportation Project List as
18 developed December 13, 2023, Program - Public Transportation Program
19 (V).

20 (11) \$10,000,000 of the climate transit programs account—state
21 appropriation is provided solely for tribal transit grants. Up to one
22 percent of the amount provided in this subsection may be used for
23 program administration and staffing.

24 (a) The department must establish a tribal transit competitive
25 grant program to be administered as part of the department's
26 consolidated grant program. Grants to federally recognized tribes may
27 be for any transit purpose, including planning, operating costs,
28 maintenance, and capital costs. The department shall report to the
29 transportation committees of the legislature and the office of
30 financial management with a list of projects recommended for funding
31 by September 1, 2023, along with recommendations on how to remove
32 barriers for tribes to access grant funds, including removal of grant
33 match requirements, and recommendations for how the department can
34 provide technical assistance.

35 (b) Within the amount provided in this subsection, \$5,038,000 is
36 provided solely for move ahead Washington tribal transit grant
37 projects as listed in ((LEAP)) OFM Transportation Document ((~~2023-2~~
38 ~~ALL PROJECTS as developed April 21~~)) 2024-1: Proposed Transportation

1 Project List as developed December 13, 2023. Of this amount, \$529,000
2 is for the Sauk-Suiattle Commuter project (L1000318).

3 (12) (~~(\$188,900,000)~~) \$189,150,000 of the climate transit
4 programs account—state appropriation is provided solely for transit
5 support grants for public transit agencies that have adopted a zero-
6 fare policy for youth 18 years of age and under by October 1, 2022.
7 The department must confirm zero-fare policies are in effect at
8 transit agencies to be eligible for biennial distributions.

9 (13) \$38,000,000 of the climate transit programs account—state
10 appropriation is provided solely for the bus and bus facility grant
11 program for replacement, rehabilitation, and purchase of transit
12 rolling stock, or construction, modification, or rehabilitation of
13 transit facilities.

14 (14) \$2,000,000 of the climate transit programs account—state
15 appropriation is provided solely for newly selected transit
16 coordination grants. The department shall prioritize grant proposals
17 that promote the formation of joint partnerships between transit
18 agencies or merge service delivery across entities.

19 (15) \$46,587,000 of the climate transit programs account—state
20 appropriation is provided solely for move ahead Washington transit
21 projects as listed in (~~(LEAP)~~) OFM Transportation Document (~~(2023-2~~
22 ~~ALL PROJECTS as developed April 21)~~) 2024-1: Proposed Transportation
23 Project List as developed December 13, 2023, Move Ahead WA - Transit
24 Projects.

25 (a) For projects funded as part of this subsection, if the
26 department expects to have substantial reappropriations for the
27 2023-2025 fiscal biennium, the department may, on a pilot basis,
28 apply funding from a project with an appropriation that is unable to
29 be used within the 2023-2025 fiscal biennium to advance one or more
30 of the projects listed, prioritizing projects first by tier then by
31 project readiness.

32 (b) In instances when projects listed in the (~~(LEAP)~~) OFM
33 transportation document referenced in this subsection (15) are no
34 longer viable or have been completed, the department may recommend in
35 its next budget submittal alternative project proposals from the
36 local jurisdictions if the project is similar in type and scope and
37 consistent with limitations on certain funds provided. In the event
38 that the listed project has been completed, the local jurisdictions
39 may, rather than submitting an alternative project, be reimbursed in

1 the year in which it was scheduled for documented costs incurred
2 implementing the listed project, not in excess of the amount awarded
3 from the funding program.

4 (c) At least 10 business days before advancing or swapping a
5 project pursuant to this subsection, the department must notify the
6 office of financial management and the transportation committees of
7 the legislature. The advancement of a project may not hinder the
8 delivery of the projects for which the reappropriations are necessary
9 for the 2023-2025 fiscal biennium.

10 (16) \$580,000 of the multimodal transportation account—state
11 appropriation is provided solely for the department to provide a
12 statewide vanpool benefit for all state employees. For department
13 employees working in remote job sites, such as mountain passes, the
14 department must ensure employees are able to access job sites via a
15 subsidized vanpool or provide a modal alternative for the "last mile"
16 to ensure employees can access the job site without additional
17 charge.

18 (17) \$200,000 of the multimodal transportation account—state
19 appropriation is provided solely for the department to update the
20 2019 feasibility study to add a fifth travel Washington intercity bus
21 line in the Yakima Valley. The department must provide a summary
22 report of the updated feasibility and cost estimates to the
23 transportation committees of the legislature by December 1, 2024.

24 ~~((19))~~ (18) \$555,000 of the multimodal transportation account—
25 state appropriation and \$500,000 of the carbon emissions reduction
26 account—state appropriation are provided solely for an interagency
27 transfer to the Washington State University extension energy program
28 to administer a technical assistance and education program for public
29 agencies on the use of alternative fuel vehicles. The Washington
30 State University extension energy program shall prepare a report
31 regarding the utilization of the program and submit this report to
32 the transportation committees of the legislature by November 15,
33 2023.

34 ~~((20))~~ (19)(a) \$400,000 of the multimodal transportation
35 account—state appropriation is provided solely for King county metro
36 to develop a pilot program to place teams, including human services
37 personnel, along routes that are enduring significant public safety
38 issues and various disruptive behavior in south King county. The team
39 would be available to deescalate disruptions, provide immediate

1 access to transit resources, and refer customers to community
2 resources to break cycles of inappropriate behavior. The teams must
3 consist of individuals trained in deescalation and outreach. Team
4 functions and duties should be cocreated with community stakeholders.

5 (b) King county metro must provide a report to the transportation
6 committees of the legislature by June 30, 2024, regarding the
7 effectiveness of the program, any suggestions for improving its
8 efficacy, and any modifications that might be necessary for other
9 transit providers to institute similar programs.

10 ~~((21))~~ (20) \$500,000 of the multimodal transportation account—
11 state appropriation is provided solely for planning to move Grays
12 Harbor transit operation and administration facilities from the
13 current location.

14 (21) \$900,000 of the climate transit programs account—state
15 appropriation is provided solely for the department to implement
16 recommendations from the 2023 frequent transit service study. The
17 department shall define levels and types of demand-response service
18 and measure access to these services within Washington. The
19 department shall also collect data and develop systems to achieve
20 more accurate and precise analysis of disparities in access to fixed
21 route transit focusing on accessibility and inclusion of people with
22 disabilities, vulnerable populations in overburdened communities, and
23 other underserved communities. The department shall submit the report
24 to the transportation committees of the legislature and the office of
25 financial management by June 30, 2025.

26 **Sec. 222.** 2023 c 472 s 222 (uncodified) is amended to read as
27 follows:

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

29	Puget Sound Ferry Operations Account—State	
30	Appropriation.	((\$575,986,000))
31		<u>\$580,916,000</u>
32	Puget Sound Ferry Operations Account—Federal	
33	Appropriation.	((\$163,791,000))
34		<u>\$208,077,000</u>
35	Puget Sound Ferry Operations Account—Private/Local	
36	Appropriation.	\$121,000
37	TOTAL APPROPRIATION.	((\$739,898,000))
38		<u>\$789,114,000</u>

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

3 (1) The office of financial management budget instructions
4 require agencies to recast enacted budgets into activities. The
5 Washington state ferries shall include a greater level of detail in
6 its 2023-2025 supplemental and 2025-2027 omnibus transportation
7 appropriations act requests, as determined jointly by the office of
8 financial management, the Washington state ferries, and the
9 transportation committees of the legislature. This level of detail
10 must include the administrative functions in the operating as well as
11 capital programs. The data in the tables in the report must be
12 supplied in a digital file format.

13 (2) (~~(\$90,014,000)~~) \$99,441,000 of the Puget Sound ferry
14 operations account—federal appropriation and (~~(\$50,067,000)~~)
15 \$53,254,000 of the Puget Sound ferry operations account—state
16 appropriation are provided solely for auto ferry vessel operating
17 fuel in the 2023-2025 fiscal biennium, which reflect cost savings
18 from a reduced biodiesel fuel requirement and, therefore, is
19 contingent upon the enactment of section 703 (~~(of this act)~~), chapter
20 472, Laws of 2023. The amount provided in this subsection represents
21 the fuel budget for the purposes of calculating any ferry fare fuel
22 surcharge. The department shall review future use of alternative
23 fuels and dual fuel configurations, including hydrogen.

24 (3) \$500,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for operating costs related to
26 moving vessels for emergency capital repairs. Funds may only be spent
27 after approval by the office of financial management.

28 (4) The department must work to increase its outreach and
29 recruitment of populations underrepresented in maritime careers and
30 continue working to expand apprenticeship and internship programs,
31 with an emphasis on programs that are shown to improve recruitment
32 for positions with the state ferry system.

33 (5) \$175,000 of the Puget Sound ferry operations account—state
34 appropriation is provided solely for the department to continue a
35 study of passenger demographics. The study may be included as part of
36 a larger origin and destination study. The department shall report
37 study results to the transportation committees of the legislature by
38 December 1, 2023.

1 (6) The department shall continue to oversee a consultant study
2 to identify and recommend cost-effective strategies to maximize walk-
3 on passenger ridership of the Anacortes - San Juan ferry routes. The
4 study is due to the transportation committees of the legislature by
5 December 1, 2023.

6 (7) (~~(\$11,842,000)~~) \$36,109,000 of the Puget Sound ferry
7 operations account—state appropriation is provided solely for
8 Washington state ferries to:

9 (a) Provide scholarships, coursework fees, and stipends for
10 candidates to become licensed deck officers (mates);

11 (b) Improve the process for unlicensed candidates who have
12 achieved able-bodied sailor (AB) status to earn their mate's license;

13 (c) Annually hire, orient, train, and develop entry level engine
14 room staff at the wiper classification with the intention of
15 successfully promoting to oiler classification;

16 (d) Create an operations project management office; (~~and~~)

17 (e) Increase human resources capacity and add a workforce ombuds;

18 (f) Recruit and train qualified mariners from outside of the
19 Washington ferries system to become qualified mates in Washington;

20 (g) Hire additional deck and engine crew for each vessel; and

21 (h) Hire additional dispatch staff.

22 (8) (a) During negotiations of the 2025-2027 collective bargaining
23 agreements, the department must conduct a review and analysis of the
24 collective bargaining agreements governing state ferry employees, to
25 identify provisions that create barriers for, or contribute to
26 creating a disparate impact on, newly hired ferry employees,
27 including those who are women, people of color, veterans, and other
28 employees belonging to communities that have historically been
29 underrepresented in the workforce. The review and analysis must
30 incorporate, to the extent practicable, the findings and
31 recommendations from the December 2022 joint transportation committee
32 study on Washington state ferries' workforce, and must also include,
33 but not be limited to, provisions regarding seniority, work
34 assignments, and work shifts. The review and analysis must also
35 include consultation with the governor's office of labor relations,
36 the governor's office of equity, and the attorney general's office.

37 (b) For future negotiations or modifications of the collective
38 bargaining agreements, it is the intent of the legislature that the
39 collective bargaining representatives for the state and ferry
40 employee organizations may consider the findings of the review and

1 analysis required in (a) of this subsection and negotiate in a manner
2 to remove identified barriers and address identified impacts so as
3 not to perpetuate negative impacts.

4 (9) \$1,500,000 of the Puget Sound ferry operations account—state
5 appropriation is provided solely for the restoration of service to
6 Sidney, British Columbia. Funds must be held in unallotted status
7 pending completion of the assessment referenced in subsection (12) of
8 this section.

9 (10) \$1,504,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for the implementation of chapter
11 188, Laws of 2023 (state ferry workforce development issues). (~~If~~
12 ~~chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount~~
13 ~~provided in this subsection lapses.~~)

14 (11) (~~(\$1,000,000)~~) \$2,000,000 of the Puget Sound ferry
15 operations account—state appropriation is provided solely for support
16 of the Kitsap transit passenger ferry to supplement service on the
17 Seattle-Bremerton route.

18 (12) \$100,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely to assess temporary service
20 restoration options for the Sidney, British Columbia route until
21 Washington state ferries can resume its service. Washington state
22 ferries must provide service options and recommendations to the
23 office of financial management and the transportation committees of
24 the legislature by December 15, 2023.

25 (13) (~~(\$2,100,000)~~) \$2,549,000 of the Puget Sound ferry
26 operations account—state appropriation is provided solely for
27 security services at Colman Dock.

28 (14) (~~(\$9,000,000)~~) \$13,856,000 of the Puget Sound ferry
29 operations account—state appropriation is provided solely for
30 overtime and familiarization expenses incurred by engine, deck, and
31 terminal staff. The department must provide updated staffing cost
32 estimates for fiscal years 2024 and 2025 with its annual budget
33 submittal and updated estimates by January 1, 2024.

34 (15) \$1,064,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for traffic control at ferry
36 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
37 Bainbridge Island, during peak ferry travel times, with a particular
38 focus on Sundays and holiday weekends.

1 (16) \$93,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the Washington state ferries to
3 secure housing for workforce training sessions and to pay in advance
4 for the costs of transportation worker identification credentials,
5 merchant mariner credentials, and medical examinations for incoming
6 ferry system employees and trainees.

7 (17) \$10,417,000 of the Puget Sound ferry operations account—
8 state appropriation is provided solely for vessel maintenance
9 initiatives to:

10 (a) Add a second shift at the Eagle Harbor maintenance facility;

11 (b) Establish maintenance management project controls to maximize
12 vessel maintenance work at the Eagle Harbor facility;

13 (c) Expand the existing Washington state ferries Eagle Harbor
14 apprenticeship program from two to eight apprentices; and

15 (d) Maintain assets in a state of good repair by investing in
16 enterprise asset management operating capacity.

17 (18)(a) \$855,000 of the Puget Sound ferry operations account—
18 state appropriation is provided solely for Washington state ferries
19 to provide to Seattle Central Community College for a pilot with the
20 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
21 may not be expended until Washington state ferries certifies to the
22 office of financial management that a memorandum of agreement with
23 Seattle Central Community College has been executed, and the office
24 of financial management determines that funds provided in this
25 subsection are utilized for programs that are a benefit to the
26 Washington state ferries or the prospective workforce pipeline of the
27 Washington state ferries. The memorandum of agreement with Seattle
28 Central Community College must address:

29 (i) Prioritized use of training and other facilities and
30 implementation of joint training opportunities for Washington state
31 ferries' employees and trainees;

32 (ii) Development of a joint recruitment plan with Seattle Central
33 Community College aimed at increasing enrollment of women and people
34 of color, with specific strategies to recruit existing community and
35 technical college students, maritime skills center students, high
36 school students from maritime programs, including maritime skills
37 center students, foster care graduates, and former juvenile
38 rehabilitation and adult incarcerated individuals; and

1 (iii) Consultation between the parties on the development of the
2 training program, recruitment plan and operational plan, with an
3 emphasis on increasing enrollment of women and people of color.

4 (b) The joint training and recruitment plan must be submitted to
5 the appropriate policy and fiscal committees of the legislature by
6 December 1, 2023. The Washington state ferries must submit findings
7 of program effectiveness and recommendations for continuation of the
8 pilot, to the appropriate committees of the legislature by December
9 1, 2024.

10 (19) \$420,000 of the Puget Sound ferry operations account
11 appropriation—state is provided solely for a contract with an
12 organization with experience evaluating and developing
13 recommendations for the Washington state ferries' workforce to
14 provide expertise on short-term strategies including, but not limited
15 to, addressing recruitment, retention, diversity, training needs,
16 leadership development, and succession planning. The consultant shall
17 provide additional assistance as deemed necessary by the Washington
18 state ferries to implement recommendations from the joint
19 transportation committee 2022 workforce study. Periodic updates must
20 be given to the joint transportation committee and the governor.

21 (20) By December 31st of each year, as part of the annual ferries
22 division performance report, the department must report on the status
23 of efforts to increase the staff available for maintaining the
24 customary level of ferry service, including staff for deck, engine,
25 and terminals. The report must include data for a 12-month period up
26 to the most recent data available, by staff group, showing the number
27 of employees at the beginning of the 12-month period, the number of
28 new employees hired, the number of employees separating from service,
29 and the number of employees at the end of the 12-month period. The
30 department report on additional performance measures must include:

31 (a) Numbers of trip cancellations due to crew availability or
32 vessel mechanical issues; and

33 (b) Current level of service compared to the full-service
34 schedules in effect in 2019.

35 (21) \$2,250,000 of the Puget Sound ferry operations account—state
36 appropriation is provided solely for the department to evaluate
37 options for the state to return to providing state passenger-only
38 ferry service to support existing ferry service routes. The
39 department must contract with a third-party entity with experience in

1 passenger-only ferry service. The evaluation shall include two
2 components:

3 (a) The third-party entity must prioritize evaluating options and
4 providing recommendations for a San Juan county interisland
5 passenger-only ferry to include, but not limited to, an analysis of
6 estimated ridership, availability of passenger-only vessels that
7 align with existing ferry terminals or nearby dock facilities,
8 options and cost estimates for purchasing or leasing a ferry vessel,
9 options for contracting with an existing passenger-only ferry
10 service, and operating costs including labor and fuel. A progress
11 report is due to the governor and transportation committees of the
12 legislature October 30, 2024.

13 (b) The third party must study options for the state to return to
14 providing state passenger-only ferry service to support existing
15 ferry service routes. The study shall include estimated ridership;
16 operating costs including labor; vessel procurement options with
17 prioritization given to clean fueled ferries such as electric
18 ferries; funding options including state subsidies of passenger-only
19 ferry districts; and schedule and timing to implement passenger-ferry
20 options throughout Puget Sound.

21 (c) A final report is due to the governor and transportation
22 committees of the legislature June 1, 2025.

23 **Sec. 223.** 2023 c 472 s 223 (uncodified) is amended to read as
24 follows:

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

26	Carbon Emissions Reduction Account—State	
27	Appropriation.	\$2,250,000
28	Multimodal Transportation Account—State	
29	Appropriation.	((90,565,000))
30		<u>\$90,738,000</u>
31	<u>Multimodal Transportation Account—Federal</u>	
32	<u>Appropriation.</u>	<u>\$335,000</u>
33	Multimodal Transportation Account—Private/Local	
34	Appropriation.	\$46,000
35	TOTAL APPROPRIATION.	((92,861,000))
36		<u>\$93,369,000</u>

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

1 (1) The department shall continue to pursue restoring Amtrak
2 Cascades service to pre-COVID service levels, and to the service
3 levels committed to through the department's obligation of funding
4 from the federal American recovery and reinvestment act. A status
5 report must be provided to the transportation committees of the
6 legislature and the office of financial management by September 1,
7 2023.

8 (2) (a) \$2,250,000 of the multimodal transportation account—state
9 appropriation is provided solely for the continued coordination,
10 engagement, and planning for a new ultra high-speed ground
11 transportation corridor with participation from Washington state,
12 Oregon state, and British Columbia, and is a reappropriation of funds
13 appropriated in the 2021-2023 fiscal biennium. For purposes of this
14 subsection, "ultra high-speed" means a maximum testing speed of at
15 least 250 miles per hour. These efforts are to support and advance
16 activities and must abide by the memorandum of understanding signed
17 by the governors of Washington and Oregon states, and the premier of
18 the province of British Columbia in November 2021. The department
19 shall establish a policy committee with participation from Washington
20 state, Oregon state, and British Columbia, including representation
21 from the two largest caucuses of each chamber of the Washington state
22 legislature, and coordinate the activities of the policy committee to
23 include:

24 (i) Developing an organizational framework that facilitates input
25 in decision-making from all parties;

26 (ii) Developing a public engagement approach with a focus on
27 equity, inclusion, and meaningful engagement with communities,
28 businesses, federal, state, provincial, and local governments
29 including indigenous communities;

30 (iii) Developing and leading a collaborative approach to prepare
31 and apply for potential future federal, state, and provincial funding
32 opportunities, including development of strategies for incorporating
33 private sector participation and private sector contributions to
34 funding, including through the possible use of public-private
35 partnerships;

36 (iv) Beginning work on scenario analysis addressing advanced
37 transportation technologies, land use and growth assumptions, and an
38 agreed to and defined corridor vision statement; and

39 (v) Developing a recommendation on the structure and membership
40 of a formal coordinating entity that will be responsible for

1 advancing the project through the project initiation stage to project
2 development and recommended next steps for establishment of the
3 coordinating entity. Project development processes must include
4 consideration of negative and positive impacts on communities of
5 color, low-income households, indigenous peoples, and other
6 disadvantaged communities.

7 (b) By June 30, 2024, the department shall provide to the
8 governor and the transportation committees of the legislature a high-
9 level status update that includes, but is not limited to, the status
10 of the items included in (a)(i) through (v) of this subsection.

11 (c) By June 30, 2025, the department shall provide to the
12 governor and the transportation committees of the legislature a
13 report detailing the work conducted by the policy committee and
14 recommendations for establishing a coordinating entity. The report
15 must also include an assessment of current activities and results
16 relating to stakeholder engagement, planning, and any federal funding
17 application. As applicable, the assessment should also be sent to the
18 executive and legislative branches of government in Oregon state and
19 appropriate government bodies in the province of British Columbia.

20 ~~((4))~~ (3) \$1,800,000 of the multimodal transportation account—
21 state appropriation is provided solely for the department to pursue
22 federal grant opportunities to develop and implement a technology-
23 based truck parking availability system along the Interstate 5
24 Corridor in partnership with Oregon state and California state to
25 maximize utilization of existing truck parking capacity and deliver
26 real-time parking availability information to truck drivers. The
27 department may use a portion of the appropriation in this subsection
28 for grant proposal development and as state match funding for
29 technology-based truck parking availability system federal grant
30 applications. The department must update the transportation
31 committees of the legislature on agency activities and their status
32 by December 1, 2023, and to provide a final report to the
33 transportation committees of the legislature by December 1, 2024.

34 ~~((5))~~ (4) \$5,950,000 of the multimodal transportation account—
35 state appropriation is provided solely for implementation of truck
36 parking improvements recommended by the freight mobility strategic
37 investment board in consultation with the department under section
38 206(4) ~~((of this act))~~, chapter 472, Laws of 2023. The office of
39 financial management must place this amount in unallotted status.

1 internship programs, strategies to increase training and development
2 opportunities, and recommendations for career advancement programs
3 and better work-life balance outcomes;

4 (e) Update the 2020 county transportation revenue study; and

5 (f) By December 15, 2024, report to the office of financial
6 management and the appropriate committees of the legislature the
7 deliverables from and the amounts expended on the purposes enumerated
8 in this subsection.

9 ~~((5))~~ (4)(a) \$200,000 of the multimodal transportation account—
10 state appropriation is provided solely for the department to develop
11 the preliminary phase of an action plan for the establishment of
12 cycle highways in locations that connect population centers and
13 support mode shift.

14 (b) The action plan may complement and incorporate existing
15 resources, including the state trails database maintained by the
16 recreation and conservation office, local and regional plans, and the
17 state active transportation plan.

18 (c) The action plan may also include, but is not limited to:

19 (i) Recommended design; geometric and operational criteria and
20 typologies appropriate to urban, suburban, and rural settings;
21 settings that include shared use; and incremental approaches to
22 achieve desired facility types;

23 (ii) A model or methodology to project potential demand and
24 carrying capacity based on facility quality, level of traffic stress,
25 location, directness, land use, and other key attributes;

26 (iii) Examination of the feasibility of developing high-capacity
27 infrastructure for bicycle and micromobility device use within a
28 variety of contexts and recommendations for pilot projects;

29 (iv) Identification of key gaps in regional networks, including
30 planned and aspirational routes and locations within three miles of
31 high-capacity transit or existing shared-use paths and trails
32 suitable for transportation;

33 (v) Identification of legal, regulatory, financial,
34 collaboration, and practical barriers to development and community
35 acceptance and support of such facilities; and

36 (vi) Recommended strategies to consider and address issues to
37 avoid unintended consequences such as displacement, and to ensure
38 equity in long-term development of such facilities.

1 (d) The department must provide a report with its initial
2 findings, and recommendations for next steps, to the transportation
3 committees of the legislature by June 30, 2025.

4 ~~((+6))~~ (5) \$140,000 of the motor vehicle account—state
5 appropriation is provided solely for the Pierce county ferry to
6 eliminate fares for passengers 18 years of age and younger.

7 ~~((+7))~~ (6) \$750,000 of the multimodal transportation account—
8 state appropriation is provided solely for a grant program to support
9 local initiatives that expand or establish civilian intervention
10 programs for nonmoving violations, focusing on nonpunitive
11 interventions such as helmet voucher programs, fee offset programs,
12 fix-it tickets, and repair vouchers that provide solutions for
13 vehicle equipment failures for low-income road users.

14 (a) Grants must be awarded to local jurisdictions based on
15 locally developed proposals to establish or expand existing programs,
16 including programs with community led organizations. Eligible
17 jurisdictions under the grant program include cities, counties,
18 tribal government entities, tribal organizations, law enforcement
19 agencies, or nonprofit organizations.

20 (b) The department shall report on its website by December 1st of
21 each year on the recipients, locations, and types of projects funded
22 under this subsection.

23 ~~((+8))~~ (7) \$146,000 of the motor vehicle account—state
24 appropriation is provided solely for the implementation of chapter
25 428, Laws of 2023 (Wahkiakum ferry). ~~((If chapter 428, Laws of 2023
26 is not enacted by June 30, 2023, the amount provided in this
27 subsection lapses.))~~

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 301.** 2023 c 472 s 301 (uncodified) is amended to read as
3 follows:

4 **FOR THE WASHINGTON STATE PATROL**

5 State Patrol Highway Account—State Appropriation. . . (~~(\$7,700,000)~~)
6 \$7,888,000

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

9 (1) (~~(\$7,700,000)~~) \$7,888,000 of the state patrol highway account
10 —state appropriation is provided solely for the following projects:

- 11 (a) \$250,000 is for emergency repairs;
- 12 (b) \$2,000,000 is for roof replacements;
- 13 (c) \$350,000 is for fuel tank decommissioning;
- 14 (d) \$500,000 is for generator and electrical replacement;
- 15 (e) \$500,000 is for the exterior envelope of the Yakima office;
- 16 (f) \$2,000,000 is for energy efficiency projects;
- 17 (g) \$1,000,000 is for pavement surface improvements;
- 18 (h) \$300,000 is for fire alarm panel replacement;
- 19 (i) \$188,000 is for repairs at the Bellevue district office;

20 (j) \$200,000 is for an academy master plan. As part of the
21 academy master plan, the Washington state patrol must review and
22 provide an analysis on the potential to colocate some training
23 programs with other state agencies, including the department of
24 corrections, the department fish and wildlife, the liquor and
25 cannabis board, and the criminal justice training commission. The
26 Washington state patrol must consult with the other state agencies to
27 determine where cost efficiencies and mutually beneficial shared
28 arrangements for training delivery could occur. The funding for this
29 academy master plan is not a commitment to fund any components
30 related to the expansion of the academy in the future;

31 (~~((+j))~~) (k) \$500,000 reappropriation is for the Tacoma district
32 office generator replacement project; and

33 (~~((+k))~~) (l) \$100,000 reappropriation is for the energy
34 improvement project at the SeaTac northbound facility.

35 (2) The Washington state patrol may transfer funds between
36 projects specified in subsection (1) of this section to address cash
37 flow requirements.

1 (3) If a project specified in subsection (1) of this section is
2 completed for less than the amount provided, the remainder may be
3 transferred to another project specified in subsection (1) of this
4 section not to exceed the total appropriation provided in subsection
5 (1) of this section after notifying the office of financial
6 management and the transportation committees of the legislature 20
7 days before any transfer.

8 (4) By December 1, 2023, the Washington state patrol shall
9 provide a report to the transportation committees of the legislature
10 detailing utility incentives that will reduce the cost of heating,
11 ventilating, and air conditioning systems funded in this section.

12 (5) By December 1, 2023, the Washington state patrol shall
13 provide its capital improvement and preservation plan for agency
14 facilities to the appropriate committees of the legislature.

15 **Sec. 302.** 2023 c 472 s 302 (uncodified) is amended to read as
16 follows:

17 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

18	Move Ahead WA Account—State Appropriation.	\$9,333,000
19	Rural Arterial Trust Account—State Appropriation.	(\$58,000,000)
20		<u>\$62,487,000</u>
21	Motor Vehicle Account—State Appropriation.	\$2,456,000
22	County Arterial Preservation Account—State	
23	Appropriation.	\$35,500,000
24	TOTAL APPROPRIATION.	(\$105,289,000)
25		<u>\$109,776,000</u>

26 **Sec. 303.** 2023 c 472 s 304 (uncodified) is amended to read as
27 follows:

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

30	<u>Connecting Washington Account—State Appropriation.</u>	<u>\$3,000</u>
31	Motor Vehicle Account—State Appropriation.	(\$29,173,000)
32		<u>\$29,569,000</u>
33	Move Ahead WA Account—State Appropriation.	(\$12,011,000)
34		<u>\$12,275,000</u>
35	Multimodal Transportation Account—State	
36	Appropriation.	\$1,200,000
37	TOTAL APPROPRIATION.	(\$42,384,000)

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

(1) \$4,025,000 of the motor vehicle account—state appropriation is provided solely for payments of a financing contract issued pursuant to chapter 39.94 RCW for the department facility located at 15700 Dayton Ave N in Shoreline. All payments from the department of ecology pursuant to the agreement with the department to pay a share of the financing contract for this facility must be deposited into the motor vehicle account.

(2) (a) \$10,011,000 of the move ahead WA account—state appropriation is provided solely for the department to improve its ability to keep facility assets in a state of good repair. In using the funds appropriated in this subsection, the department, with periodic reporting to the joint transportation committee, must develop and implement a prioritization of facility capital preservation needs and repair projects. The legislature intends these to be reasonable, forward-thinking investments that consider potential future space efficiency measures and consolidations, including those assessed as having high commercial value and potential returns to state transportation funds associated with the sale of the property. Prioritization must be based on, but not limited to, the following criteria: (i) Employee safety and facility security; (ii) state and federal regulatory and statutory requirements and compliance issues, including clean buildings requirements; (iii) quality of work issues; (iv) facility condition assessment evaluations and scoring; (v) asset preservation; and (vi) amount of operational support provided by the facility to the achievement of the department's performance measures and outcomes, including facility utilization based on field operations work supported at the location. "Field operations" include maintenance, transportation operations, materials testing, and construction.

(b) By October 15, 2024, covering the first 15 months of the 2023-2025 fiscal biennium, the department must provide a report based on the prioritization of facility preservation needs and repair projects developed pursuant to (a) of this subsection to the office of financial management and the transportation committees of the legislature. The report must include: (i) A by facility ranking based on the criteria implemented; (ii) detailed information on the actions

1 taken in the previous period to address the identified issues and
2 deficiencies; and (iii) the plan, by facility, to address issues and
3 deficiencies for the remainder of the 2023-2025 fiscal biennium and
4 the 2025-2027 fiscal biennium.

5 (c) The by facility ranking developed under (b) of this
6 subsection must be the basis of an agency budget submittal for the
7 2025-2027 fiscal biennium.

8 (3) (a) \$1,200,000 of the multimodal transportation account—state
9 appropriation is provided solely for the department to evaluate
10 safety rest areas along Interstate 5 and Interstate 90 for potential
11 truck parking expansion opportunities. The department shall also
12 evaluate commercial vehicle inspection locations, in coordination
13 with the Washington state patrol, for potential truck parking
14 expansion opportunities.

15 (b) These evaluations must include assessments of opportunities
16 to provide additional truck parking through rest stop and inspection
17 location reconfiguration, expansion, and conversion, as well as
18 evaluation of potential improvements to restroom facilities at weigh
19 stations with truck parking. The department shall consider
20 opportunities to expand rest stop footprints onto additional
21 department-owned property, as well as opportunities to acquire
22 property for rest stop expansion. Opportunities to convert a rest
23 stop to a commercial vehicle-only rest stop must be considered if
24 property is available to develop a new light-duty vehicle rest stop
25 within a reasonable distance. The department shall include an
26 evaluation of a potential truck parking site at John Hill Rest Area
27 along the Interstate 90 corridor identified in the joint
28 transportation committee's "Truck Parking Action Plan." Evaluations
29 must include cost estimates for reconfiguration, expansion, and
30 conversion, as well as other recommendations for the development of
31 these sites.

32 (c) The department should consult with the federal highway
33 administration, the Washington state patrol, the Washington trucking
34 association, the freight mobility strategic investment board, and
35 local communities.

36 (d) The department must update the transportation committees of
37 the legislature on agency activities and their status by December 1,
38 2023, and to provide a final report to the transportation committees
39 of the legislature by December 1, 2024.

1 (4) \$15,457,000 of the motor vehicle account—state appropriation
2 is provided solely for making improvements to the department facility
3 located at 11018 NE 51st Cir in Vancouver to meet the Washington
4 state clean buildings performance standard.

5 **Sec. 304.** 2023 c 472 s 305 (uncodified) is amended to read as
6 follows:

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

8	Alaskan Way Viaduct Replacement Project Account—	
9	State Appropriation.	\$23,794,000
10	Climate Active Transportation Account—State	
11	Appropriation.	\$2,000,000
12	Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
13	<u>Natural Climate Solutions Account—State</u>	
14	<u>Appropriation.</u>	<u>\$15,000,000</u>
15	Transportation 2003 Account (Nickel Account)—State	
16	Appropriation.	((\$317,000))
17		<u>\$634,000</u>
18	Transportation Partnership Account—State	
19	Appropriation.	((\$32,643,000))
20		<u>\$49,189,000</u>
21	Motor Vehicle Account—State Appropriation.	((\$80,524,000))
22		<u>\$96,625,000</u>
23	Motor Vehicle Account—Federal Appropriation.	((\$445,933,000))
24		<u>\$487,205,000</u>
25	Coronavirus State Fiscal Recovery Fund—Federal	
26	Appropriation.	((\$300,000,000))
27		<u>\$337,765,000</u>
28	Motor Vehicle Account—Private/Local Appropriation.	((\$52,530,000))
29		<u>\$70,989,000</u>
30	Connecting Washington Account—State Appropriation. ((\$2,143,116,000))	
31		<u>\$2,326,947,000</u>
32	Special Category C Account—State Appropriation.	((\$133,749,000))
33		<u>\$143,917,000</u>
34	Multimodal Transportation Account—State	
35	Appropriation.	((\$5,915,000))
36		<u>\$9,629,000</u>
37	State Route Number 520 Corridor Account—State	
38	Appropriation.	((\$400,000))

1		<u>\$500,000</u>
2	Interstate 405 and State Route Number 167 Express	
3	Toll Lanes Account—State Appropriation.	((\$304,480,000))
4		<u>\$321,460,000</u>
5	Move Ahead WA Account—State Appropriation.	((\$590,313,000))
6		<u>\$889,448,000</u>
7	Move Ahead WA Account—Federal Appropriation.	((\$340,300,000))
8		<u>\$393,155,000</u>
9	TOTAL APPROPRIATION.	((\$4,593,514,000))
10		<u>\$5,305,757,000</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 connecting Washington account—state appropriation, the entire move
15 ahead WA account—federal appropriation, the entire move ahead WA
16 account—state appropriation, and the entire transportation
17 partnership account—state appropriation are provided solely for the
18 projects and activities as listed by fund, project, and amount in
19 ((LEAP)) OFM Transportation Document ((2023-1 as developed April 21))
20 2024-1: Proposed Transportation Project List as developed December
21 13, 2023, Program - Highway Improvements Program (I). However,
22 limited transfers of specific line-item project appropriations may
23 occur between projects for those amounts listed subject to the
24 conditions and limitations in section 601 ((of this act)), chapter
25 472, Laws of 2023.

26 (2) Except as provided otherwise in this section, the entire
27 motor vehicle account—state appropriation and motor vehicle account—
28 federal appropriation are provided solely for the projects and
29 activities listed in ((LEAP)) OFM Transportation Document ((2023-2
30 ALL PROJECTS as developed April 21)) 2024-1: Proposed Transportation
31 Project List as developed December 13, 2023, Program - Highway
32 Improvements Program (I). Any federal funds gained through
33 efficiencies, adjustments to the federal funds forecast, or the
34 federal funds redistribution process must then be applied to highway
35 and bridge preservation activities.

36 (3) Within the motor vehicle account—state appropriation and
37 motor vehicle account—federal appropriation, the department may
38 transfer appropriation authority between programs I and P, except for

1 appropriation authority that is otherwise restricted in this act, as
2 follows:

3 (a) Ten days prior to any transfer, the department must submit
4 its request to the office of financial management and the
5 transportation committees of the legislature and consider any
6 concerns raised.

7 (b) The director of the office of financial management must first
8 provide written authorization for such transfer to the department and
9 the transportation committees of the legislature.

10 (c) The department shall submit a report on appropriation
11 authority transferred in the prior fiscal year using this subsection
12 as part of the department's annual budget submittal.

13 (4) The connecting Washington account—state appropriation
14 includes up to \$1,737,009,000 in proceeds from the sale of bonds
15 authorized in RCW 47.10.889.

16 (5) The special category C account—state appropriation includes
17 up to \$118,773,000 in proceeds from the sale of bonds authorized in
18 RCW 47.10.812.

19 (6) The transportation partnership account—state appropriation
20 includes up to \$32,643,000 in proceeds from the sale of bonds
21 authorized in RCW 47.10.873.

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

31 (a) The department must confirm that any modification requested
32 under this subsection of amounts provided solely for a specific
33 purpose are not expected to be used for that purpose in this fiscal
34 biennium;

35 (b) ~~((Allotment))~~ Appropriation modifications authorized under
36 this subsection may not result in increased funding for any project
37 beyond the amount provided for that project in the 2023-2025 fiscal
38 biennium in ~~((LEAP))~~ OFM Transportation Document ~~((2023-2—ALL~~

1 ~~PROJECTS as developed April 21)~~ 2024-1: Proposed Transportation
2 Project List as developed December 13, 2023;

3 (c) (~~Allotment~~) Appropriation modifications authorized under
4 this subsection apply only to amounts appropriated in this section
5 from the following accounts: Connecting Washington account—state, and
6 move ahead WA account—state; and

7 (d) The office of financial management must provide notice of
8 (~~allotment~~) appropriation modifications authorized under this
9 subsection within 10 working days to the transportation committees of
10 the legislature. By December 1, 2023, and December 1, 2024, the
11 department must submit a report to the transportation committees of
12 the legislature regarding the actions taken to date under this
13 subsection.

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

20 (9) The legislature continues to prioritize the replacement of
21 the state's aging infrastructure and recognizes the importance of
22 reusing and recycling construction aggregate and recycled concrete
23 materials in our transportation system. To accomplish Washington
24 state's sustainability goals in transportation and in accordance with
25 RCW 70A.205.700, the legislature reaffirms its determination that
26 recycled concrete aggregate and other transportation building
27 materials are natural resource construction materials that are too
28 valuable to be wasted and landfilled, and are a commodity as defined
29 in WAC 173-350-100.

30 (10) By June 30, 2025, to the extent practicable, the department
31 shall decommission the facilities for the Lacey project engineering
32 office and the Tumwater project engineering office at the end of
33 their lease terms and consolidate the Lacey project engineering
34 office and the Tumwater project engineering office into the
35 department's Olympic regional headquarters.

36 (11) The legislature intends that any savings realized on the
37 following projects will not be attributable to the application of
38 practical design, retired risk, or unused contingency funding for the
39 purposes of RCW 47.01.480:

40 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

1 (b) I-82/EB WB On and Off Ramps (L2000123).

2 (12) (a) (~~(\$300,000,000)~~) \$337,765,000 of the coronavirus state
3 fiscal recovery fund—federal appropriation, (~~(\$312,653,000)~~)
4 \$331,812,000 of the motor vehicle account—federal appropriation,
5 \$45,112,000 of the move ahead WA account—federal appropriation,
6 \$2,960,000 of the motor vehicle account—local appropriation,
7 \$577,459,000 of the move ahead WA account—state appropriation, and
8 (~~(\$1,293,000)~~) \$8,221,000 of the motor vehicle account—state
9 appropriation are provided solely for the Fish Passage Barrier
10 Removal project (OBI4001) with the intent of fully complying with the
11 federal *U.S. v. Washington* court injunction by 2030.

12 (b) The fish passage barrier removal program, in consultation
13 with the office of innovative partnerships, shall explore
14 opportunities to employ innovative delivery methods to ensure
15 compliance with the court injunction including, but not limited to,
16 public-private partnerships and batched contracts. It is the intent
17 of the legislature that appropriations for this purpose may be used
18 to jointly leverage state and local funds for match requirements in
19 applying for competitive federal aid grants provided in the
20 infrastructure investment and jobs act for removals of fish passage
21 barriers under the national culvert removal, replacement, and
22 restoration program. State funds used for the purpose described in
23 this subsection must not compromise full compliance with the court
24 injunction by 2030.

25 (c) The department shall coordinate with the Brian Abbott fish
26 passage barrier removal board to use a watershed approach by
27 replacing both state and local culverts guided by the principle of
28 providing the greatest fish habitat gain at the earliest time. The
29 department shall deliver high habitat value fish passage barrier
30 corrections that it has identified, guided by the following factors:
31 Opportunity to bundle projects, tribal priorities, ability to
32 leverage investments by others, presence of other barriers, project
33 readiness, culvert conditions, other transportation projects in the
34 area, and transportation impacts. The department and Brian Abbott
35 fish barrier removal board must provide updates on the implementation
36 of the statewide culvert remediation plan to the legislature by
37 November 1, 2023, and June 1, 2024.

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

4 (e) During the 2023-2025 fiscal biennium, the department shall
5 provide reports of the amounts of federal funding received for this
6 project to the governor and transportation committees of the
7 legislature by November 1, 2023, and semiannually thereafter.

8 (13) (a) (~~(\$6,000,000)~~) \$15,944,000 of the move ahead WA account—
9 state appropriation (~~(is)~~) and \$15,000,000 of the natural climate
10 solutions account—state appropriation are provided solely for the
11 Stormwater Retrofits and Improvements project (L4000040). It is the
12 intent of the legislature, over the 16-year move ahead WA investment
13 program, to provide \$500,000,000 for this program.

14 (b) The appropriation in this subsection is provided solely for
15 the Urban Stormwater Partnership - I-5 Ship-Canal Bridge Pilot
16 (Seattle) project.

17 (c) The funding provided for stormwater retrofits and
18 improvements must enhance stormwater runoff treatment from existing
19 roads and infrastructure with an emphasis on green infrastructure
20 retrofits. Projects must be prioritized based on benefits to salmon
21 recovery and ecosystem health, reducing toxic pollution, addressing
22 health disparities, and cost-effectiveness. The department of
23 transportation must submit progress reports on its efforts to reduce
24 the toxicity of stormwater runoff from existing infrastructure,
25 recommendations for addressing barriers to innovative solutions, and
26 anticipated demand for funding each fiscal biennium.

27 (14) (a) (~~(\$35,465,000)~~) \$35,796,000 of the connecting Washington
28 account—state appropriation is provided solely for the SR 3 Freight
29 Corridor (T30400R) project. The legislature intends to provide a
30 total of \$78,910,000 for this project, including an increase of
31 \$12,000,000 in future biennia to safeguard against inflation and
32 supply/labor interruptions and ensure that:

33 (i) The northern terminus remains at Lake Flora Road and the
34 southern terminus at the intersection of SR 3/SR 302;

35 (ii) Multimodal safety improvements at the southern terminus
36 remain in the project to provide connections to North Mason school
37 district and provide safe routes to schools; and

38 (iii) Intersections on the freight corridor are constructed at
39 Romance Hill and Log Yard road.

1 (b) With respect to right-of-way acquisition and the construction
2 of the SR 3 Freight Corridor project (T30400R), tribal consultation
3 with the Suquamish tribe shall begin at the earliest stage of
4 planning, including without limitation on all funding decisions and
5 funding programs, to provide a government-to-government mechanism for
6 the tribe to evaluate, identify, and expressly notify governmental
7 entities of any potential impacts to tribal cultural resources,
8 archaeological sites, sacred sites, fisheries, or other rights and
9 interests in tribal lands and lands within which the tribe possesses
10 rights reserved or protected by federal treaty, statute, or executive
11 order. The consultation is independent of, and in addition to, any
12 public participation process required under state law, or by a state
13 agency, including the requirements of Executive Order 21-02 related
14 to archaeological and cultural resources, and regardless of whether
15 the agency receives a request for consultation from the Suquamish
16 tribe. Regularly scheduled tribal consultation meetings with the
17 Suquamish tribe shall continue throughout the duration of any funding
18 or program decisions and proposed project approval.

19 (15) \$6,000,000 of the move ahead WA account—state appropriation
20 and \$10,000,000 of the move ahead WA account—federal appropriation
21 are (~~provided solely~~) for the SR 3/Gorst Area - Widening project
22 (L4000017). Tribal consultation with the Suquamish tribe must begin
23 at the earliest stage of planning, including, without limitation, all
24 funding decisions and funding programs, to provide a government-to-
25 government mechanism for the tribe to evaluate, identify, and
26 expressly notify governmental entities of any potential impacts to
27 tribal cultural resources, archaeological sites, sacred sites,
28 fisheries, or other rights and interests in tribal lands and lands
29 within which the tribe possesses rights reserved or protected by
30 federal treaty, statute, or executive order. The consultation is
31 independent of, and in addition to, any public participation process
32 required under state law, or by a state agency, including the
33 requirements of Executive Order 21-02 related to archaeological and
34 cultural resources, and regardless of whether the agency receives a
35 request for consultation from the Suquamish tribe. Regularly
36 scheduled tribal consultation meetings with the Suquamish tribe must
37 continue throughout the duration of any funding program and proposed
38 project approval.

1 (16) (a) \$84,500,000 of the move ahead WA account—federal
2 appropriation, \$137,500,000 of the move ahead WA account—private/
3 local appropriation, and \$53,000,000 of the move ahead WA account—
4 state appropriation are provided solely for the I-5 Columbia river
5 bridge project (L4000054). The legislature finds that the replacement
6 of the I-5 Columbia river bridge is a project of national
7 significance and is critical for the movement of freight. One span is
8 now 105 years old, at risk for collapse in the event of a major
9 earthquake, and no longer satisfies the needs of commerce and travel.
10 Replacing the aging interstate bridge with a modern, seismically
11 resilient, multimodal structure that provides improved mobility for
12 people, goods, and services is a high priority. Therefore, the
13 legislature intends to support the replacement of the I-5 Columbia
14 river bridge with an investment of \$1,000,000,000 over the 16-year
15 move ahead WA investment program.

16 (b) The legislature recognizes the importance of the I-5/Mill
17 Plain Boulevard project (L2000099) and intends to provide funding for
18 reconstruction of the existing interchange in coordination with
19 construction of the Interstate 5 bridge over the Columbia river.

20 (c) The department shall provide regular updates on the status of
21 ongoing coordination with the state of Oregon on any bistate
22 agreements regarding sharing of revenues, use of revenues, and fiscal
23 responsibilities of each state. Prior to finalizing any such
24 agreement, the department shall provide a draft of the agreement to
25 the transportation committees of the legislature for review and
26 input. Additionally, the department shall advise on the status of any
27 bistate agreements to the joint transportation committee beginning in
28 September 2023 and quarterly thereafter until any agreements are
29 finalized.

30 (17) The legislature recognizes the importance of the US-12/Walla
31 Walla Corridor Improvements project (T20900R) and intends to advance
32 funding to provide matching funds if competitive federal funding is
33 awarded for the final remaining four-lane section between Wallula and
34 Nine Mile Hill. The department, in consultation with local
35 governments in the vicinity, must pursue any federal funding
36 available.

37 (18) \$2,642,000 of the move ahead WA account—state appropriation
38 is provided solely for the US 101/Simdars Bypass project (L4000013).

1 (19) (~~(\$570,842,000)~~) \$585,812,000 of the connecting Washington
2 account—state appropriation, (~~(\$155,000)~~) \$2,227,000 of the
3 multimodal transportation account—state appropriation,
4 (~~(\$26,537,000)~~) \$25,446,000 of the motor vehicle account—private/
5 local appropriation, (~~(\$200,800,000)~~) \$208,543,000 of the move ahead
6 WA account—federal appropriation, (~~(\$68,191,000)~~) \$60,448,000 of the
7 move ahead WA account—state appropriation, and (~~(\$6,980,000)~~)
8 \$10,980,000 of the motor vehicle account—federal appropriation are
9 provided solely for the SR 167/SR 509 Puget Sound Gateway project
10 (M00600R).

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

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

23 (c) The entire multimodal transportation account—state
24 appropriation in this subsection is for:

25 (i) The design phase of the Puyallup to Tacoma multiuse trail
26 along the state route number 167 right-of-way acquired for the
27 project to connect a network of new and existing trails from Mount
28 Rainier to Point Defiance Park; and

29 (ii) Segment 2 of the state route number 167 completion project
30 shared-use path to provide connections to the interchange of state
31 route number 167 at 54th to the intersection of state route number
32 509 and Taylor Way in Tacoma.

33 (20) (a) (~~(\$394,963,000)~~) \$439,738,000 of the connecting
34 Washington account—state appropriation, (~~(\$400,000)~~) \$500,000 of the
35 state route number 520 corridor account—state appropriation, and
36 (~~(\$4,496,000)~~) \$5,591,000 of the motor vehicle account—private/local
37 appropriation are provided solely for the SR 520 Seattle Corridor
38 Improvements - West End project (M00400R).

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

6 (c) Of the amounts provided in this subsection, \$400,000 of the
7 state route number 520 corridor account—state appropriation is
8 provided solely for noise mitigation activities. It is the intent of
9 the legislature to provide an additional \$600,000 for noise
10 mitigation activities.

11 (21) \$450,000 of the motor vehicle account—state appropriation is
12 provided solely for the SR 900 Safety Improvements project
13 (L2021118). The department must: (a) Work in collaboration with King
14 county and the Skyway coalition to align community assets,
15 transportation infrastructure needs, and initial design for safety
16 improvements along state route number 900; and (b) work with the
17 Skyway coalition to lead community planning engagement and active
18 transportation activities.

19 (22) \$25,000,000 of the motor vehicle account—federal
20 appropriation is provided solely for a federal fund exchange pilot
21 program. The pilot program must allow exchanges of federal surface
22 transportation block grant population funding and state funds at an
23 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
24 The projects receiving the exchanged federal funds must adhere to all
25 federal requirements, including the applicable disadvantaged business
26 enterprise goals. The entirety of the appropriation in this
27 subsection must be held in unallotted status until surface
28 transportation block grant population funding has been offered to the
29 state, and the department determines that a federalized project or
30 projects funded in this section is eligible to spend the surface
31 transportation block grant population funding. \$22,500,000 from
32 existing state appropriations identified elsewhere within this
33 section are available to be used as part of the exchange. Upon
34 determination that a project or projects funded in this section is
35 eligible to spend the offered surface transportation block grant
36 population funding, state funds appropriated in this section for the
37 eligible state project or projects in an amount equal to 100 percent
38 of the offered surface transportation block grant population funding
39 must be placed in unallotted status.

1 (23) (~~(\$5,000,000)~~) \$4,713,000 of the motor vehicle account—state
 2 appropriation, \$5,000,000 of the connecting Washington account—state
 3 appropriation, and (~~(\$5,000,000)~~) \$6,000,000 of the move ahead WA
 4 account—state appropriation are provided solely for the SR 522/
 5 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)
 6 project (NPARADI), specifically for design of, preliminary
 7 engineering, and right-of-way acquisition for the interchange and
 8 widening as a single project. The department must consider reserving
 9 portions of state route number 522, including designated lanes or
 10 ramps, for the exclusive or preferential use of public transportation
 11 vehicles, privately owned buses, motorcycles, private motor vehicles
 12 carrying not less than a specified number of passengers, or private
 13 transportation provider vehicles pursuant to RCW 47.52.025.

14 **Sec. 305.** 2023 c 472 s 306 (uncodified) is amended to read as
 15 follows:

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

17	Move Ahead WA Account—State Appropriation.	\$13,291,000
18	Recreational Vehicle Account—State Appropriation.	\$793,000
19	Transportation 2003 Account (Nickel Account)—State	
20	Appropriation.	((\$48,759,000))
21		<u>\$86,101,000</u>
22	Motor Vehicle Account—State Appropriation.	((\$135,073,000))
23		<u>\$183,638,000</u>
24	Motor Vehicle Account—Federal Appropriation.	((\$534,350,000))
25		<u>\$673,352,000</u>
26	Motor Vehicle Account—Private/Local Appropriation.	((\$12,000,000))
27		<u>\$17,135,000</u>
28	Connecting Washington Account—State Appropriation.	((\$37,078,000))
29		<u>\$50,609,000</u>
30	State Route Number 520 Corridor Account—State	
31	Appropriation.	((\$5,481,000))
32		<u>\$6,066,000</u>
33	Tacoma Narrows Toll Bridge Account—State	
34	Appropriation.	((\$10,892,000))
35		<u>\$12,202,000</u>
36	Alaskan Way Viaduct Replacement Project Account—	
37	State Appropriation.	((\$12,000))
38		<u>\$262,000</u>

1 (a) Ten days prior to any transfer, the department must submit
2 its request to the office of financial management and the
3 transportation committees of the legislature and consider any
4 concerns raised.

5 (b) The director of the office of financial management must first
6 provide written authorization for such transfer to the department and
7 the transportation committees of the legislature.

8 (c) The department shall submit a report on appropriation
9 authority transferred in the prior fiscal year using this subsection
10 as part of the department's annual budget submittal.

11 (4) The transportation partnership account—state appropriation
12 includes up to \$10,000,000 in proceeds from the sale of bonds
13 authorized in RCW 47.10.873.

14 (5) \$22,000,000 of the motor vehicle account—state appropriation
15 is provided solely for extraordinary costs incurred from litigation
16 awards, settlements, or dispute mitigation activities not eligible
17 for funding from the self-insurance fund (L2000290). The amount
18 provided in this subsection must be held in unallotted status until
19 the department submits a request to the office of financial
20 management that includes documentation detailing litigation-related
21 expenses. The office of financial management may release the funds
22 only when it determines that all other funds designated for
23 litigation awards, settlements, and dispute mitigation activities
24 have been exhausted.

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

32 (7) By June 30, 2025, to the extent practicable, the department
33 shall decommission the facilities for the Lacey project engineering
34 office and the Tumwater project engineering office at the end of
35 their lease terms and consolidate the Lacey project engineering
36 office and the Tumwater project engineering office into the
37 department's Olympic regional headquarters.

38 (8) The appropriations in this section include funding for
39 starting planning, engineering, and construction of the Elwha River

1 bridge replacement. To the greatest extent practicable, the
2 department shall maintain public access on the existing route.

3 (9) \$25,000,000 of the motor vehicle account—federal
4 appropriation is provided solely for a federal fund exchange pilot
5 program. The pilot program must allow exchanges of federal surface
6 transportation block grant population funding and state funds at an
7 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
8 The projects receiving the exchanged federal funds must adhere to all
9 federal requirements, including the applicable disadvantaged business
10 enterprise goals. The entirety of the appropriation in this
11 subsection must be held in unallotted status until surface
12 transportation block grant population funding has been offered to the
13 state and the department determines that a federalized project or
14 projects funded in this section is eligible to spend the surface
15 transportation block grant population funding. \$22,500,000 from
16 existing state appropriations identified elsewhere within this
17 section are available to be used as part of the exchange. Upon
18 determination that a project or projects funded in this section is
19 eligible to spend the offered surface transportation block grant
20 population funding, state funds appropriated in this section for the
21 eligible state project or projects in an amount equal to 100 percent
22 of the offered surface transportation block grant population funding
23 must be placed in unallotted status.

24 (10) \$21,000 of motor vehicle account—state appropriation is
25 provided solely for the implementation of chapter 54, Laws of 2023
26 (bridge jumping signs). ((If chapter 54, Laws of 2023 is not enacted
27 by June 30, 2023, the amount provided in this subsection lapses.))

28 **Sec. 306.** 2023 c 472 s 307 (uncodified) is amended to read as
29 follows:

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

32	Motor Vehicle Account—State Appropriation.	((\$9,738,000))
33		<u>\$10,606,000</u>
34	Motor Vehicle Account—Federal Appropriation.	((\$5,100,000))
35		<u>\$12,224,000</u>
36	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
37	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$611,000</u>
38	TOTAL APPROPRIATION.	((\$15,338,000))

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

(1) (~~(\$4,918,000)~~) \$5,547,000 of the motor vehicle account—state appropriation (~~(is)~~), \$8,830,000 of the motor vehicle account—federal appropriation, and \$500,000 of the motor vehicle account—private/local appropriation are provided solely for Programmatic Investment for Traffic Operations Capital projects (000005Q). By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all traffic operations capital project investments completed in the prior fiscal biennium.

(2) \$3,080,000 of the motor vehicle account—state appropriation is provided solely to construct pedestrian signals at nine locations on state route number 7 from 124th Street South to 189th Street South (0000YYY).

(3) \$1,463,000 of the motor vehicle account—state appropriation is provided solely for the replacement of 22 existing traffic cameras and installation of 10 new traffic cameras, including five pole installation sites, on the Interstate 90 corridor between mileposts 34 and 82 (L2021144). The department shall consult with news media organizations to explore options to allow such organizations access to traffic camera feeds.

Sec. 307. 2023 c 472 s 308 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State	
Appropriation.	((\$74,027,000))
	<u>\$91,223,000</u>
Move Ahead WA Account—State Appropriation.	((\$17,114,000))
	<u>\$32,728,000</u>
Puget Sound Capital Construction Account—State	
Appropriation.	((\$341,969,000))
	<u>\$387,120,000</u>
Puget Sound Capital Construction Account—Federal	
Appropriation.	((\$33,698,000))
	<u>\$87,047,000</u>
Puget Sound Capital Construction Account—	

1	Private/Local Appropriation.	((\$1,081,000))
2		<u>\$2,150,000</u>
3	<u>Transportation 2003 Account (Nickel Account)—State</u>	
4	<u>Appropriation.</u>	<u>\$472,000</u>
5	Transportation Partnership Account—State	
6	Appropriation.	((\$7,442,000))
7		<u>\$9,705,000</u>
8	Connecting Washington Account—State Appropriation. .	((\$10,809,000))
9		<u>\$21,883,000</u>
10	Capital Vessel Replacement Account—State	
11	Appropriation.	((\$46,818,000))
12		<u>\$33,242,000</u>
13	TOTAL APPROPRIATION.	((\$532,958,000))
14		<u>\$665,570,000</u>

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

17 (1) Except as provided otherwise in this section, the entire
18 appropriations in this section are provided solely for the projects
19 and activities as listed in ((~~LEAP~~)) OFM Transportation Document
20 ((~~2023-2 ALL PROJECTS as developed April 21~~)) 2024-1: Proposed
21 Transportation Project List as developed December 13, 2023, Program -
22 Washington State Ferries Capital Program (W).

23 (2) ((~~\$5,000,000~~)) \$24,260,000 of the Puget Sound capital
24 construction account—state appropriation is provided solely for
25 emergency capital repair costs (999910K). Funds may only be spent
26 after approval by the office of financial management.

27 (3) ((~~\$46,818,000~~)) \$33,242,000 of the capital vessel replacement
28 account—state appropriation is provided solely for the acquisition of
29 a 144-car hybrid-electric vessel (L2000329). The amounts provided in
30 this subsection are contingent upon the enactment of chapter 429,
31 Laws of 2023.

32 (4) ((~~The legislature intends that funding will be provided in~~
33 ~~the 2025-2027 fiscal biennium for the Future Hybrid Electric Ferry~~
34 ~~Class Pre-Design study (L2021131) to advance procurement of a new~~
35 ~~class of vessel that will account for changes in technology,~~
36 ~~staffing, and system needs. The legislature intends that part of the~~
37 ~~predesign study include a review of the benefits and costs of~~
38 ~~constructing all future new vessels based on the same design. The~~

1 ~~review may also compare and contrast the benefits and costs of a 144-~~
2 ~~vehicle capacity vessel with a 124-vehicle capacity vessel.~~

3 ~~(5))~~ (5) \$8,032,000 of the Puget Sound capital construction account—
4 state appropriation is provided solely for modernization of the
5 ticketing and reservation system (990052C). Of this amount,
6 \$3,032,000 must be held in unallotted status until Washington state
7 ferries has consulted with the office of the chief information
8 officer on the project scope and integration capabilities of the
9 reservation system with existing Good to Go! and ORCA next generation
10 products, and reported results to the office of financial management
11 and the transportation committees of the legislature.

12 ~~((6))~~ (5) \$125,000 of the Puget Sound capital construction
13 account—state appropriation and \$125,000 of the Puget sound capital
14 construction account—federal appropriation are provided solely for
15 development of a terminal wait times information system (998609A).
16 Washington state ferries must consult with the office of the chief
17 information officer on a technology solution for automated vehicle
18 detection, and report the project scope, along with office of the
19 chief information officer recommendations, to the office of financial
20 management and the transportation committees of the legislature by
21 December 1, 2024.

22 ~~((7))~~ (6) The transportation partnership account—state
23 appropriation includes up to \$7,195,000 in proceeds from the sale of
24 bonds authorized in RCW 47.10.873.

25 ~~((8))~~ (7) For the purposes of ferry and terminal
26 electrification, the department must apply to the department of
27 ecology for additional competitive grant funds available from
28 Volkswagen settlement funds, and report on the status of the grant
29 application by December 1, 2023.

30 ~~((9))~~ (8) For the 2023-2025 fiscal biennium, the marine
31 division shall provide to the office of financial management and the
32 transportation committees of the legislature a report for ferry
33 capital projects in a manner consistent with past practices as
34 specified in section 308, chapter 186, Laws of 2022.

35 (9) \$1,500,000 of the Puget Sound capital construction account—
36 state appropriation is provided solely for the future hybrid electric
37 ferry predesign study (L2021131). The department shall initiate a
38 vessel design to replace the aging Issaquah class ferries with a new
39 automobile hybrid electric ferry intended to operate on the Vashon-

1 Southworth-Fauntleroy route. The predesign study shall account for
2 changes in technology, staffing, and technology needs, and include a
3 review of the benefits and cost of construction of all future new
4 vessels based on the same design.

5 (10) \$5,000,000 of the Puget Sound capital construction account—
6 state appropriation is provided solely for implementing solutions as
7 developed in the passenger-only ferry study referenced in section
8 222(21) of this act. Funds may not be expended until after the
9 submission of the progress report required by section 222(21)(a) of
10 this act, and expenditures must be authorized by the director of the
11 office of financial management (G2000117).

12 **Sec. 308.** 2023 c 472 s 309 (uncodified) is amended to read as
13 follows:

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

15	Carbon Emissions Reduction Account—State	
16	Appropriation.	\$104,300,000
17	Essential Rail Assistance Account—State	
18	Appropriation.	(((\$676,000))
19		<u>\$1,336,000</u>
20	<u>Motor Vehicle Fund—State Appropriation.</u>	<u>\$865,000</u>
21	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$1,500,000</u>
22	Move Ahead WA Flexible Account—State Appropriation.	(((\$35,000,000))
23		<u>\$33,500,000</u>
24	Transportation Infrastructure Account—State	
25	Appropriation.	(((\$10,369,000))
26		<u>\$12,615,000</u>
27	Multimodal Transportation Account—State	
28	Appropriation.	(((\$63,334,000))
29		<u>\$101,497,000</u>
30	Multimodal Transportation Account—Federal	
31	Appropriation.	(((\$18,882,000))
32		<u>\$25,902,000</u>
33	<u>Multimodal Transportation Account—Private/Local</u>	
34	<u>Appropriation.</u>	<u>\$262,000</u>
35	TOTAL APPROPRIATION.	(((\$232,561,000))
36		<u>\$281,777,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in ((LEAP)) OFM
4 Transportation Document ((2023-2 ALL PROJECTS as developed April 21))
5 2024-1: Proposed Transportation Project List as developed December
6 13, 2023, Program - Rail Program (Y).

7 (2) (a) ((~~\$2,030,000~~)) \$3,513,000 of the transportation
8 infrastructure account—state appropriation is provided solely for new
9 low-interest loans approved by the department through the freight
10 rail investment bank (FRIB) program. The department shall issue FRIB
11 program loans with a repayment period of no more than 15 years, and
12 charge only so much interest as is necessary to recoup the
13 department's costs to administer the loans. The department shall
14 report annually to the transportation committees of the legislature
15 and the office of financial management on all FRIB loans issued.

16 (b) ((~~\$7,970,000~~)) \$8,732,000 of the transportation
17 infrastructure account—state appropriation is provided solely for new
18 FRIB program loans recommended by the department for 2024
19 supplemental transportation appropriations (F01000A). The department
20 shall submit a prioritized list for any loans recommended to the
21 office of financial management and the transportation committees of
22 the legislature by November 15, 2023.

23 (c) The department may change the terms of existing loans in the
24 essential rail assistance account for repayment of loans, including
25 the repayment schedule and rate of interest, for a period of up to 15
26 years for any recipient with a total loan value in the program of
27 over 10 percent as of June 30, 2023.

28 (3) ((~~\$7,566,836~~)) \$8,763,000 of the multimodal transportation
29 account—state appropriation is provided solely for new statewide
30 emergent freight rail assistance projects (FRAP) identified in the
31 ((LEAP)) OFM transportation document referenced in subsection (1) of
32 this section.

33 (4) \$369,000 of the transportation infrastructure account—state
34 appropriation and \$1,100,000 of the multimodal transportation account
35 —state appropriation are provided solely for final reimbursement to
36 Highline Grain, LLC for approved work completed on Palouse River and
37 Coulee City (PCC) railroad track in Spokane county (L2000179) between
38 the BNSF Railway Interchange at Cheney and Geiger Junction and must

1 be administered in a manner consistent with freight rail assistance
2 program projects.

3 (5) The department shall issue a call for projects for the
4 freight rail assistance program, and shall evaluate the applications
5 in a manner consistent with past practices as specified in section
6 309, chapter 367, Laws of 2011. By November 15, 2024, the department
7 shall submit a prioritized list of recommended projects to the office
8 of financial management and the transportation committees of the
9 legislature.

10 (6) \$50,000,000 of the carbon emissions reduction account—state
11 appropriation is provided solely for state match contributions to
12 support the department's application for federal grant opportunities
13 for a new ultra high-speed ground transportation corridor (L2021074).
14 These funds are to remain in unallotted status and are available only
15 upon award of federal funds. The department must provide periodic
16 grant application updates to the transportation committees of the
17 legislature, as well as anticipated state match estimates for
18 successful grants.

19 (7) \$33,500,000 of the move ahead WA flexible account—state
20 appropriation is provided solely for rehabilitation of the Palouse
21 River and Coulee City Railroad (L4000079). Up to \$433,000 of the
22 amount in this subsection may be used for management and oversight of
23 operation and maintenance activities.

24 (8) (~~(\$15,000,000)~~) \$19,990,000 of the multimodal transportation
25 account—federal appropriation is provided solely for the
26 rehabilitation of the Salmon Bay drawbridge (752010A) to ensure the
27 efficient movement of freight and passenger trains.

28 (9) \$6,300,000 of the carbon emissions reduction account—state
29 appropriation is provided solely to fund a zero emission drayage
30 truck demonstration project (L1000324) at Northwest Seaport Alliance
31 facilities.

32 (10) \$14,000,000 of the carbon emissions reduction account—state
33 appropriation is provided solely to fund a zero emission shore power
34 infrastructure demonstration project at Northwest Seaport Alliance
35 facilities (L1000325). Local funds sufficient to fully fund this
36 project must be contributed to the project, and any agreements
37 required for the project must be secured.

38 (11) \$5,000,000 of the carbon emissions reduction account—state
39 appropriation is provided solely to fund the replacement of two

1 Tacoma rail diesel-electric switcher locomotives with zero emission
2 battery-electric switcher locomotives and to install on-site charging
3 equipment at a Tacoma rail facility (L1000327). Local funds
4 sufficient to fully fund this project must be contributed to the
5 project, and any agreements required for the project must be secured.

6 (12) \$150,000 of the multimodal transportation account—state
7 appropriation is provided solely for the application of durable
8 markings along state route number 906 to create up to 20 parking
9 spaces for larger vehicles, including trucks (L1000336).

10 (13) \$26,500,000 of the carbon emissions reduction account—state
11 appropriation is provided solely for port electrification competitive
12 grants (L2021182). To be eligible to receive state funds under this
13 section, a port must first adopt a policy that requires vessels that
14 dock at the port facility to use shore power if such vessel is
15 capable of using such power and when such power is available at the
16 port facility. Of the amounts provided in this subsection,
17 \$10,000,000 is provided solely for the Puyallup tribal port
18 electrification project.

19 (14) \$2,000,000 of the carbon emissions reduction account—state
20 appropriation is provided solely for port electrification at the port
21 of Bremerton (L1000337), which may include the purchase and
22 installation of zero emission port shore power systems and other zero
23 emission infrastructure, equipment, and technology.

24 (15) \$500,000 of the carbon emissions reduction account—state
25 appropriation is provided solely for port electrification at the port
26 of Anacortes (L1000338), which may include the purchase and
27 installation of zero emission port shore power systems and other zero
28 emission infrastructure, equipment, and technology.

29 **Sec. 309.** 2023 c 472 s 310 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
32 **CAPITAL**

33 Carbon Emissions Reduction Account—State	
34 Appropriation.	((\$21,000,000))
	<u>\$25,000,000</u>
36 Climate Active Transportation Account—State	
37 Appropriation.	((\$157,463,000))
38	<u>\$169,442,000</u>

1	Freight Mobility Investment Account—State	
2	Appropriation.	((\$21,098,000))
3		<u>\$21,847,000</u>
4	Freight Mobility Multimodal Account—State	
5	Appropriation.	((\$22,728,000))
6		<u>\$23,630,000</u>
7	Highway Infrastructure Account—State Appropriation.	((\$793,000))
8		<u>\$1,060,000</u>
9	Highway Infrastructure Account—Federal Appropriation	
10	((\$1,600,000))
11		<u>\$1,500,000</u>
12	Move Ahead WA Account—State Appropriation.	((\$106,707,000))
13		<u>\$110,707,000</u>
14	Move Ahead WA Account—Federal Appropriation.	\$10,000,000
15	Move Ahead WA Flexible Account—State Appropriation.	((\$29,000,000))
16		<u>\$34,500,000</u>
17	((Transportation Partnership Account—State	
18	 Appropriation.	\$500,000))
19	Motor Vehicle Account—State Appropriation.	((\$36,785,000))
20		<u>\$46,480,000</u>
21	Motor Vehicle Account—Federal Appropriation.	((\$103,553,000))
22		<u>\$129,698,000</u>
23	Connecting Washington Account—State Appropriation.	((\$99,032,000))
24		<u>\$124,046,000</u>
25	Multimodal Transportation Account—State	
26	Appropriation.	((\$73,818,000))
27		<u>\$96,219,000</u>
28	TOTAL APPROPRIATION.	((\$684,077,000))
29		<u>\$794,129,000</u>

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

- 32 (1) Except as provided otherwise in this section, the entire
33 appropriations in this section are provided solely for the projects
34 and activities as listed by project and amount in ((LEAP)) OFM
35 Transportation Document ((~~2023-2 ALL PROJECTS as developed April 21~~))
36 2024-1: Proposed Transportation Project List as developed December
37 13, 2023, Program - Local Programs Program (Z).

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

4 (a) ((~~\$34,673,000~~)) \$47,707,000 of the multimodal transportation
5 account—state appropriation and ((~~\$37,563,000~~)) \$43,058,000 of the
6 climate active transportation account—state appropriation are
7 provided solely for pedestrian and bicycle safety program projects
8 (L2000188 and L1000335). Of the amount of climate active
9 transportation account funds appropriated in this subsection, up to
10 one percent may be used for program administration and staffing.

11 (b) ((~~\$19,137,000~~)) \$31,553,000 of the motor vehicle account—
12 federal appropriation, ((~~\$38,915,000~~)) \$45,399,000 of the climate
13 active transportation account—state appropriation, and
14 ((~~\$12,844,000~~)) \$21,157,000 of the multimodal transportation account—
15 state appropriation are provided solely for safe routes to school
16 projects (L2000189 and L1000334). Of the amount of climate active
17 transportation account funds appropriated in this subsection, up to
18 one percent may be used for program administration and staffing.

19 (c) For future rounds of grant selection, the department must
20 reevaluate the criteria to increase geographic diversity of
21 jurisdictions consistent with the requirements of the healthy
22 environment for all (HEAL) act.

23 (3) The department shall submit a report to the transportation
24 committees of the legislature by December 1, 2023, and December 1,
25 2024, on the status of projects funded as part of the pedestrian
26 safety/safe routes to school grant program and the Sandy Williams
27 connecting communities grant program.

28 (4) ((~~\$6,875,000~~)) \$10,906,000 of the multimodal transportation
29 account—state appropriation is provided solely for connecting
30 Washington bicycle and pedestrian projects listed in the ((LEAP)) OFM
31 transportation document referenced in subsection (1) of this section.

32 (5) ((~~\$36,640,000~~)) \$46,580,000 of the motor vehicle account—
33 federal appropriation is provided solely for acceleration of local
34 preservation projects that ensure the reliable movement of freight on
35 the national highway freight system (G2000100). The department will
36 select projects as part of its update of the state freight plan, in
37 consultation with the freight mobility strategic investment board and
38 other stakeholders.

1 (6) \$23,750,000 of the motor vehicle account—state appropriation
2 is provided solely for a federal fund exchange pilot program. The
3 pilot program will allow exchanges of federal surface transportation
4 block grant population funding and state funds at an exchange rate of
5 95 cents in state funds per \$1.00 in federal funds. The entirety of
6 the appropriation in this subsection must be held in unallotted
7 status until: Surface transportation block grant population funding
8 has been offered to the state, the department determines that a
9 federalized project or projects funded in section 305 or 306 of this
10 act is eligible to spend the surface transportation block grant
11 population funding, and state funds appropriated in section 305 or
12 306 for the eligible state project or projects in an amount equal to
13 100 percent of the offered surface transportation block grant
14 population funding have been placed in unallotted status. A report on
15 the effectiveness of the exchange program, the total estimated cost
16 of program administration, and recommendations for continuing the
17 pilot program is due to the governor and transportation committees of
18 the legislature by December 1, 2024. (LXXEXST)

19 (7) (~~(\$128,400,000)~~) \$122,400,000 of the move ahead WA account—
20 state appropriation, \$10,000,000 of the move ahead WA account—federal
21 appropriation, and (~~(\$19,500,000)~~) \$25,000,000 of the move ahead WA
22 flexible account—state appropriation are provided solely for new move
23 ahead WA road and highway projects listed in (~~(LEAP)~~) OFM
24 Transportation Document ((2023-2 ALL PROJECTS as developed April 21))
25 2024-1 Proposed Transportation Project List as developed December 13,
26 2023, Program - Local Programs Program (Z).

27 (a) For projects funded in this subsection, the department
28 expects to have substantial reappropriations for the 2023-2025 fiscal
29 biennium, the department may, on a pilot basis, apply funding from a
30 project with an appropriation that is unable to be used in the
31 2023-2025 fiscal biennium to advance one or more of the projects
32 listed in (~~(LEAP)~~) OFM Transportation Document (~~((2023-2 ALL PROJECTS~~
33 ~~as developed April 21))~~ 2024-1: Proposed Transportation Project List
34 as developed December 13, 2023, Program - Local Programs Program (Z),
35 prioritizing projects first by project readiness.

36 (i) In instances when projects listed in the (~~(LEAP)~~) OFM
37 transportation documents referenced in (a) of this subsection are no
38 longer viable or have been completed, the department may recommend in
39 its next budget submittal alternative project proposals from the

1 local jurisdictions if the project is similar in type and scope and
2 consistent with limitations of certain funds provided. In the event
3 that the listed project has been completed the local jurisdictions
4 may, rather than submitting an alternative project, instead be
5 reimbursed in the year in which it was scheduled for documented costs
6 incurred implementing the listed project, not in excess of the amount
7 awarded from the funding program.

8 (ii) At least 10 business days before advancing or swapping a
9 project pursuant to this subsection, the department must notify the
10 office of financial management and the transportation committees of
11 the legislature. The advancement of a project may not hinder the
12 delivery of the projects for which the reappropriations are necessary
13 for the 2023-2025 fiscal biennium.

14 (b) Of the amounts provided in this subsection, \$21,000,000 of
15 the move ahead WA account—state appropriation is provided solely for
16 three roundabouts to be constructed on state route number 507 in
17 partnership with local authorities (L10000330). The roundabout at
18 Vail is with Thurston county, the roundabout at Bald Hills is with
19 the city of Yelm, and the roundabout at state route number 702 is
20 with Pierce county. The department is to work cooperatively with each
21 local jurisdiction to construct these facilities within department
22 rights-of-way. The department must provide all project predesign and
23 design information developed to date to the local jurisdictions and
24 have a project implementation agreement in place with each local
25 jurisdiction within 180 calendar days of the effective date of this
26 act. The implementation agreement may provide full control for the
27 local authority to construct the project. Once the roundabouts are
28 completed, the operations and maintenance of the roundabouts are the
29 responsibility of the department.

30 (8) (~~(\$39,185,000)~~) \$38,885,000 of the climate active
31 transportation account—state appropriation and \$3,000,000 of the move
32 ahead WA flexible account—state appropriation are provided solely for
33 move ahead WA pedestrian and bike projects listed in (~~LEAP~~) OFM
34 Transportation Document ((2023-2 ALL PROJECTS as developed April 21))
35 2024-1: Proposed Transportation Project List as developed December
36 13, 2023, Program - Local Programs Program (Z). For projects funded
37 in this subsection, if the department expects to have substantial
38 reappropriations for the 2023-2025 fiscal biennium, the department
39 may, on a pilot basis, apply funding from a project with an

1 appropriation that is unable to be used in the 2023-2025 fiscal
2 biennium to advance one or more of the projects listed in ((LEAP))
3 OFM Transportation Document ((2023-2 ALL PROJECTS as developed April
4 21)) 2024-1: Proposed Transportation Project List as developed
5 December 13, 2023, Program - Local Programs Program (Z), prioritizing
6 projects first by tier then by project readiness.

7 (a) In instances when projects listed in the LEAP transportation
8 document referenced in this subsection (8) of this section are no
9 longer viable or have been completed, the department may recommend in
10 its next budget submittal alternative project proposals from the
11 local jurisdictions if the project is similar in type and scope and
12 consistent with limitations of certain funds provided. In the event
13 that the listed project has been completed the local jurisdictions
14 may, rather than submitting an alternative project, instead be
15 reimbursed in the year in which it was scheduled for documented costs
16 incurred implementing the listed project, not in excess of the amount
17 awarded from the funding program.

18 (b) At least 10 business days before advancing or swapping a
19 project pursuant to this subsection, the department must notify the
20 office of financial management and the transportation committees of
21 the legislature. The advancement of a project may not hinder the
22 delivery of the projects for which the reappropriations are necessary
23 for the 2023-2025 fiscal biennium.

24 (9) \$16,800,000 of the climate active transportation account—
25 state appropriation is provided solely for the statewide school-based
26 bicycle education grant program (L1000309). The department may
27 partner with a statewide nonprofit to deliver programs.

28 (10) \$25,000,000 of the climate active transportation account—
29 state appropriation is provided solely for the Sandy Williams
30 connecting communities pilot program (L1000308) to deliver projects
31 to reconnect communities that have been bifurcated by state highways.
32 Priority must be given to historically marginalized or overburdened
33 communities. The department may consult with the Cooper Jones active
34 transportation safety council to identify geographic locations where
35 there are high incidences of serious injuries and fatalities of
36 active transportation users among vulnerable populations.

37 (11) \$14,000,000 of the carbon emissions reduction account—state
38 appropriation is provided solely for the Guemes Ferry Boat
39 Replacement project (L4000124).

1 (12) \$6,500,000 of the move ahead WA flexible account—state
2 appropriation is provided solely for development of an applied
3 sustainable aviation evaluation center (L2021135). Snohomish county,
4 in partnership with Washington State University, shall plan and
5 establish facilities to evaluate, qualify or certify, and research
6 technologies that can minimize the impact of aviation on human health
7 and the environment. Funds may be used for, but are not limited to,
8 planning, construction, and land acquisition for sustainable aviation
9 fuel (SAF) qualification testing (ASTM D4054), research on the impact
10 of SAF on the environment and human health, and SAF storage for the
11 purpose of advancing sustainable aviation. At a minimum, three
12 sustainable aviation platforms must be considered:

- 13 (a) Sustainable aviation fuel (SAF);
- 14 (b) Hydrogen; and
- 15 (c) Battery electric energy storage mechanisms.

16 (13) The legislature intends to fund the Ballard and Magnolia
17 Bridge project (L4000123) and the Aurora Avenue North Safety
18 Improvements project (L4000154), as described in section 911(18) and
19 (19) (~~of this act~~), chapter 472, Laws of 2023.

20 (14) \$200,000 of the multimodal transportation account—state
21 appropriation is provided solely for the Seattle office of planning
22 and community development to update and add to the 2020 I-5 Lid
23 Feasibility Study with additional test cases with ramp changes and
24 removals in downtown Seattle and alternative assumptions with regards
25 to parking, expansion of Freeway Park, affordable housing, and
26 commercial real estate (L2021140). The Seattle office of planning and
27 community development shall conduct ongoing community engagement with
28 underrepresented constituencies to support the technical work of this
29 study and raise public awareness of opportunities of I-5 lids. Focus
30 should be given to low-income households living and working in the
31 I-5 lid study areas in central Seattle.

32 (15) \$1,000,000 of the multimodal transportation account—state
33 appropriation is provided solely for the department to award grants
34 to local jurisdictions to implement network-wide traffic conflict
35 screening programs using video analytics in controlled intersections
36 with a disproportionate number of traffic violations and injuries to
37 active transportation users (L2021149). Grants must be awarded
38 proportionally across the state and include controlled intersections
39 in both urban and rural environments and along state highways and

1 county roads. Grant recipients must report back to the department all
2 traffic violation and active transportation facility data acquired
3 during the grant period and provide the department with appropriate
4 next steps for the state and the local jurisdiction to improve
5 traffic safety for active transportation users in such intersections.
6 The department must report such findings and recommendations to the
7 transportation committees of the legislature by December 1, 2024.

8 (16) (a) (i) \$5,000,000 of the carbon emissions reduction account—
9 state appropriation is provided solely for the department to
10 establish a program for providing rebates to qualifying persons who
11 purchase e-bikes and qualifying equipment and services from a
12 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts
13 as described under (a) (iii) (A) of this subsection, and \$2,000,000 is
14 for rebate amounts as described under (a) (iii) (B) of this subsection.

15 (ii) To qualify for and use the rebate under this subsection, a
16 person must be a resident of Washington state and purchase an e-bike
17 and qualifying equipment and services, if any, from a qualifying
18 retailer in this state. Qualifying equipment and services must be
19 purchased as part of the same transaction as the e-bike.

20 (iii) (A) For persons who are at least 16 years of age and reside
21 in households with incomes at or below 80 percent of the county area
22 median income, the amount of the rebate is up to \$1,200 on the sale
23 of an e-bike and any qualifying equipment and services.

24 (B) For all other persons who are at least 16 years of age, the
25 amount of the rebate is up to \$300 on the sale of an e-bike and any
26 qualifying equipment and services.

27 (C) No more than one rebate may be awarded per household.

28 (iv) (A) The department must establish application procedures for
29 e-bike retailers to participate in the rebate program, and
30 application and award procedures for applicants to participate in the
31 program. If an applicant qualifies for a rebate amount and there is
32 sufficient funds to award the applicant with the appropriate rebate
33 amount, the department must provide the qualifying individual the
34 rebate amount in a format that can be redeemed at the time of
35 purchase at a qualifying retailer.

36 (B) An applicant must provide contact information, including a
37 physical address, email address, and phone number, and demographic
38 information, including the applicant's age, gender, race, and
39 ethnicity, to the department on a form provided by the department at
40 the time of applying for the rebate. The department may share or

1 provide access to such information with the University of Washington
2 to provide the University of Washington an opportunity to ask program
3 applicants and recipients to fill out a survey collecting information
4 only to the extent to inform its report described under (d) of this
5 subsection.

6 (v) A qualifying retailer must register with the department
7 before participating in the rebate program. A qualifying retailer
8 must:

9 (A) Verify the identity of the qualifying individual at the time
10 of purchase; and

11 (B) Calculate and apply the rebate at the time of purchase.

12 (vi) The department must reimburse a qualifying retailer that
13 accepts a rebate from a qualifying individual no later than 30 days
14 after the rebate is redeemed.

15 (vii) For purposes of this subsection (16)(a):

16 (A) "E-bike" means an electric assisted bicycle as defined in RCW
17 46.04.169, but does not include mountain bikes.

18 (B) "Qualifying equipment and services" means a bicycle helmet,
19 safety vest, bicycle light, or bicycle lock, and any maintenance or
20 other services agreed upon by the qualifying retailer and qualifying
21 individual at the time of purchase.

22 (C) "Qualifying retailer" means a retail business establishment
23 with one or more physical retail locations in this state that
24 provides on-site e-bike sales, service, and repair and has registered
25 with the department to participate in the rebate program established
26 under this subsection.

27 (b) For fiscal year 2025, \$2,000,000 of the carbon emissions
28 reduction account—state appropriation is provided solely for the
29 department to establish an e-bike lending library and ownership grant
30 program. The department may accept grant applications from other
31 state entities, local governments, and tribes that administer or plan
32 to administer an e-bike lending library or ownership program for
33 their employees for commute trip reduction purposes. The department
34 may also accept grant applications from nonprofit organizations or
35 tribal governments that serve persons who are low-income or reside in
36 overburdened communities and that administer or plan to administer an
37 e-bike lending library or ownership program for qualifying persons.
38 Grant recipients must report program information and participation
39 data to the University of Washington to inform its report described
40 under (d) of this subsection.

1 (c) It is the intent of the legislature that funding provided in
2 (a) and (b) of this subsection continue to be appropriated in the
3 2025-2027 and 2027-2029 fiscal biennia.

4 (d) Of the amounts provided in this subsection (16), \$90,000 is
5 for the department to contract with the University of Washington's
6 sustainable transportation lab to publish a general policy brief that
7 provides innovative e-bike rebate and lending library or ownership
8 grant program models and recommendations, a report on survey results
9 based on data and demographic information collected under the e-bike
10 rebate program established in (a) of this subsection, and a report on
11 program information and data collected under the e-bike lending
12 library and ownership grant program established in (b) of this
13 subsection. An initial brief and report must be submitted to the
14 transportation committees of the legislature by July 1, 2024, with
15 the final policy brief and report due to the transportation
16 committees of the legislature by July 1, 2025.

17 (e) The department may not collect more than five percent of
18 appropriated amounts to administer the programs under (a) and (b) of
19 this subsection.

20 (17) (~~(\$21,098,000)~~) \$21,847,000 of the freight mobility
21 investment account—state appropriation and (~~(\$22,728,000)~~)
22 \$23,630,000 of the freight mobility multimodal account—state
23 appropriation are provided solely for freight mobility strategic
24 investment board projects listed in the (~~LEAP~~) OFM transportation
25 document referenced in subsection (1) of this section.

26 (18) \$4,150,000 of the motor vehicle account—state appropriation
27 is provided solely for matching funds for federal funds to
28 reconstruct Grant county and Adams county bridges as part of the
29 Odessa groundwater replacement program (L1000322).

30 (19) \$9,240,000 of the connecting Washington account—state
31 appropriation is provided solely for the Aberdeen US 12 Highway-Rail
32 Separation project (L1000331).

33 (20) \$750,000 of the motor vehicle account—state appropriation is
34 provided solely for the Grady Way overpass at Rainier Avenue South
35 I-405 BRT Access study (L1000333).

36 (21) \$4,000,000 of the carbon emissions reduction account—state
37 appropriation is provided solely for Kitsap transit design work and
38 shore power infrastructure to gain coast guard approval to begin
39 construction of electric hydrofoil passenger-only ferry (G2000115).

1 (22) The appropriations in this section include savings due to
2 anticipated project underruns; however, it is unknown which projects
3 will provide savings. The legislature intends to provide sufficient
4 flexibility for the department to manage to this savings target. To
5 provide this flexibility, the office of financial management may
6 authorize, through an ~~((allotment))~~ appropriation modification,
7 reductions in the amounts that are provided solely for a particular
8 purpose within this section subject to the following conditions and
9 limitations:

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

14 (b) ~~((Allotment))~~ Appropriation modifications authorized under
15 this subsection may not result in increased funding for any project
16 beyond the amount provided for that project in the 2023-2025 fiscal
17 biennium in ~~((LEAP)) OFM Transportation Document ((2023-2-ALL~~
18 ~~PROJECTS as developed April 21))~~ 2024-1: Proposed Transportation
19 Project List as developed December 13, 2023;

20 (c) ~~((Allotment))~~ Appropriation modifications authorized under
21 this subsection apply only to amounts appropriated in this section
22 from the following accounts: Connecting Washington account—state, and
23 move ahead WA account—state; and

24 (d) The office of financial management must provide notice of
25 ~~((allotment))~~ appropriation modifications authorized under this
26 subsection within 10 working days to the transportation committees of
27 the legislature. By December 1, 2023, and December 1, 2024, the
28 department must submit a report to the transportation committees of
29 the legislature regarding the actions taken to date under this
30 subsection.

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 401. 2023 c 472 s 401 (uncodified) is amended to read as
3 follows:

4 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
5 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND
6 DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND
7 REVENUE

8	Transportation Partnership Account—State	
9	Appropriation.	((\$1,101,000))
10		<u>\$301,000</u>
11	Connecting Washington Account—State Appropriation.	((\$11,951,000))
12		<u>\$7,951,000</u>
13	Special Category C Account—State Appropriation.	((\$922,000))
14		<u>\$622,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation.	((\$1,470,291,000))
17		<u>\$1,511,430,000</u>
18	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation.	((\$10,895,000))
21		<u>\$10,305,000</u>
22	Nondebt-Limit Reimbursable Bond Retirement Account—	
23	State Appropriation.	((\$28,606,000))
24		<u>\$28,262,000</u>
25	Toll Facility Bond Retirement Account—State	
26	Appropriation.	\$76,372,000
27	TOTAL APPROPRIATION.	((\$1,604,754,000))
28		<u>\$1,639,859,000</u>

29 Sec. 402. 2023 c 472 s 402 (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 SALE EXPENSES AND
33 FISCAL AGENT CHARGES

34	Transportation Partnership Account—State	
35	Appropriation.	((\$220,000))
36		<u>\$70,000</u>

37 (~~Transportation Improvement Account—State~~)

1 (b) It is the intent of the legislature that this transfer is
2 temporary, for the purpose of minimizing the use of bonding in the
3 connecting Washington account.

4 ~~((22))~~ (21) Multimodal Transportation Account—State
5 Appropriation: For transfer to the Complete Streets
6 Grant Program Account—State. \$14,670,000

7 ~~((23))~~ (22) Multimodal Transportation Account—State
8 Appropriation: For transfer to the Highway Safety
9 Account—State. \$3,000,000

10 ~~((24))~~ (23) Multimodal Transportation Account—State
11 Appropriation: For transfer to the Motor Vehicle
12 Account—State. \$15,000,000

13 ~~((25))~~ (24) Multimodal Transportation Account—State
14 Appropriation: For transfer to the Freight Mobility
15 Multimodal Account—State. \$8,511,000

16 ~~((26))~~ (25) Multimodal Transportation Account—State
17 Appropriation: For transfer to the Move Ahead WA Flexible
18 Account—State. \$11,790,000

19 ~~((27))~~ (26) Multimodal Transportation Account—State
20 Appropriation: For transfer to the Puget Sound Capital
21 Construction Account—State. \$175,000,000

22 ~~((28))~~ (27) Multimodal Transportation Account—State
23 Appropriation: For transfer to the Puget Sound
24 Ferry Operations Account—State. (~~(\$38,500,000)~~)
25 \$88,700,000

26 ~~((29))~~ (28) Multimodal Transportation Account—State
27 Appropriation: For transfer to the Regional Mobility
28 Grant Program Account—State. \$27,679,000

29 ~~((30))~~ (29) Multimodal Transportation Account—State
30 Appropriation: For transfer to the Rural Mobility
31 Grant Program Account—State. \$12,223,000

32 ~~((31))~~ (30) Multimodal Transportation Account—State
33 Appropriation: For transfer to the State Patrol Highway
34 Account—State. \$59,000,000

35 (31) Multimodal Transportation Account—State Appropriation:
36 For transfer to the Pilotage Account—State. \$232,000

37 (32) Multimodal Transportation Account—State
38 Appropriation: For transfer to the Essential Rail Assistance

1 Account—State. \$400,000
2 ((~~32~~)) (33) (a) Alaskan Way Viaduct Replacement Project
3 Account—State Appropriation: For transfer to the
4 Transportation Partnership Account—State. \$47,899,000
5 (b) \$22,899,000 of the amount transferred in this subsection
6 represents repayment of debt service incurred for the construction of
7 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
8 ((~~33~~)) (34) Tacoma Narrows Toll Bridge Account—State
9 Appropriation: For transfer to the Motor Vehicle
10 Account—State. \$543,000
11 ((~~34~~)) (35) (a) General Fund Account—State Appropriation:
12 For transfer to the State Patrol Highway
13 Account—State. \$625,000
14 (b) The state treasurer shall transfer the funds only after
15 receiving notification from the Washington state patrol under section
16 207 (~~of this act~~), chapter 472, Laws of 2023.
17 ((~~35~~)) (36) Puget Sound Ferry Operations Account—State
18 Appropriation: For transfer to the Puget Sound Capital
19 Construction Account—State. \$121,828,000
20 ((~~36~~)) (37) Move Ahead WA Account—State Appropriation:
21 For transfer to the Puget Sound Ferry Operations
22 Account—State. \$120,000,000
23 (38) Move Ahead WA Account—State Appropriation: For
24 transfer to the Motor Vehicle Account—State. \$97,500,000
25 (39) Move Ahead WA Account—State Appropriation: For
26 transfer to the Transportation 2003 Account (Nickel Account)
27 —State. \$13,000,000
28 (40) Move Ahead WA Account—State Appropriation: For
29 transfer to the State Patrol Highway Account—State. . . . \$34,200,000

30 **Sec. 407.** 2023 c 472 s 407 (uncodified) is amended to read as
31 follows:

32 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
33 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
34 **STATUTORILY PRESCRIBED REVENUE**

35 Toll Facility Bond Retirement Account—Federal
36 Appropriation. \$194,241,000
37 Toll Facility Bond Retirement Account—State
38 Appropriation. ((~~\$25,372,000~~))

1 \$26,562,000
2 TOTAL APPROPRIATION. ((~~\$219,613,000~~))
3 \$220,803,000

4 The appropriations in this section are subject to the following
5 conditions and limitations: \$35,250,000 of the toll facility bond
6 retirement account—federal appropriation may be used to prepay
7 certain outstanding bonds if sufficient debt service savings can be
8 obtained.

9 NEW SECTION. **Sec. 408.** A new section is added to 2023 c 472
10 (uncodified) to read as follows:

11 **CENTRAL SERVICE CHARGES**

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

13 The appropriation in this section is subject to the following
14 conditions and limitations: Funding is provided for central service
15 charges for legislative branch agencies, as shown in OFM
16 transportation document 2024-2 as developed December 13, 2023.

(End of part)

1 **COMPENSATION**

2 501. Reserved.

3 **IMPLEMENTING PROVISIONS**

4 **Sec. 601.** 2023 c 472 s 601 (uncodified) is amended to read as
5 follows:

6 **MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN**
7 **SESSION**

8 (1) The 2005 transportation partnership projects or improvements
9 and 2015 connecting Washington projects or improvements are listed in
10 the ((LEAP)) OFM Transportation Document ((2023-1 as developed April
11 24)) 2024-1: Proposed Transportation Project List as developed
12 December 13, 2023, 2023, which consists of a list of specific projects by
13 fund source and amount over multiple biennia. Current fiscal biennium
14 funding for each project is a line-item appropriation, while the
15 outer year funding allocations represent a 16-year plan. The
16 department of transportation is expected to use the flexibility
17 provided in this section to assist in the delivery and completion of
18 all transportation partnership account and connecting Washington
19 account projects on the ((LEAP)) OFM transportation document
20 referenced in this subsection. For the 2023-2025 project
21 appropriations, unless otherwise provided in this act, the director
22 of the office of financial management may provide written
23 authorization for a transfer of appropriation authority between
24 projects funded with transportation partnership account
25 appropriations or connecting Washington account appropriations to
26 manage project spending and efficiently deliver all projects in the
27 respective program under the following conditions and limitations:

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

30 (b) Transfers from a project may not be made as a result of the
31 reduction of the scope of a project or be made to support increases
32 in the scope of a project;

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

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

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

5 (f) Transfers may not be made while the legislature is in
6 session;

7 (g) Transfers to a project may not be made with funds designated
8 as attributable to practical design savings as described in RCW
9 47.01.480;

10 (h) Except for transfers made under (l) of this subsection,
11 transfers may only be made in fiscal year 2024;

12 (i) The total amount of transfers under this section may not
13 exceed \$50,000,000;

14 (j) Except as otherwise provided in (l) of this subsection,
15 transfers made to a single project may not cumulatively total more
16 than \$20,000,000 per fiscal biennium;

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

21 (l) Transfers between projects may be made by the department of
22 transportation without the formal written approval provided under
23 this subsection (1), provided that the transfer amount to a single
24 project does not exceed \$250,000 or 10 percent of the total project
25 per fiscal biennium, whichever is less. These transfers must be
26 reported quarterly to the director of the office of financial
27 management and the chairs of the house of representatives and senate
28 transportation committees.

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

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

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

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

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

15 **Sec. 602.** 2023 c 472 s 606 (uncodified) is amended to read as
16 follows:

17 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

18 By November 15th of each year, the department of transportation
19 must report on amounts expended to benefit transit, bicycle, or
20 pedestrian elements within all connecting Washington projects in
21 programs I, P, and Z identified in (~~LEAP~~) OFM Transportation
22 Document (~~(2023-2 ALL PROJECTS as developed April 21)~~) 2024-1:
23 Proposed Transportation Project List as developed December 13, 2023,
24 in a manner consistent with past practices as specified in section
25 602, chapter 186, Laws of 2022.

26 **Sec. 603.** 2023 c 472 s 609 (uncodified) is amended to read as
27 follows:

28 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

29 (1) If a transportation project, where the Washington state
30 department of transportation is the lead and the project is scheduled
31 to be delivered or completed in the 2023-2025 fiscal biennium as
32 shown on the (~~LEAP~~) OFM Transportation Document (~~(2023-2 ALL~~
33 ~~PROJECTS as developed April 21)~~) 2024-1: Proposed Transportation
34 Project List as developed December 13, 2023, is in jeopardy of being
35 delayed because the department is unable to deliver or complete the
36 project within the 2023-2025 fiscal biennium and other local
37 jurisdictions are able to deliver or complete the work, the
38 department must coordinate with the appropriate local jurisdictions

1 to determine if a potential local partner is ready, willing, and able
2 to execute delivery and completion of the project within the
3 2023-2025 fiscal biennium.

4 (2) The department must compile a list of projects under this
5 section, including the timing under which the local partner agency
6 can deliver or complete the projects within the 2023-2025 and
7 2025-2027 fiscal biennia. The department must submit the compiled
8 list of projects to the governor and the transportation committees of
9 the legislature by November 1, 2023.

(End of part)

1 **MISCELLANEOUS 2023-2025 FISCAL BIENNIUM**

2 NEW SECTION. **Sec. 701.** A new section is added to 2023 c 472
3 (uncodified) to read as follows:

4 Appropriations in this act from the natural climate solutions
5 account, carbon emissions reduction account, climate transit programs
6 account, and climate active transportation account are subject to the
7 requirements of RCW 70A.65.030.

8 **MISCELLANEOUS**

9 NEW SECTION. **Sec. 801.** If any provision of this act or its
10 application to any person or circumstance is held invalid, the
11 remainder of the act or the application of the provision to other
12 persons or circumstances is not affected.

13 NEW SECTION. **Sec. 802.** This act is necessary for the immediate
14 preservation of the public peace, health, or safety, or support of
15 the state government and its existing public institutions, and takes
16 effect immediately.

(End of Bill)

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